

# **A12 Chelmsford to A120 widening scheme**

**TR010060**

## **5.2 Consultation Report Annex N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)**

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

Volume 5

August 2022

## Infrastructure Planning

### Planning Act 2008

# A12 Chelmsford to A120 widening scheme

## Development Consent Order 202[ ]

---

### 5.2 Consultation Report

#### Annex N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)

---

<b>Regulation Reference</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010060
<b>Application Document Reference</b>	TR010060/APP/5.2
<b>Author</b>	A12 Project Team, National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	August 2022	DCO Application

---

## CONTENTS

<b>1</b>	<b>Statutory Consultation .....</b>	<b>3</b>
1.1	Junction 19 .....	3
1.2	Junction 21 .....	181
1.3	Junction 22 .....	339
1.4	Junction 24 .....	408
1.5	Junction 25 .....	534
1.6	Utilities .....	658
1.7	Overall Scheme .....	682
<b>2</b>	<b>Supplementary Consultation .....</b>	<b>1011</b>
2.1	Gas Main .....	1011
2.2	Junction 21 .....	1092
2.3	Category 2&3.....	1160
2.4	Easthorpe Road.....	1291
2.5	Inworth Road .....	1315
2.6	Improved Road Surfacing .....	1409
2.7	Market Lane.....	1438
2.8	Overall Scheme as with Supplementary Consultation.....	1451
<b>3</b>	<b>Targeted Consultation .....</b>	<b>1653</b>
<b>4</b>	<b>Landowner Consultation.....</b>	<b>1708</b>

## LIST OF TABLES

Table 1.1	S42(a) Prescribed consultees.....	3
Table 1.2	S42(b) Local Authority .....	14
Table 1.3	S42 (d) PIL Public Interest / Landowners .....	30
Table 1.4	S47 – Public (where public question have already been answered in other areas, they are not included in this section) .....	118
Table 1.5	Consultation Responses – Stat Con J21 .....	181
Table 1.6	Consultation Responses – Stat Con J22 .....	339
Table 1.7	Consultation Responses – Stat Con J24 .....	408
Table 1.8	Consultation Responses – Stat Con J25 .....	534
Table 1.9	S42(a) Prescribed consultee – Utilities.....	658
Table 1.10	S42(a) Prescribed consultee .....	682
Table 1.11	S42 (b) Local authority.....	902
Table 1.12	S42 (d) PIL Public Interest / Landowners .....	950

Table 1.13 S47 – Public (where public question have already been answered in other areas, they are not included in this section) .....	997
Table 2.1 Consultation Responses – Sup Con Cadent Gas Main.....	1011
Table 2.2 Consultation Responses – Sup Con J21 .....	1092
Table 2.3 Consultation Responses – Supp Con CAT 2&3 Changes.....	1160
Table 2.4 Consultation Responses – Sup Con Easthorpe Road.....	1291
Table 2.5 Consultation Responses – Sup Con Inworth Road .....	1315
Table 2.6 Consultation Responses – Sup Con Improved Road Surfacing.....	1409
Table 2.7 Consultation Responses – Sup Con Market Lane.....	1438
Table 2.8 S42(a) Prescribed consultee .....	1451
Table 2.9 S42 (b) Local Authority .....	1523
Table 2.10 S42 (d) Persons with an interest in land (PILs) .....	1529
Table 2.11 S47 – Public.....	1575
Table 3.1 Consultation Responses – Targeted Consultation .....	1653
Table 4.1 Consultation Responses – Landowner Consultation .....	1708

**No table of figures entries found.**

# 1 Statutory Consultation

## 1.1 Junction 19

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Junction 19.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.1 S42(a) Prescribed consultees**

Ref No	Theme	Consultee	Prescribed	Local Authority	Landowner	Public interest, Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/001	Objection / LTN / Bypass / Information	Essex County Council - Highways & Transportation Service	✓				On balance, Essex County Council opposes the changes as we are concerned about the lack of detail on level of service information. By providing just one figure does not give us the clarity that individual arms of the junctions will function well. Greater clarity is needed	<p>The Applicant has considered the full details of the junction modelling for J19 which are provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2]. This shows that the junction is predicted to perform satisfactorily in the future if the proposed scheme is built. This includes arm-by-arm performance information in the format requested by Essex County Council.</p> <p>The designed facilities take into account the guidance contained within the Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport, 2020). The wider route strategy for walking,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								cycling and horse-riding considers that most users will utilise the Paynes Lane Bridge for most journeys, thus negating the need to interact with J19. The proposed scheme seeks to retain the existing routes followed by pedestrians and cyclists at J19, enhancing the routes within the constraints of the location.	
J19/002	Objection / LTN / Bypass	Essex County Council - Highways & Transportation Service	✓				<p>On balance, Essex County Council opposes the changes as we are concerned that- we have not been provided with any detailed traffic modelling results, so we do not know how severe the impact on traffic delay/queueing would be if LTN compliant crossings were provided.</p> <p>The WCH facilities are not LTN 1/20 compliant in our view and if these were then the facilities would be more likely to be used and form a vast improvement on local connectivity for these modes. We feel that the design needs to show how the facilities cater</p>	<p>The designed facilities take into account the guidance contained within the Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport, 2020).</p> <p>LTN 1/20 does not preclude staggered crossings. It notes that they should be avoided where possible but also notes at 10.4.19: ‘On wider roads and at busier junctions, a staggered toucan crossing is often used to combine pedestrian and cycle movements and minimise delay to motor traffic’. On the proposed scheme there are some locations where staggered</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>for whole journeys via some form of wider route planning which the County Council is very happy to assist with</p> <p>To expand on this specific point the scheme that National Highways (formerly known as Highways England) will be showing at Public Consultation does not accord with LTN1/20, as all the proposed cycle crossings at Jn 19 are staggered (in contradiction with LTN1/20's core design principle of Directness –Table 10.1: 'Cycle crossings at junctions and across links should not be staggered')</p>	<p>crossings are unavoidable, and these are the locations where they are proposed.</p> <p>The wider route strategy for walking, cycling and horse-riding considers that most users will utilise the Paynes Lane Bridge for most journeys, thus negating the need to interact with J19. The proposed scheme seeks to retain the existing routes followed by pedestrians and cyclists at J19, enhancing the routes within the constraints of the location.</p>	
J19/003	Roads / Boreham Interchange / Speed	Essex County Council - Highways & Transportation Service	✓				<p>Concern about proposal for controlled crossings on Main Rd and Southbound on slip. Looked at for Beaulieu scheme and proximity to roundabout circulatory with very short stacking distances would lead to capacity and safety issues, so remain uncontrolled. The National Highways scheme proposes full signalisation and does not appear to address these issues. Capacity analysis and RSA required to</p>	<p>A capacity analysis has been undertaken for the proposed J19 using microsimulation traffic models. This shows that the proposed junction operates satisfactorily. Full details of this assessment are provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2].</p> <p>The crossing over main road is proposed as part of a larger walking, cycling and horse-riding (WCH) route, connecting the historically severed Public Rights of Way</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>demonstrate that this is a feasible option.</p> <p>Concern about the impact of a central crossing on the bridge in terms of capacity and potential blocking</p> <p>Capacity analysis and RSA required to demonstrate that this is a feasible option back to both roundabouts with associated safety implications</p>	<p>(PRoW) and bridleways along Payne's Lane and to the north of the A12. This includes provision of a new footbridge over the A12 at Payne's Lane. The WCH route will connect Boreham with the Beaulieu Park development via the existing PRoWs.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as, design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry.</p> <p>The speed limit on Main Road on approach to J19 is proposed to be reduced to 40mph from the current national speed limit.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>The scheme has been designed to comply with current design standards and</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All the required safety governance processes have been undertaken and approval received. In the detailed design stage this will continue with further safety governance including independent Road Safety Audit and Walking-Cycling-Horse-Riding Assessment and Review.	
J19/004	Roads / Road Safety / Crossing Point	Essex County Council - Highways & Transportation Service	✓				However, a much more appropriate approach to the design of the junction improvements would be for Highways England to include straight across cycle crossings as a requirement, then ascertain the level of improvement required for motorised vehicles with the crossings in place.	Safety is specifically evaluated through the road safety audit, and walking, cycling and horse-riding assessment and review, which have identified safety issues to be addressed in detailed design stage. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit and WCH	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								reviews. By providing a staggered crossing, pedestrians and cyclists are encouraged to slow down and assess oncoming traffic before stepping into the carriageway.	
J19/005	Other / Future Development / Scheme Scope / DCO	Essex County Council - Highways & Transportation Service	✓				<p>The widening to three lanes stops east of J19 and the existing funnelling down to 2 lanes under Boreham bridge will continue to present a capacity bottleneck. We believe that capacity issues are worse on the Chelmsford Bypass than they are between J19 and J25.</p> <p>We accept that the widening must stop somewhere, but, in our view Boreham bridge needs to provide three lanes in each direction under it. As the structure is to be widened laterally in</p>	<p>The proposed scheme scope and extent are set out by the Applicant and approved by the Department for Transport. The scope of the proposed scheme, which has received funding as part of the Road Investment Strategy 2: 2020-25, is to widen the A12 between J19 and J25 to three lanes in each direction.</p> <p>Should the A12 mainline beneath Boreham interchange be widened to three lanes in each direction, this would require Boreham Bridge itself to be replaced entirely as the existing layout cannot be modified to convey additional lanes below it. In addition to this, the existing mainline south of</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>any event it seems short sighted not to do this under it</p> <p>The Chelmsford North East Bypass needs to tie in with Boreham interchange. Although a good start will be made via the HIF scheme a second stage providing direct slips between the bypass and the A12 has been designed. This would also necessitate widening of the A12 under the Boreham bridge. Whereas this second stage of the bypass is a County Council scheme it again seems short-sighted not to anticipate this in the A12widening project by widening the A12 under the bridge.</p> <p>There is no clarity on the strategy for the Chelmsford Bypass or the A12 south of Chelmsford in the current RIS. Previously under RIS1 there were some studies carried out. We would expect the DCO Inquiry to receive clarity on this point so it would be useful for this aspect to be discussed in the next stages of the project. The danger is that without any clarity the</p>	<p>Boreham interchange is two lanes in each direction and therefore any 'intra-junction' widening on the southbound carriageway would result in a lane drop at the junction merge, and similarly at the northbound diverge would result in a lane gain as vehicles leave the A12 itself. This arrangement if it were constructed would be expected to result in a confusing layout for road users, rather than improve journey times and road safety. The additional disruption to the road network could not be justified as part of the proposed scheme without significant adjustment to the A12 south of J19, which is outside the scope of this project.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>benefits of the current widening will be lost if other parts of the A12 are not in the programme south of J19.</p> <p>In addition, it is also noted that the fact that there is no potential for a link to the future Chelmsford NE bypass dual carriageway scheme which is very disappointing as J19 will not be future proofed this needs to be rectified in the next stage of work</p>		
J19/006	Roads / Road Safety / Crossing	Essex County Council - Highways & Transportation Service	✓				<p>The ped/cycle crossing on RDR3 is uncontrolled in the Beaulieu scheme because a controlled crossing on the exit from J19 would cause blocking back through the roundabout which is considered to be detrimental to highway safety and capacity. Hence the entry to J19 from RDR3 is not proposed to be signalised because you cannot have half controlled and half uncontrolled. The HE scheme proposes full signalisation and does not appear to address these issues. Review Beaulieu scheme RSA, departures from and capacity</p>	<p>All junctions proposed under proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J19. A microsimulation traffic model was used to assess the capacity of the proposed J19, which introduces mitigation measures to allow J19 which has recently been amended by the Beaulieu Park Developer, to cater for the anticipated increased traffic for the design year 2042. Where there are physical changes to the highway impacting on road-user behaviour</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							analysis.Capacity analysis and RSA required to demonstrate that this is a feasible option	or resulting in a change to the outcome of a collision on the trunk road and motorway network, road safety audit (RSA) shall apply. As such, the proposals for J19 are subject to the RSA process.	
J19/007	Roads / Traffic / Bypass / Traffic Management Plan	Springfield Parish Council	✓				Additional traffic due to possible diversion from other junction Possible accident on those diversion routes which could affect Boreham interchange and its surrounding roads on an already busy junction	At present, incidents such as accidents can cause traffic problems on the A12 and surrounding roads. The proposed scheme is expected to reduce the frequency of such incidents, by reducing A12 congestion in general and by the third lane providing additional traffic management flexibility in the case of accidents, breakdowns, or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.  Detailed modelling of the predicted future performance of J19 is provided in Appendix	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								E.2 of the Transport Assessment [TR010060/APP/7.2]. This shows that the junction is predicted to operate satisfactorily.	
J19/008	Hydrology	Chelmer & Blackwater Navigation Limited	✓				Can you please confirm the future use of the attenuation ponds and adjoining area and how these will be maintained in the future?	Please note the attenuation storage ponds are required to store the runoff from the proposed scheme's surface water drainage and release this to receiving watercourses at a controlled rate, mimicking the existing runoff rates. This arrangement provides mitigation for increased rates of runoff which would otherwise be realised as a result of the proposed scheme's drainage, with the potential to increase flood risk elsewhere. The attenuation storage ponds will be inspected regularly by the relevant maintenance authorities. Routine maintenance will include grass cutting and vegetation control as required. Any	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								sediment accumulation at inlets/outlets to the ponds, at flow control devices and outfall locations will be cleared and any necessary repairs undertaken in order to safeguard their desired function in future.	

Table 1.2 S42(b) Local Authority

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/009	Construction / Disturbance and Security	Chelmsford City Council		✓			<p>Two satellite compounds are proposed as part of the works to Junction 19; further information is required in this respect as the PIER report notes that the specific construction activities, its design, and impact have not been fully assessed. The northern compound is likely to be unconstrained as it is enclosed by infrastructure and is currently experiencing ongoing levels of disturbance.</p> <p>The southern compound, to the south-west of Boreham House, is adjacent to mature trees, hedgerows and waterbodies and requires further assessment as to the likely impacts of a site in this location, including impacts during its operational periods such as noise and lighting.</p>	<p>During the construction phase, appropriate measures will be implemented around the works compounds.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p> <p>Where practicable, the design will minimise the loss of vegetation across the proposed scheme. Where vegetation loss is unavoidable, mitigation will be provided in the form of compensation habitat so there is no net loss of habitat due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The compound previously identified has been removed and its new location sits within a plot of land between the A12 and the B1137 to the east of Paynes Lane.	
J19/010	Roads / Boreham / Traffic / Main Road	Chelmsford City Council		✓			A concern has also been highlighted regarding the impact of traffic potentially routing along Main Road in Boreham to access the A12 at Junction 19 as a consequence of the removal of Junction 20a at Hatfield Peverel and the impact this will have on the village of Boreham and traffic flows.	As a result of feedback from the consultation, supplementary consultation was held between 9 November and 20 December 2021 and included a proposal for a reduced speed limit to Main Road. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1]. Please see Chapter 7 for the responses to the supplementary consultation.	Y
J19/011	Roads / Boreham Interchange / Main Road	Chelmsford City Council		✓			The level of development within North-East Chelmsford, post-2036, will continue to increase and will require a direct free-flowing connection at Junction 19 to the Chelmsford North-East Bypass; it would be a missed opportunity not to futureproof Junction 19, by implementing these works early as part of the proposed A12 scheme,	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J19.  A microsimulation traffic model was used to assess the capacity of the proposed J19 which introduces mitigation measures to	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>thereby avoiding abortive shorter term measures, particularly given that the land is allocated in the adopted Chelmsford Local Plan for a further 2,500 homes post-2036</p>	<p>allow J19 which has recently been amended by the Beaulieu Park Developer, to cater for the anticipated increased traffic for the design year 2042.</p> <p>The National Networks National Policy Statement (NNNPS) set out the traffic model guidance to be followed, which specifies which committed schemes should be included in the core scenario assumptions. As Chelmsford City Council is aware, Chelmsford North East Bypass phase 2 is not a committed development and therefore not part of the proposed scheme's core scenario. The further 2,500 homes expected post-2036 also do not meet the certainty threshold for inclusion in the traffic model. It has been demonstrated that the current J19 proposal (improvements to developer's junction) provides the necessary traffic capacity at operational year of 2042. Based on these facts the proposed scheme could not justify the extra cost or the Compulsory Purchase Order (CPO) of the extra land necessary to deliver a wider Boreham Bridge in order to accommodate an uncommitted development. The Applicant understands the authority request but under its scope, the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								proposed scheme cannot deliver this level of future-proof infrastructure without direct instruction from DfT.	
J19/012	Roads / Boreham Interchange / Main Road	Chelmsford City Council		✓			Further work also needs to be undertaken in relation to the cumulative impact of committed development as set out in the adopted Chelmsford Local Plan, which needs to be accurately reflected in the traffic modelling work.	<p>The process for developing the future traffic growth forecasts has been undertaken in line with Transport Analysis Guidance. Following liaison with Chelmsford City Council and Essex County Council in 2021, the proposed 3,000 homes in North East Chelmsford and the proposed 450 homes North of Broomfield have been included within the core scenario.</p> <p>The cumulative impact assessment of committed development is described in Chapter 16 of the Environmental Statement [TR010060/APP/6.1].</p>	
J19/013	Environment / Biodiversity / Wildlife / Vole	Chelmsford City Council		✓			The PEIR Report confirms that ongoing ecological assessments recorded water vole in two ditches to the south of Junction 19. The proposed scheme would have no direct impacts on the banks of the ditches located to the south of Junction 19 where activity was recorded.	This is correct, there is anticipated to be no impact on water voles in the ditches located to the south of J19 where activity was recorded, as a result of the proposed scheme. Pre-construction surveys will be undertaken to ensure the baseline in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] is still correct. A large series of ponds and ditches is being created within an environmental	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								mitigation area to the south of J19 providing considerable increase in habitat for the local water vole population (see Figure 2.1 Environmental Masterplan [TR010060/APP/6.2]).	
J19/014	Environment / Heritage	Chelmsford City Council		✓			Cultural Heritage 2.6 Junction 19 (Boreham Interchange) lies adjacent to the former Generals public house, a Grade II 17th Century timber framed building which fronts onto the former London-Colchester Road and Boreham House, a Grade I listed property and its Grade II Registered Park and Gardens. Boreham House is an early Georgian mansion, built for Benjamin Hoare of the Fleet Street banking family c.1728; its grounds contain a rare formal canal on the approach to the house and pleasure gardens beyond.2.7 Potential impacts on the setting of the Grade I listed Boreham House and its Grade II Registered Park and Garden and the Grade II listed Generals have been identified. The need to consider these in the Environmental Statement	The impact of the proposed scheme on Boreham is discussed within Chapter 7: Cultural Heritage of the Environmental Statement [TR10060/APP/6.1]. Works at the entrance of Boreham House, along Main Road would incorporate sympathetic hard landscaping to provide an appropriate setting and mitigation to Boreham House.  Standard noise, vibration, dust and visual intrusion mitigation measures would be applied during construction. Please refer to the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>formed a key requirement of the Planning Inspectorate’s Scoping Opinion. The PEIR notes that construction works would bring large scale changes to the roundabout and junction arrangement at the Boreham Interchange (Junction 19) including additional lanes on the overbridge; these would impact upon Boreham House and the Grade II listed ‘Generals’ formerly the Generals Head Inn and now a private residence located adjacent the Premier Inn. The construction works are predicted to result in noise, vibration and dust and visual intrusion from machinery and traffic. The magnitude of impact would be moderate on the high value asset at Boreham House, resulting in a moderate adverse significant effect. A similar level of harm is identified to the setting of The Generals. The construction impacts of the development with a moderate impact on the setting of The Generals and the Boreham House and its RPG are concurred with. Additionally,</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							operational harm is identified, to be mitigated by measures to be defined within the Environmental Statement.		
J19/015	Environment / Trees / Planting	Chelmsford City Council		✓			The current upgrades associated with Beaulieu Park particularly new trees and scrub planting, should be carefully considered to ensure its new tree planting is not prematurely lost as a direct result of the proposed modifications.	Following consultation with Chelmsford City Council the existing stand of trees along Main Road, in front of 'Generals,' would be protected and retained as mitigation.	
J19/016	Environment / Wildlife / Badgers	Chelmsford City Council		✓			Due to its sensitivity the PEIR Report does not share recorded badger information, which is the correct approach, however, there are setts in proximity to Junction 19 and concern is raised as to how the modifications will seek to avoid mortality of the species during construction and operation. Further clarity is required on the means of mitigation; it is noted that badger proof fencing is proposed but it is unclear how this will be managed and maintained in perpetuity and whether other measures, such as	Construction works at J19 will not result in any increased fragmentation of badger setts as these are limited to improvements of widening of existing infrastructure, therefore there will not be any expected mortality of badgers during operation. During construction, mortality will be prevented through the following:  1) Preconstruction surveys will ensure all setts have been identified and confirm their status. This is required because the use of setts and construction of new setts is very changeable.  2) Closure of any setts directly or indirectly impacted under a licence from Natural	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							mammal underpasses are to be considered.	<p>England using standard mitigation measures. This includes the use of one-way sett entrance gates for 21 days.</p> <p>3) Provision of ramps within any deep excavations to ensure animals cannot be trapped within them.</p> <p>4) Presence of an Environmental Clerk of Works on site during any site clearance to provide advice as required.</p> <p>During operation, badger fencing will be provided and maintained by the Applicant. Mammal ledges will be provided within new or modified culverts over watercourses, primarily for use by otters however these could also be used by badgers.</p> <p>Details of any badger mitigation measures will be included in the Environmental Management Plan [TR010060/APP/6.5] which will be continually reviewed by the Environmental Clerk of Works during construction.</p>	
J19/017	Environment / Built Heritage	Chelmsford City Council		✓			Highways England have consulted with Historic England and CCC's Heritage Officer and are proposing to	The built heritage assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] includes	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>establish an agreed mitigation strategy as part of the Environmental Statement to be submitted with the DCO. Further information is required in relation to the detailed design to be able to fully assess the operational developments, including the lighting, signage, guard rails, alterations along Main Road and other works and to ensure the impact of the scheme on the setting of these listed buildings is minimised.</p>	<p>mitigation measures for visual and noise effects where appropriate, as part of a mitigation strategy. This does not extend to details of signage and guard rails as this will be subject to further design iterations prior to construction as part of detailed design stage.</p> <p>Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments (REAC) which summarises the committed mitigation measures within the chapters of the Environmental Statement and associated appendices.</p>	
J19/018	Environment / Main Road / Heritage	Chelmsford City Council		✓			<p>A culvert runs underneath Main Road to the north of Boreham House, which feeds the lake via a spring; this should be investigated prior to any works within this area to ensure this is considered, in the detailed design and execution of the works.2.12 Further, and in order to mitigate the impact of the construction works on the setting</p>	<p>A meeting was held in March 2022 since the statutory consultation, where the principles of the draft environmental design were presented. The Applicant will continue to engage with the consultee throughout the detailed design and proposed works. The majority of work to J19, being undertaken by the developers of Beaulieu Park, would be in place when the proposed scheme is on site.</p>	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							of Boreham House and its Registered Park and Garden, it is essential that the land take around the southern/south-eastern edge of the interchange is adequate to allow a planting scheme to mitigate the impacts. The land indicated on the current design is inadequate to provide the necessary mitigation. CCC would welcome the opportunity to discuss this matter further with Highways England prior to submission of its application to PINS.	Since statutory consultation, it has been determined that the existing belt of Tree Preservation Order trees that currently intercepts views from Boreham House towards the junction can be retained. This is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Planting within the ecology mitigation area to the west of Boreham House would also provide additional screening. Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments which summarises the committed mitigation measures within the chapters of the Environmental Statement and associated appendices.	
J19/019	Environment / Paynes Lane / Disruption / Green Bridge	Chelmsford City Council		✓			The proposed bridge to Paynes Lane (ref.FB01 in the PEIR Report) provides an excellent opportunity to overcome north-south severance currently impeding connectivity for wildlife; in	Implications of a green bridge were considered at this location, including the consideration of purpose, visual aesthetics, and cost. However, due to the topography in this location, a conventional green bridge	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>this respect further consideration should be given to the creation of a green bridge to provide a purposeful link and improved connectivity for wildlife. Wildlife connectivity is noted as a broad design principle within the PEIR Non-Technical Summary Report and in this respect CCC would encourage Highways England to explore and provide further connectivity to the Bulls Lodge lagoons and The Grove local wildlife sites to the north.</p> <p>The PEIR Report reports no net loss of natural wildlife habitat. CCC recommends that a 'Canopy Cover Assessment' be undertaken in relation to the impact of the proposals on existing trees to help quantify total tree canopy cover before and after the proposed modifications to avoid a deficit to the canopy cover; this can be determined, for example by I-tree, Project 4D trees and is crucial for addressing the benefits trees have against climate change and to increase canopy cover. The</p>	<p>would not have been feasible in terms of land take and proximity to Paynes Lane. Furthermore, while the Applicant recognises that a green bridge may have been beneficial in addressing the historic severance caused by the railway and existing A12, addressing this type of historic ecological severance is not within the scope of the proposed scheme.</p> <p>Appendix 8.4: Arboricultural Impact Assessment [TR010060/APP/6.3] includes plans that illustrate trees at risk of removal following a red/amber/green process. This indicates canopy loss based on canopy shape plotting undertaken. Information relating to tree spacing and density has been collected as part of the arboricultural survey and is included within the Arboricultural Impact Assessment. This information has been used to help inform the landscape mitigation presented on Figure 2.1: Environmental Masterplan [TR010060/APP/6.2]. Retained and Removed Vegetation Plans [TR010060/APP/2.14] have also been produced.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							assessment would also measure new tree planting and the expected canopy coverage as trees establish.	Arboricultural consultation took place in September and October 2020 with the respective local planning authorities, with responses received from Chelmsford City Council and Colchester Borough Council. The approach to undertaking the arboricultural surveys was discussed and it was agreed that tree data should be collected following the guidance of BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations (British Standards Institution, 2012). A canopy assessment is not a requirement of BS 5837:2012.	
J19/020	Environment / Wildlife / Drainage	Chelmsford City Council & Feering and Kelvedon Wildlife Group		✓			<p>Drainage features around this junction would however need to be designed to encourage movement of the nearby water vole populations.</p> <p>Please make sure that drainage ponds have graduated sides so wildlife can get out if they fall in.</p>	Drainage designs include mammal ledges within new culverts and under new bridges at all suitable watercourses that would be crossed by the proposed scheme where practicable, or other suitable mammal passage to be agreed. This would allow for the safe movement of water voles (and other mammal species) under the carriageway. Ponds will be designed to be sympathetic to wildlife. These will be developed further at detailed design.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments (REAC) which summarises the committed mitigation measures within the chapters of the Environmental Statement and associated appendices.	
J19/021	Other / Future Development	Chelmsford City Council		✓			The PEIR Report states that Strategic Growth Site 6: Chelmsford Garden Community for 3000 new homes will be carried forward into Stage 3: Information Gathering and will be included in the Stage 4: Assessment of Cumulative Effects to be reported in the Environmental Statement. The report acknowledges that a masterplan has now been approved for Strategic Growth Site 8: North of Broomfield for 450 new homes. The site has been carried forward into the Stage 3: Information Gathering and further investigation will be undertaken at the	The 3,450 homes mentioned are all included within the core traffic model. A full list of developments included in the traffic model is provided in Appendix A of the Transport Forecasting Package Report, which is provided as Appendix C of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].  The masterplan for the development is considered in the cumulative effects assessment. This is featured in Chapter 16: Cumulative Effects Assessment, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Environmental Statement as to whether this is then progressed to the Stage 4: Assessment of Cumulative Effects.</p> <p>2.28 CCC requested that this proposed development be included in the traffic modelling baseline;</p>		
J19/022	Roads / Traffic	Chelmsford City Council		✓			<p>Further work also needs to be undertaken in relation to the cumulative impact of committed development as set out in the adopted Chelmsford Local Plan, which needs to be accurately reflected in the traffic modelling work.</p>	<p>The cumulative impact assessment is described in Chapter 16 of the Environmental Statement [TR010060/APP/6.1].</p> <p>The process for developing the future traffic growth forecasts has been undertaken in line with Transport Analysis Guidance. Following liaison with CCC and ECC in 2021, the proposed 3,000 homes in North East Chelmsford has been included within the core scenario, as are the proposed 450 homes North of Broomfield.</p>	
J19/023	Roads / Design	Chelmsford City Council		✓			<p>CCC also considers it a missed opportunity not to widen the A12 from Junction 15 to 19 south of Chelmsford, this would remain the only two length section of the road from the M25 to the A120 at Junction 25, save for a short</p>	<p>The proposed scheme scope and extent is set out by the Applicant and approved by the Department for Transport, which based on a business case appraised and evaluated following Government's guidance from The</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							section of the A12 south of Margarettin.	<p>Green Book. (2022) (Central Government Guidance on Appraisal and Evaluation).</p> <p>The scope of the proposed scheme, which has received funding as part of the Government's Road Investment Strategy 2: 2020-25, is to widen the A12 between J19 and J25 to three lanes in each direction.</p> <p>All junctions proposed under the A12 Chelmsford to A120 Widening Scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p> <p>The Applicant looked at a variety of factors when assessing the benefits and effects of the proposed scheme, from detailed surveys and assessments carried out.</p>	
J19/024	Roads / Traffic / Environment	Chelmsford City Council		✓			2.30 The PEIR Report notes that following the closure of Junction 20a at Hatfield Peverel, most traffic which previously used this access would instead join the A12 at the new Junction 21. Notwithstanding, some traffic is predicted to travel instead, along Main Road in Boreham and use Junction 19 to access the A12. The	To further encourage traffic to travel to the A12 via J21 rather than via Boreham and J19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and J19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>report notes that this would result in an increase in traffic along this road in the AM peak of approximately 175 vehicles per hour; this is a concern to CCC.</p>	<p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as, design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] shows that the predicted increase in traffic along Main Road in the AM peak is 184 vehicles per hour in 2027. In the PM peak, traffic is predicted to decrease by 93 vehicles per hour. Chapter 5 of the Transport Assessment also includes assessment of the impact on junctions along Main Road.</p>	

Table 1.3 S42 (d) PIL Public Interest / Landowners

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/025	Landowner / Construction	143122			✓		<p>The implication of construction works sequencing, construction traffic, haul routes and how maintenance of access / operations for the [Named] Land and all existing land uses contained thereon will be maintained is unclear</p> <p>4.15 The A12 Chelmsford to A120 widening traffic management during construction factsheet states that 'construction of the symmetrical widening to the junction 19 bridge requires the central reserve to be upgraded. This may need to be carried out under full weekend / overnight closures of the carriageway and possible lane closures. 24-hour narrow lanes would be introduced to the northbound carriageway and then switched to the southbound carriageway. Installation of the bridge surface would require full night-time carriageway closures'.</p> <p>4.16 In addition, the A12 Chelmsford to A120 widening Public consultation</p>	<p>At the southern end of J19 within the landowner's estate, it is envisaged that a haul road will be constructed parallel to the A12.</p> <p>The haul routes will likely be a combination of clay and unbound material and stabilised bound material, decided by the duration of use of the haul route and the activities that will depend on it. Speed limits will be set to ensure the safety of the works during construction.</p> <p>Dust suppression will be required in the dry months. This will likely be done by tractor and bowser or a road sweeper. This is detailed in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>Access to business and private properties will be maintained at all reasonable times. Where private property or business are found in close proximity to works, appropriate safety measures will be put in place. Details around the sequence and methodology of works are still to be defined.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							June 2021 document states that 'to reduce the amount of construction traffic on the existing roads, construction traffic will use temporary roads where possible. These are likely to be close to the existing A12 route. However, where this is not possible, additional land within the provisional Order Limits (the application land boundary) may need to be used temporarily'. This would, therefore, potentially require the [Named] land, as shown in Figure 4.3, for temporary haul roads. The impact of construction activities on the existing operations at the site is unclear	The proposed scheme has held a number of meetings with the landowners and the Applicant remains open to any further discussions that the landowners or their representatives may require. These topics will be discussed further with residents, landowners and other stakeholders, well in advance of any construction.	
J19/026	Landowner / Construction / Paynes Lane / Traffic	143122			✓		4.18 What is evident from the PEIR is that a satellite compound will be required for local works. This compound (J19 South Satellite Compound) sits within the [Named] land (see Figure 4.4) and, therefore, within the temporary possession of land proposed within the application land boundary (see Figure 4.2). How safe access will be provided during	The compound previously identified as required within the consultees land has been removed and its new location sits within a plot of land between the A12 and the B1137 to the east of Paynes Lane.  Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							construction to and from the site, and whether existing operations are expected to continue or cease is not clear which is of great significance to the clients.		
J19/027	Construction / Paynes Lane / Traffic	143122			✓		There is also a safety issue around the signal operation and the traffic leaving the Car Boot Sale as this would be limited to the gaps generated in the inter-green periods between the circulatory signal stage and the stage for traffic entering from the B1137 Main Road.	The Applicant's plans include the reconfiguration of the existing access road from the Chelmsford car boot sale site within the improvements to J19, more specifically, Generals Farm Roundabout. This will allow all traffic movements which currently access the car boot sale site to continue once the proposed scheme is constructed.	
J19/028	Landowner / Road / Boreham / Traffic / Access	143122			✓		The established site of the Chelmsford Car Boot Sale, which is accessed off the southern arm, is a sizable operation. The traffic leaving the site would be a concern in respect of volume and the storage space available within the proposed signal scheme at Junction 19.	A microsimulation model was used to assess the capacity of the proposed J19 which introduces mitigation measures to allow J19 which has recently been amended by the Beaulieu Park Developer, to cater for the anticipated increased traffic for the design year 2042.  The Applicant's plans include the reconfiguration of the existing access road from the Chelmsford car boot sale site within the improvements to J19, more specifically, Generals Farm Roundabout. This	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								reconfiguration will allow all traffic movements which currently access the car boot sale site to continue once the proposed scheme is constructed.	
J19/029	Landowner / Drainage / Boreham	143122			✓		<p><b>Suds And Drainage</b></p> <p>As already indicated the proposals involve significant areas of land take for the provision of balancing ponds and related drainage features. There is however no underlying detailed drainage volumes or calculation information to justify the extent of the proposals; the scale of provision is hard to understand given that no widening is proposed in this locality. There does not appear to be adequate baseline analysis of the existing drainage of the A12 and whether or not that could be improved or altered as opposed to the current proposals. Alternatives of reduced scale and location have not been considered. These issues are elaborated upon in the representations of our clients' engineers, Stantec.</p>	<p>The proposed scheme includes highway improvement works at J19 (namely widening of Boreham Bridge, widening of General Farm roundabout and associated slip roads, widening of Generals Lane roundabout and associated slip roads, and widening of Main Road (B1137) near Boreham). In addition, the proposed scheme will also require widening of the southbound carriageway to the A12 mainline (i.e. section of A12 mainline north and south of J19). These proposed widening works will increase the amount of impermeable surfacing. Without appropriate mitigation measures, the increased impervious areas will increase runoff rates in comparison to existing conditions, resulting in an increased risk of flooding downstream in the receiving watercourses. However, the increased runoff volumes are to be stored, and released at rates mimicking the existing rates of runoff, to mitigate these effects. The storage</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>required will be provided in attenuation storage, usually in the form of attenuation storage ponds.</p> <p>The attenuation storage volume estimation for sizing of the proposed attenuation ponds has followed DMRB design criteria which require the storage of flows up to and including the 1 in 100-year storm event + 20% climate change uplift factor. Wherever practical, to minimise other impacts on the receiving watercourses, the existing drainage catchments/outfall arrangements have been retained.</p> <p>The proposed locations for attenuation storage ponds are considered to be the most suitable and feasible solution. The key points of consideration in the selection of pond siting include the following:</p> <ul style="list-style-type: none"> <li>• Consultation responses and where practical accommodating landowner requirements.</li> <li>• The hydraulic requirements, i.e., to ensure the road can be drained by gravity (avoiding the need for less sustainable pumped drainage solutions).</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Local topography, avoiding the need for extensive earthworks.</li> <li>• Restricting the design depth and providing flatter edge slopes for ponds to minimise the risk of drowning.</li> <li>• Avoiding existing fluvial floodplains, so as not to increase flood risk elsewhere.</li> <li>• Where possible, locating the ponds closer to the road alignment to minimise longer pipe runs that could potentially require deeper ponds.</li> <li>• Locating the ponds close to the outfalls/ receiving watercourses to ensure the attenuation and treatment benefits are achieved for the entire drainage catchment.</li> </ul> <p>In the area around J19 there were limited options for the attenuation storage pond locations due to spatial constraints. Alternative attenuation storage options, such as the use of oversized pipes as replacement/ upgrade to the existing drainage network, are generally impractical</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>due to the large attenuation storage volumes required.</p> <p>Several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. Since the on-site meeting held on 11 June 2021, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. Potential optimisation for combined land take for environmental mitigations and proposed attenuation ponds have been considered where possible. The revised proposals and changes are reflected in the DCO submission.</p> <p>The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.	
J19/030	Landowner / Drainage / Boreham	143122			✓		Alternative drainage solutions must be considered to achieve this objective. Technical information should be provided that demonstrates that the eventual design is the most efficient, and if use of our clients' land is shown to be unavoidable, that the scale, sizing and location of the ponds is appropriate. Also why enlarging the existing system alone within its existing regime is not achievable.	The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions (including an assessment for an option to enlarge the existing drainage system) considered.	Y
J19/031	Landowner / Drainage / Boreham	143122			✓		2. The Proposals 2.1 The element of the scheme which is of particular interest to our clients are the proposals to either side of J19, the Boreham Interchange. This includes works to the Boreham Interchange as well as works providing for construction access, drainage and ecological and	Several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. As a result of discussions, one large pond south of the junction has been completely removed from the design,	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>landscape mitigation. Land use plan CH9500 to 10,600 Drawing 01 of 20, shows very extensive land take within our clients' land holdings on the east of the A12 at Boreham, both north and south of Junction 19.</p> <p>The drawing indicates a very significant amount of land which is to be permanently taken together with further land which is to be the subject of temporary possession.</p> <p>Part of the land subject to temporary possession is proposed to be a site compound and some of the permanent land take is to be used for soil storage purposes. Quite apart from the extent of the permanent land take, it appears that the proposals result in isolated parcels of land to the immediate south west of Junction 19 totally severed from other land within the land holdings.</p> <p>2.2 The general arrangement drawings CH9500 to 10.600 sheet 1 of 20, indicates the use of different parts of</p>	<p>while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. The revised proposals and changes are reflected in the DCO submission.</p> <p>The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and to accommodate landowner requests where possible.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the land for drainage ponds and planting of various kinds.	Following discussions with the landowner, the Applicant has identified an alternative area for its site compound and no longer requires temporary possession for the land seen on the brochure. The new site for the compound can be seen in the supplementary consultation brochure Annex J.2 of this report. Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order.	
J19/032	Landowner / Access	143122			✓		With the extensive land acquisition proposed for the Junction 19 upgrade and A12 widening (shown as pink in Figure 5.3) together with current flood risk (shown as blue in Figure 5.3), this leaves no possibility for providing a connection from [Named] Estate Land through the [Named] Land to Junction 19. We request Highways England	Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Proposed access provision to all third-party land is shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order (DCO). At this location two access	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>consider alternatives that are separate to and away from the landowner's land.</p> <p>5.10 On this basis, our outstanding comments are as follows:</p> <ul style="list-style-type: none"> <li>• Direct access must be achievable from [Named] farm land through to Junction 19 (the current land take removes this possibility). The land take must be reduced as much as possible to allow for this connection and maximise the opportunities that this corridor presents for future sustainable mode connectivity between Beaulieu Railway Station and the Park and Ride site to the south (as part of future development opportunities)</li> <li>• Ensure adequate and safe access now and in the future to our clients' existing land and uses.</li> <li>• Ensure a direct connection to the A12 Junction 19 for the [Named] land south of the Junction.</li> </ul>	<p>points are being provided across the proposed land take which will provide opportunity for future connections.</p> <p>Any DCO application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority. These developments have been included within the strategic traffic model and factored into the provision of capacity of the proposed scheme for the design year of 15 years after planned road opening. The Applicant is aware of the aspirational development on this land, however, note that the development has not been taken forward in the Chelmsford Local Plan. While the proposed scheme aims to accommodate the requests of landowners, in this instance the design of the proposed scheme cannot be modified to accommodate the desired direct access from the [Named Land] land to J19.</p> <p>The current proposal for J19 can be seen in the general arrangement map books released for DCO.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/033	Other / Future Development / Traffic modelling	143122			✓		The traffic modelling undertaken has failed to take account of the future development potential of the land which is intended to be brought forward via the next iteration of the Chelmsford Local Plan and is flawed because whilst the modelling goes to 2051 it makes no provision for this future potential.	In line with government traffic modelling guidance, the traffic model takes into account any specific developments with a submitted planning application. To account for any other growth to 2051, the model uses forecasts from the Department for Transport's National Trip End Model (NTEM). This is the Government's latest estimate of growth in jobs, houses and trips for each local authority. Further details on the development of the future year traffic predictions are provided in Chapter 8 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].  Detailed information on the junction modelling undertaken for J19 is provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2].	
J19/034	Landowner / Future Development / Traffic Modelling	143122			✓		Land use plans Matter b): We requested details of the traffic modelling employed for the proposed A12 Chelmsford to A120 widening scheme and, specifically, at junction 19 but no junction specific modelling is available within the Phase 2	An updated version of the traffic model has been produced to support the Development Consent Order (DCO) application. This includes an AM peak hour (0730-0830), a typical 'Interpeak' hour in the middle of the day (an average hour between 1000 and 1600), and a PM peak hour (1700-1800).	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Consultation Material.4.8 The Traffic Modelling Report for Consultation describes the approach to modelling that has been undertaken, using growth predictions pre COVID-19.4.9 The baseline year for modelling is 2016. Future year assessments have then been undertaken, with and without the A12 Chelmsford to A120 widening scheme, for an opening year of 2027, a 15 year horizon of 2042 and 2051; the final year for which the Department for Transport has published traffic growth forecasts from its National Transport Model.4.10 The hours modelled were 7-8am and 5-6pm as these are the busiest times of day on the A12, confirmed by traffic count data, in this part of Essex. A typical hour in the middle of the day has also modelled, although the modelling report doesn't provide any further details on the hour or the traffic flows modelled.4.11 The traffic model includes the following schemes (presented in Table 4.1 of the modelling report), that are pertinent:</p> <ul style="list-style-type: none"> <li>Chelmsford North East Bypass Phase</li> </ul>	<p>Further details on the overall approach to traffic modelling are provided in Chapter 6 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p> <p>Detailed information on the junction modelling undertaken for J19 is provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2] J19 is being improved to provide additional traffic capacity for the proposed scheme's design year of 2042. These improvements include additional lanes on the entry and exit to roundabouts, widening of Boreham Bridge and consideration of a segregated left turn lane providing access from the A131 Radial Distributor Road to the northbound A12 without the need for traffic to interact with Generals Lane Roundabout.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>1 (new highway link between Beaulieu Park and A131 at Chatham Green);                      Beaulieu Rail Station (road infrastructure related to new rail station);                      Beaulieu Park, Radial Distributor Road 1 (new Relief Road between Channels Drive, Beaulieu Park and Chelmsford North East Bypass);                      Beaulieu Park, Radial Distributor Road 2 (link road between Chelmsford North East Bypass and the northern access to the 3,000-home development in north-east Chelmsford);                      and                      Boreham interchange improvement (improvement at junction 19, part of Section 106 agreement for Beaulieu Park housing development).                      4.12 No specific details are presented in the A12 Chelmsford to A120 widening scheme proposals for junction 19, other than that the junction will be improved. Part of junction 19 is already being improved for the Beaulieu Park development; changes which are being made by the developer and which are due for completion by early 2023. These are not part of the</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>A12 Chelmsford to A120 widening scheme proposals but have been included in the traffic model, as mentioned above. In our letter of 15 April 2020 we mentioned that we had previously discussed and agreed that HE would make allowance for future development at [Named] Farm. Significantly, the traffic model, although it includes a number of residential, employment and mixed-use developments, does not include the potential for future development of our clients' land. Furthermore, neither does the traffic model include operational assessments of junction 19 in current and future years which we also requested. In their response of 10 June 2021, HE stated that '...given the design of the proposed scheme is still developing, the full report setting out the final traffic impacts of the proposed scheme will not be available until the application for development consent has been submitted to the Planning Inspectorate'.</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/035	Landowner / Water / Drainage / Attenuation Ponds	143122			✓		<p>5.3 Figure 5.1 shows extracts of the previous and latest drainage proposals around Junction 19 and Figure 5.2 shows the latest pond locations within the Landowner's Estates and other landowners and parcels. The overall footprint of the proposals to the roundabout and the widening of the A12 to the south has reduced significantly, however the overall attenuation storage provided seems to have increased, based on the footprint shown on the General Arrangement drawing sheet 1 of 20, reference HE551497-JAC-HGN-SCHW-DR-C-0001.</p> <p>5.8 Repeated requests have been made to Highways England to request the calculations underlying the drainage strategy and to understand the optioneering undertaken that has informed it. This has not been forthcoming.</p> <p>5.9 We request that alternatives are considered for drainage, away from this land to provide future flexibility in</p>	<p>The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, requirements for attenuation storage ponds, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.</p> <p>It should be noted that several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. These discussions included pond locations A, B and C and relevant assessment findings which will be also covered in the technical note. As a result of discussions, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>design that could benefit the A12 in the longer term. It is difficult to provide constructive input to the drainage designs when the underlying assumptions, modelling and optioneering process has not been shared openly with the landowners.</p> <p>[Editor's note: please see PDF for Figures 5.1 and 5.2]</p> <p>5.4 Pond A in March 2020 and shown on Figure 5.1, has been reduced in size however the proposed location is largely the same in the latest design on Figure 5.2.</p> <p>5.5 Furthermore, the latest Pond B and Pond C scales and locations on Figure 5.2 also seems to use extensive areas of the [Named] Land.</p> <p>5.6 With the extensive land acquisition proposed for the Junction 19 upgrade and A12 widening (shown as pink in Figure 5.3) together with current flood risk (shown as blue in Figure 5.3), this leaves no possibility for providing a connection from [Named] Estates Land</p>	<p>J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. The revised proposals and changes are reflected in the DCO submission.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>through the [Named] Land to Junction 19. We request Highways England consider alternatives that are separate to and away from the landowners' land as no information has been provided to date to demonstrate that any alternatives have been considered.</p> <p>This is essential as reducing the scale of land acquisition on this parcel would provide flexibility in design for this future connection which could provide relief to the A12 between Junctions 18 and 19 as well as allowing more land to be used for future development</p> <p>5.7 Currently, the extent of the ponds and their location compromises the ability to provide this connection, as only the land shown in yellow in Figure 5.3 is outside the proposed land acquisition and not at risk of flooding.</p>		
J19/036	Land / Compound	143122			✓		<p>Part of the land subject to temporary possession is proposed to be a site compound and some of the permanent land take is to be used for soil storage purposes. Quite apart from the extent of the permanent land take, it appears</p>	<p>Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowner.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							that the proposals result in isolated parcels of land to the immediate south west of Junction 19 totally severed from other land within the land holdings.	As a result of discussions with the landowner, the current proposals no longer identify a site compound at this location, and the new proposed compound is now set to the north of the B1137.	
J19/037	General / Traffic / Attenuation Ponds / Drainage / Ecology	143122			✓		<p>Basis of Highways Englands Proposals</p> <p>There is some level of analysis and evidence underlying Highways England's proposals. However, it is clear that full and detailed empirical analyses of traffic, drainage, ecology and landscape and visual impact have not yet been carried out. The work that has been carried out is only at a preliminary stage. Thus, the proposals are emerging and unsubstantiated in evidential terms. As our clients make clear in the accompanying document, there is a lack of detailed information in relation to:</p> <ul style="list-style-type: none"> <li>•Traffic and transportation in respect of the detailed geometric design and operation and capacity of Junction 19 of the A12.</li> <li>• Drainage, design and in particular in relation to the location, sizing, capacity and justification for the extent of balancing</li> </ul>	<p>The proposed scheme is following the Project Control Framework that governs the lifecycle of major highways projects in England. The Development Consent Order (DCO) application marks the end of Stage 3, the preliminary design stage. Throughout this stage the traffic analysis, drainage, ecology and visual impact assessments and proposals have been developed. Local and strategic traffic models have been developed for the proposed scheme. In accordance with the Design Manual for Roads and Bridges (DMRB), figures from the traffic model have been used to inform the design of the proposed J19. The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							ponds/SUDS proposals put forward. Ecology in respect of the size, design, location and justification for areas of ecological mitigation put forward. Without more detailed information on all of these matters then there can be no justification for the land acquisitions proposed and a compelling case for acquisition is not proven.	employed, requirements for attenuation storage ponds, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered. It should be noted that several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. As a result of discussions, one large pond south of the junction has been completely removed from the initial design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. The revised proposals and changes are reflected in the DCO submission. The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated and these calculations will continue to be refined throughout detailed design. The location of proposed ecological mitigation is subject to constraints	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and accommodate landowner requests where possible.	
J19/038	Environment / Biodiversity / Drainage	143122			✓		<p>Our client's ability to put forward alternatives is hampered by the lack of detailed engineering justification for the proposals that have been put forward.</p> <p>8.2 Highways England has not properly considered all reasonable alternatives in terms of the scale or the location for drainage and ecological mitigation.</p>	<p>The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered. It should be noted that several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. As a result of discussions, one large pond south of the junction has been completely removed from</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. The revised proposals and changes are reflected in the DCO submission.</p> <p>The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation, and to accommodate landowners' requests where possible.</p>	
J19/039	Information	143122			✓		The Legal representative has requested information from NH and sought to provide constructive input to the emerging proposals in relation to the impact of the scheme across	Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowners.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							drainage, transport, highways and ecology matters. However, no supporting technical information has been forthcoming from NH to allow a meaningful constructive approach to addressing the issues of the landowners.	Working with the local community, stakeholders and representatives is integral to this work and a key part of developing the proposed scheme.	
J19/040	Drainage	143122			✓		<p>Our representatives previously undertook a review of the Drainage Concept Design for the A12 widening proposal dated 31/03/20 and identified the following issues and communicated these to HE:</p> <p>a) The proposal was having a huge impact on the land owned by the clients. Design details were requested such as Micro Drainage files, design layout and calculations, to allow an informed review of the proposal and potential constraints to gain an understanding as to the options chosen.</p>	The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered. The revised proposals and changes are reflected in the DCO submission.	Y
J19/041	Construction / Drainage	143122			✓		We request that alternatives are considered for drainage, away from this land to provide future flexibility in	In the area around J19 there were limited options for the attenuation storage pond locations due to spatial constraints.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							design that could benefit the A12 in the longer term.	Alternative attenuation storage options, such as the use of oversized pipes as replacement/ upgrade to the existing drainage network, are generally impractical due to the large attenuation storage volumes required. The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered. The revised proposals and changes are reflected in the DCO submission.	
J19/042	Objection / Drainage / Main Road / Paynes Lane / Boreham / Supplementary	143521			✓		However, we wish to submit a holding objection pending the clarification of the proposals for that element of the scheme which affect Main Road Boreham on the approach to the southern roundabout. In particular we fail to understand the rationale for the extent of proposed land acquisition	The proposed drainage design has been developed considering the existing highway drainage catchments/outfalls arrangement, i.e., the drainage catchments associated with Main Road (Boreham) are separate to the drainage catchment serving the A12 mainline. The attenuation ponds proposed east of Paynes Lane are required for the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>north of main Rd &amp; West of Paynes Lane or the need to secure land here for drainage infrastructure , given the extensive provision made in ponds/swales to the east.</p>	<p>A12 mainline catchments whereas the land required north of Main Road is for the proposed underground attenuation storage required to serve the proposed drainage catchments for Main Road (Boreham) and Paynes Lane.</p> <p>It should be noted that the proposed works at Main Road (Boreham) include the widening of the existing road that would increase the amount of impermeable surfacing and therefore increased runoff rates/volumes in comparison to existing site conditions. Similarly, Paynes Lane will introduce new road surfacing to connect the existing portion of Paynes Lane to the new walking, cycling and horse-riding overbridge to the A12. These increased runoff rates/volumes have been mitigated by the provision of attenuation storage (by means of an underground storage unit) to be located in the land north of Main Road (Boreham). Please note the proposed attenuation storage volumes/sizing of underground storage units have been determined in line with the requirements of the Design Manual for Roads and Bridges,</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								which included the design return period of 100 years, with an uplift for climate change.	
J19/043	Walking, Cycling and Horse Riding	143122			✓		We would also expect to see evidence of a Walking, Cycling and Horse-riding Assessment and Review (WCHAR) to demonstrate how these users were considered during the early stages of the design, including those at the access and that the level of provision accommodates the anticipated need.	Safety is specifically evaluated through the road safety audit, and walking, cycling and horse-riding assessment and review, which have identified safety issues to be addressed in detailed design stage. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.	
J19/044	Landowner / Roads / Traffic	143122			✓		4.7 It is vital that the access into the site is designed properly at this stage, including demonstrating access is achievable for HGVs and the level of traffic at any given time for any of the	The Applicant's plans include the reconfiguration of the existing access road from the Chelmsford car boot sale site within the improvements to J19, more specifically, Generals Farm Roundabout. This arrangement has undergone swept path analysis and a 16.5m long articulated heavy	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							existing given uses for the site (e.g., car boot).	goods vehicle has been demonstrated to be able to access and egress the roundabout via the reconfigured access.	
J19/045	Landowner / Access / Traffic	143122			✓		<p>4. Transport &amp; Highways Matters</p> <p>4.1 The following list of points represents our views on the improvements proposed at Junction 19 and our outstanding concerns where the proposals have the potential to impact on our clients' land.</p> <p>4.2 In summary, the main points we will be discussing are as follows:</p> <p>a) Access to the [Named] land for existing users and what allowances have been made at junction 19 for future changes in traffic and / or land use;</p> <p>b) The safety of the existing access onto the proposed improvements at junction 19;</p>	<p>Access to business and private properties will be maintained at all times. Where private property or business are found in close proximity to works, appropriate safety measures will be put in place. At this time the details around the sequence and methodology of works are still to be defined. These topics will be discussed further with residents, landowners and other stakeholders well in advance of any construction.</p> <p>A microsimulation model was used to assess the capacity of the proposed J19 which introduces mitigation measures to allow J19 which has recently been amended by the Beaulieu Park Developer to cater for the anticipated increased traffic for the design year 2042.</p> <p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.	
J19/046	Roads / DCO / Design	143122			✓		The layout and land take proposed should take account of the need to allow a direct connection for the [Named] land to the south of Junction 19 to that Junction.	Any Development Consent Order (DCO) application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority. These developments have been included within the strategic traffic model and factored into the provision of capacity of the proposed scheme for the design year of 15 years after planned road opening. The Applicant is aware of the aspirational development on this land, however, note that the development has not been taken forward in the Chelmsford Local Plan. While the proposed scheme aims to accommodate the requests of landowners, in this instance the design of the proposed scheme cannot be	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>modified to accommodate the desired direct access from the [Named] land to J19.</p> <p>The current proposal for J19 can be seen in the general arrangement map books released for DCO.</p>	
J19/047	Design / Access / Car Boot Sale	143122			✓		<p>The landowner and their representative had specific queries and concerns regarding the suitability of physical access arrangements to named land and the rest of the client's site for existing uses and for any future development.</p> <p>As stated in the legal representatives letter of 15 April 2020, the details of the access arrangements to our clients' land via the southern arm off the southern roundabout of junction 19, which also provides access to a number of other land uses, are still unclear and remain unanswered.</p> <p>We had previously proposed an access option to our clients' land via junction 19 but this is not included in any of the proposed A12 Chelmsford to A120 widening scheme documentation.</p>	<p>Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowners.</p> <p>Review of the access geometry has confirmed that it is designed to accommodate the largest articulated vehicle which is considered in roundabouts and junctions. To confirm this, vehicle tracking was undertaken. In order to achieve a sufficient turning area for articulated vehicles, it is proposed that a non-paved area will be provided outside of the current proposal, similar to the existing layout.</p> <p>The plans include the reconfiguration of the existing access road from the Chelmsford car boot sale site within the improvements to J19, more specifically, Generals Farm Roundabout. This reconfiguration will allow</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>The letter of 2 June 2021 requested details on the geometric design, tracking, capacity and operational analysis of the access. HE pointed us to Sheet 2 of Map book 1: General Arrangements (see Figure 4.1). However, although this illustrates that access to our clients' land will be maintained, the details we requested still remain unanswered. [Editor's note: see PDF for Figure 4.1]</p> <p>Figure 4.1: Extract from Sheet 2 of Map book 1: General Arrangements</p> <p>Furthermore, it is still unclear what is proposed as adopted highway and what might remain the control and ownership of our clients. Drawing 02 of 20 of the NH land use plans illustrates that NH does not need to permanently acquire land around junction 19 itself, other than what may be existing highway (see Figure 4.2). However, temporary possession of land will be sought within the landowners and adjacent to junction 19 in order for the scheme to be constructed safely; part</p>	<p>all traffic movements which currently access the car boot sale site to continue once the proposed scheme is constructed.</p> <p>The environmental mitigation has been moved at the landowner's request, the majority of the car boot sale land removed from the Order Limits, a drainage pond removed and a significant overall reduction in land take since the preferred route announcement.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							of which will be for the provision of a compound area.		
J19/048	Roads / Design / Crossing Points / Safety	143122			✓		<p>4.23 The crossing points around the roundabout are controlled and appear to coincide with vehicle stop lines. There are two crossings that raise concern: one across the dual carriageway in the centre of the bridge and the second across the A12 entry link. Both crossings could be lightly used, and may not be expected by drivers, which could result in rear end shunt type accidents. In the case of the crossing on the bridge, there doesn't look to be sufficient room in the central reserve to accommodate a safe storage area for pedestrians.</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the walking, cycling and horse-riding signalised crossings at J19.</p> <p>Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision on the trunk road and motorway network, a road safety audit shall apply. As such, the proposals for J19 are subject to the road safety audit process.</p> <p>Since consultation, the proposed scheme has reconfigured how walkers and cyclists interact with J19, to improve directness and limit the impact to Boreham Bridge. These proposals are shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/049	Roads / Paynes Lane / Design	143122			✓		significant increase in vehicles travelling down Paynes lane and the condition of it -@ our property has access rights over Paynes lane and it is mostly unmade due to it being a bridleway. Because it is a bridleway it only has access for those on foot/@horseback etc other than for our properties. We are concerned about the amount of vehicles (inc. heavy vehicles) driving up and down on a daily basis. How would the lane condition be maintained?	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England. This includes the walking, cycling and horse-riding signalised crossings at J19. Paynes Lane is currently a private access road and it will remain for walking, cycling and horse-riding (WCH) and authorised vehicles only. It will be signed at the entrance to prohibit any public motorised vehicle except for authorised vehicles. During the construction phase, access to the properties will be maintained at all times. Paynes Lane will be regularly inspected and maintained to ensure it is adequate for residents to use. If the road becomes unsuitable, communication will be established with the residents to determine an appropriate solution.	
J19/050	Land	143122			✓		Ecology And Landscape The legal representatives for the named landowners stated that the general arrangement drawings show	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The limits	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the use of very extensive areas of land for the delivery of ecological compensation and mitigation or enhancement. But that it does not appear that National Highways has considered the impact upon the existing land uses and operations of these proposals nor has it considered reasonable alternatives to the areas chosen for mitigation. Further detail is provided in the representations of our client's named engineers</p> <p>Their client's representations are that the extent of land take for various purposes of drainage and ecology and landscape is not justified by any empirical analysis.</p> <p>Should it be acknowledged that siting of the proposed waterbodies within the landowners land be imperative from a drainage perspective, or if there is no alternative location or strategic mitigation solution, National Highways to either consider whether these features could be relocated, with the surrounding ecological compensation /</p>	<p>of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>Following many discussions with the landowners and their representatives, a large number of changes have been made to the proposed scheme to take into account the various land uses. The mitigation has been moved at the landowners' request, the majority of the car boot sale land removed from the Order Limits, a drainage pond removed and a significant overall reduction in land take since the preferred route announcement.</p> <p>The proposed scheme includes highway improvement works at J19 (namely widening of Boreham Bridge, widening of General Farm roundabout and associated slip roads, widening of Generals Lane roundabout and associated slip roads, widening of Main Road (B1137) near Boreham. In addition, the proposed scheme will also require widening of the southbound carriageway to the A12 mainline (i.e., a section of A12 mainline north and south of J19). These proposed widening works would increase the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>enhancement land redesigned such the subsequent delivery of compensation / enhancement associated with the future development of the Site also remains viable within the landowners Land; or provide detailed justification as to why the current design of the waterbodies and ecological compensation / enhancement is imperative (i.e., why large swathes of the landowners land (closer to the A12 itself) have been excluded).</p>	<p>amount of impermeable surfacing and therefore increase runoff rates/volumes in comparison to existing site conditions. The increased flows/runoff would need to be attenuated / stored to mitigate potential flood risk from the implementation of the proposed scheme for which the proposed attenuation storage ponds are required.</p> <p>The attenuation storage volume estimation for sizing of the proposed attenuation ponds has followed the Design Manual for Roads and Bridges (DMRB), design criteria which require the storage of flows up to and including the 1 in 100-year storm event + 20% climate change uplift factor. It should be noted that the general drainage principles that have been followed in the development of drainage design solutions is to retain the existing drainage catchments/ outfall arrangements. As such, the discharge from the attenuation ponds has been restricted to existing site condition runoff rates when estimating the attenuation storage volumes. With regard to siting of proposed attenuation ponds, please note the current proposed locations for attenuation ponds are considered to be the most suitable and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>feasible solution. The key points of consideration in the selection of pond locations include the following:</p> <ul style="list-style-type: none"> <li>• The hydraulic requirements i.e., to ensure the road can be drained with gravity discharge solution (without requiring pumped discharge solutions).</li> <li>• Local topography at pond locations avoiding a need for deeper attenuation ponds.</li> <li>• Where possible, locating the ponds closer to the road alignment to minimise longer pipe runs that could potentially require deeper ponds.</li> <li>• Locating the ponds close to the outfalls/ receiving watercourses to ensure the attenuation and treatment benefits are achieved for the entire drainage catchment.</li> </ul> <p>There were limited options for the attenuation pond locations due to spatial constraints provided by the dense urbanised areas on the western side of the A12 mainline and the hydraulic constraints from</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>existing outfalls (i.e., highway drainage outfalls located on the eastern side of the A12 mainline). An alternative option to use oversized pipes as replacement/ upgrade to the existing drainage network without a provision of attenuation storage ponds was found inadequate to meet the proposed attenuation storage volumes. It should be noted that the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. A refinement to the drainage design has been undertaken subsequent to initial discussions with landowners and their representatives where ponds were moved outside the majority of the car boot sale land. Since the on-site meeting held on 11 June 2021, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. As such, a significant overall reduction in land take has been achieved. Potential optimisation for combined land take for environmental mitigation and proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>attenuation ponds has been considered where possible.</p> <p>The drainage technical note describing the drainage design development process involved in arriving at the proposed highway drainage design solutions for the proposed scheme in the vicinity of J19 including the supporting hydraulic calculations, proposed drainage layouts, and justifying the land take requirements for the proposed attenuation ponds, has been shared with landowners and their representatives.</p>	
J19/051	Walking, Cycling and Horse Riding	143122			✓		<p>4.24 These routes are defined as pedestrian, cycle and horse-riding routes, although the available space only appears to cater for pedestrians. Therefore, the use of the routes should be clarified. To achieve this there needs to be sufficient off-set of the route from the carriageway and islands and crossing points need to be of sufficient width to accommodate cycle storage.</p>	<p>The use of the proposed scheme's routes is shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The proposed scheme recognises that LTN 1/20 is the relevant design guidance for active travel routes on local roads. The proposed scheme has taken the guidance and core design principles contained within LTN 1/20 into account, for all proposed cycling infrastructure. The proposed scheme will continue to develop these routes and crossings in detailed design.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The Applicant seeks to retain the existing routes followed by pedestrians and cyclists at J19, enhancing the routes within the constraints of the location.	
J19/052	Land	143122			✓		<p>The proposal should be amended to:</p> <ul style="list-style-type: none"> <li>• Reduce land take.</li> <li>• Place mitigating features for drainage and landscape in alternative locations.</li> <li>• Fully justify it with detailed engineering calculations, the scale, design and location of ecological and drainage mitigation features.</li> </ul>	<p>Alternative locations for landscape and ecology mitigation proposals were discussed with the consultee and his representative and the design updated.</p> <p>Several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. Since the on-site meeting held on 11 June 2021, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. Potential optimisation for combined land take for environmental mitigations and proposed attenuation ponds have been considered where possible. The revised</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>proposals and changes are reflected in the Development Consent Order submission.</p> <p>The technical note detailing the drainage of the proposed scheme in the vicinity of J19 will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.</p> <p>There has been a significant reduction in land take since the statutory consultation, feedback and the ongoing engagement with the landowners. The location of some of the environmental mitigation land has also been relocated as a consequence of feedback received.</p>	
J19/053	Land	143122			✓		Further work should be undertaken to explore alternative drainage and ecological solutions separate to and away from this land, such that a connection between [Named] Estates Land and Junction 19 can be	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The limits of the land subject to compulsory acquisition	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							maintained and future opportunity for this land be maximised, given its sustainable location close to Beaulieu Rail Station and Sandon Park and Ride less than 5km direct distance from the centre of Chelmsford	have been drawn as tightly as possible in order to avoid unnecessary land take. An equivalent access will be provided to property. Following many discussions with the landowners and their representatives, many changes have been made to the proposed scheme to take into account the various land uses. The environmental mitigation has been moved at the landowners' request, the majority of the car boot sale land removed from the Order Limits, a drainage pond removed and a significant overall reduction in land take since the preferred route announcement.	
J19/054	Land	143122			✓		A Limited company owns and operates the land [named] and to the immediate south and has an option to acquire the freehold of the land which is subject to the proposed highway works land take. [Named Land] and the wider land area as a whole has been considered during the preferred options stages of the Chelmsford Local Plan 2016 to 2036 as a sustainable urban extension and will be promoted for that purpose in the next review of the local plan in 2025. It	The [Named Land] and the wider land area was not taken forward as part of the Local Plan 2016 to 2036. Consequently, the proposed scheme is unable to consider it as future development potential because there is no evidence to suggest it would be progressed as a site by the local planning authority (Chelmsford City Council).	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							is therefore essential that the proposed alterations to the A12 provide not only for the current uses of the land but also for potential future development of the land as a sustainable urban extension to Chelmsford. To fail to do so would be to unreasonably neglect to future proof the proposals.		
J19/055	Roads / Road Safety	143122			✓		No information is available to demonstrate that an assessment of the safety of users of the clients' land has been undertaken e.g., Stage 1 Road Safety Audit. We would also expect to see evidence of a Walking, Cycling and Horse-riding Assessment and Review (WCHAR) to demonstrate how these users were considered during the early stages of the design, including those at the access and that the level of provision accommodates the anticipated need	<p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.</p> <p>The owner or occupier of land with a public right of way across it, must keep the route visible and not obstruct or endanger users. The safety of the use of private property is therefore the responsibility of the owner or occupiers. If the design affects the linkages</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								to the property this will be considered within the detailed design stage where there will be further scope to work together with the landowner/ occupier to resolve issues.	
J19/056	General / Land	143122			✓		<p>a) No suitable, safe, alternative access from the [Named] land for farm traffic and the related uses</p> <p>4.19 In terms of HE, they would be looking to provide the improvements to junction 19 based on current use. Any future improvements to the junction would need to be addressed when development is ready to proceed.</p> <p>4.20 The HE plans appear to show the southern arm off the southern roundabout and into the [Named] land (and which currently provides access to a number of land uses) as being blocked off, given that there is no indication of a point of an uncontrolled crossing. This may be to provide a vehicle crossover or to maintain the existing bellmouth.</p>	<p>Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowners.</p> <p>The Applicant's plans include the reconfiguration of the existing access road from the Chelmsford car boot sale site within the improvements to J19, more specifically, Generals Farm Roundabout. This reconfiguration will allow all traffic movements which currently access the car boot sale site and business uses on [Named]'s Land to continue once the proposed scheme is constructed.</p> <p>The environmental mitigation has been moved at the landowners' request. The majority of the car boot sale land removed from the Order Limits, a drainage pond removed and a significant overall reduction</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>in land take since the preferred route announcement.</p> <p>The proposed scheme is designed to accommodate current use but also predicts and caters for future growth based on national indicators set out by DfT Transport Analysis Guidance for economic growth. Other aspects such as Adopted Local Plans Allocations are considering background growth and form the forecasted traffic for 2042 (operational year). This information is available in Chapter 8 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p>	
J19/057	Land	143122			✓		<p>Objection</p> <p>The legal representatives for the named landowners stated that the approach taken fails to consider fully the impacts on their clients' land, both current uses and future potential uses. The consideration of alternatives is at a high level and broad brush and totally fails to consider matters at a local level in relation to the effects on access, uses and operations on our clients'</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>An equivalent access will be provided to property. Following many discussions with the landowners and their representatives,</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>land and potential future uses on that land.</p> <p>They also felt that the overall approach is inadequate and flawed and fails to adequately identify the impacts upon our clients or to mitigate those impacts.</p> <p>The legal representatives stated that it was their client's case that:</p> <ul style="list-style-type: none"> <li>• Need for the extent of the land take for drainage, ecological and landscape mitigation is not proved.</li> <li>• It is not proven that there are no other alternatives which would have less impact on the existing land uses.</li> <li>• The design fails to take account of the impacts of the proposals upon the existing land uses.</li> <li>• The proposals fail to make provision for adequate access now and in the future to the land from Junction 19 of the A12.</li> </ul>	<p>many changes have been made to the proposed scheme to take into account the various land uses. The mitigation has been moved at the landowners' request, the majority of the car boot sale land removed from the Order Limits, a drainage pond removed and a significant overall reduction in land take since the preferred route announcement.</p> <p>The Applicant has looked at a variety of alternative locations for the ecology area and has listened to feedback with regard to local constraints such as the car boot sale site, impacts on Boreham House and associated and planned buildings and removal of agricultural land from production. The final design has split the ecology area into two sections to reduce these impacts, now keeping within the main field edge along the southern ditch network. All the buildings have also been removed from the Order Limits and a temporary compound moved off this land to ensure the current occupants can continue their businesses.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>They felt that the proposals as drawn would have the following direct effects:</p> <ul style="list-style-type: none"> <li>• The access to the various activities on the land holdings is inadequate adversely impacting upon their ability to continue to trade.</li> <li>• The extent of land lost and/or severed has a significant impact upon the accessibility of and utilisation of the farmland.</li> <li>• The proposed land take directly adversely impacts upon the car boot sale by taking a significant part of the land which is utilised for that purpose.</li> <li>• The extent of temporary land take and construction activities will have severe impacts upon the amenity of occupiers and users of the land holdings and the trading of existing activities over the 4 year construction period.</li> </ul>		
J19/058	Landowner	143122			✓		5. Transport and Highways Matters	Several meetings have been held with the consultees and their representatives since	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>5.1 The details of our clients' concerns on these matters are set out in their consulting engineer's response. Stantec note that: Existing uses and users are not adequately provided for and the operation of the junction and its geometric layout is uncertain and unproven. The proposals are inadequately worked through and without further detailed design of them and safety audit cannot be demonstrated to be workable. The traffic modelling undertaken has failed to take account of the future development potential of the land which is intended to be brought forward via the next iteration of the Chelmsford Local Plan, and is flawed because whilst the modelling goes to 2051 it makes no provision for this future potential. There is simply no analysis of the quantum of construction movements or of their impacts on the uses of our clients' land.</p>	<p>the statutory consultation and the Applicant will continue to liaise with a view to inform and clarify the proposals for the proposed scheme. All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the walking, cycling and horse-riding signalised crossings at J19. Paynes Lane is currently a private access road and it will remain for walking, cycling and horse-riding and authorised vehicles only. It will be signed at the entrance to prohibit any public motorised vehicle except for authorised vehicles. Detailed design is still being progressed. As details around the final design will be issued, so will the programme for the works around this area. Before construction starts, the Applicant and the appointed Contractor would be happy to discuss their works plans with key stakeholders and further discuss any measures that could help mitigate impacts from construction activities. In line with government traffic modelling guidance, the traffic model takes into account any specific</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>developments with a submitted planning application. To account for any other growth to 2051 (for example growth set out within the next iteration of the Local Plan), the model uses forecasts from the Department for Transport's National Trip End Model, the Government's latest estimate of growth in jobs, houses and trips for each local authority. Further details on the development of the future year traffic predictions are provided in the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3]. Detailed information on the junction modelling undertaken for J19 is provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2]. An updated version of the traffic model has been produced to support the Development Consent Order application. This includes an AM peak hour (0730-0830), a typical 'Interpeak' hour in the middle of the day (an average hour between 1000 and 1600), and a PM peak hour (1700-1800). Further details on the overall approach to traffic modelling are provided in Chapter 6 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/059	Land / Ecology	143122			✓		<p>We have two principal concerns about the following:</p> <ul style="list-style-type: none"> <li>There is insufficient information on how the clients' land will be accessed in the future from Junction 19, whether this is safe and whether there is sufficient capacity to bring forward both landowners land for development in the future;</li> <li>The current land acquisition associated with proposals for attenuation features and ecological features has not been adequately justified. No evidence has been provided to demonstrate that alternatives have been considered, or that the use of the clients' land is unavoidable.</li> <li>National Highways must provide justification as to the quantum of ecological compensation / enhancement land proposed and how it has been calculated both</li> </ul>	<p>Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order (DCO).</p> <p>Any DCO application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority. These developments have been included within the strategic traffic model and factored into the provision of capacity of the proposed scheme for the design year of 15 years after planned road opening. The Applicant is aware of the aspirational development on this land, however, note that the development has not been taken forward in the Chelmsford Local Plan. While the proposed scheme aims to accommodate the requests of landowners, in this instance the design of the proposed scheme cannot be</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>across the Scheme and within the [Named] Land specifically:</p> <ul style="list-style-type: none"> <li>National Highways must provide detail as to why the Landowners Land has been selected and whether consideration of alternative locations has been made (i.e. from a rapid review of existing baseline information and aerial photography, other apparently suitable areas alongside the A12 appear to be present. Have these been considered as alternative locations?)</li> <li>National Highways must provide detailed information to justify why other apparently suitable land has been discounted;</li> </ul>	<p>modified to accommodate the desired direct access from the [Named] land to J19.</p> <p>The current proposal for J19 can be seen in the general arrangement map books released for DCO.</p> <p>The proposed scheme includes highway improvement works at J19 (namely widening of Boreham Bridge, widening of Generals Farm Roundabout and associated slip roads, widening of Generals Lane Roundabout and associated slip roads, and widening of Main Road (B1137) near Boreham). In addition, the proposed scheme will also require widening of the southbound carriageway to the A12 mainline (i.e., section of A12 mainline north and south of J19). These proposed widening works will increase the amount of impermeable surfacing. Without appropriate mitigation measures, the increased impervious areas will increase runoff rates in comparison to existing conditions, resulting in an increased risk of flooding downstream in the receiving watercourses. However, the increased runoff volumes are to be stored, and released at rates mimicking the existing rates of runoff,</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>to mitigate these effects. The storage required will be provided in attenuation storage, usually in the form of attenuation storage ponds.</p> <p>The attenuation storage volume estimation for sizing of the proposed attenuation ponds has followed DMRB design criteria which require the storage of flows up to and including the 1 in 100-year storm event + 20% climate change uplift factor. Wherever practical to minimise other impacts on the receiving watercourses, the existing drainage catchments/ outfall arrangements have been retained.</p> <p>The proposed locations for attenuation storage ponds are considered to be the most suitable and feasible solution. The key points of consideration in the selection of pond siting include the following:</p> <ul style="list-style-type: none"> <li>• Consultation responses and where practical, accommodating landowner requirements.</li> <li>• The hydraulic requirements i.e., to ensure the road can be drained by</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>gravity (avoiding the need for less sustainable pumped drainage solutions).</p> <ul style="list-style-type: none"> <li>Local topography, avoiding the need for extensive earthworks.</li> <li>Restricting the design depth and providing flatter edge slopes for ponds to minimise the risk of drowning.</li> <li>Avoiding existing fluvial floodplains, so as not to increase flood risk elsewhere.</li> <li>Where possible, locating the ponds closer to the road alignment to minimise longer pipe runs that could potentially require deeper ponds.</li> <li>Locating the ponds close to the outfalls/ receiving watercourses to ensure the attenuation and treatment benefits are achieved for the entire drainage catchment.</li> </ul> <p>In the area around J19 there were limited options for the attenuation storage pond locations due to spatial constraints. Alternative attenuation storage options, such as the use of oversized pipes as replacement/ upgrade to the existing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>drainage network, are generally impractical due to the large attenuation storage volumes required.</p> <p>Several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. Since the on-site meeting held on 11 June 2021, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. Potential optimisation for combined land take for environmental mitigations and proposed attenuation ponds have been considered where possible. The revised proposals and changes are reflected in the DCO submission.</p> <p>The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.</p> <p>The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation, and to accommodate landowner requests where possible.</p> <p>Following discussions with the landowners, the Applicant has identified an alternative area for its site compound and no longer requires temporary possession for the land seen on the brochure. The new site for the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>compound can be seen in the supplementary consultation brochure.</p> <p>Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowners.</p> <p>Working with the local community, stakeholders and representatives is integral to this work and a key part of developing the proposed scheme.</p>	
J19/060	Land / Design	143122			✓		<p>On behalf of clients [Named], [Named] and [Named], we re-iterate the request for this information to be provided. As affected statutory consultees, the clients' ability to meaningfully engage in the process is compromised.</p>	<p>The Applicant has met with the landowners and their representatives, on many occasions since November 2019, and following the statutory consultation (dates include: 26 November 2019, 30 January 2020, 6 February 2021, 11 June 2021, 03 August 2021, 22 September 2021, 3 December 2021, 17 January 2022 and 08 March 2022), to discuss the impact of land take and the effect of the proposed scheme on the landowners' property. Through continued engagement with the landowners, the Order Limits and proposed scheme design have been changed where</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>feasible to reduce the impact on the land as far as possible. Changes made since the statutory consultation include the following:</p> <ul style="list-style-type: none"> <li>• Removal of large attenuation pond.</li> <li>• Reduction in land take and buildings removed from the Order Limits.</li> <li>• Majority of the car boot sale land excluded from the Order Limits</li> <li>• Moving the environmental mitigation areas to locations preferred by the landowner.</li> <li>• Overall reduction in mitigation land where possible.</li> <li>• Private means of access over land to be permanently acquired to ensure the land is not severed. Detail on whether land is required permanently, temporarily, or require rights can be found by following the link below and selecting 'A12 Chelmsford to A120 Widening Scheme Preliminary Design Map Book 2 Land Use Plans'. As the proposed scheme develops, the Applicant will continue to inform landowners of any changes to the</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>land take requirements for the A12 widening scheme.</p> <p>[REDACTED]</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the work and a key part of developing the proposed scheme. As part of the development of the proposed scheme, a detailed programme of engagement took place. This has included community forums, members' forum, technical workshops, and one-to-one meetings. Since engagement began, over 230 hours of meetings and workshops have taken place. As outlined in Section 8 'How will we consult' the Statement of Community Consultation (SoCC) 2021, multiple channels were provided to engage in the consultation, including six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation period.</p> <p>The Applicant will continue to work with the landowners and their representatives</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>through the detailed design to minimise land take where possible, and secure sufficient land to deliver the proposed scheme, while ensuring their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how communication can be improved.</p> <p>An application for a Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether the proposed scheme will go ahead.</p>	
J19/061	Land	143122			✓		National Highways must consider whether, if there is no suitable alternative land available within the vicinity of the A12, there is a strategic mitigation solution that could be utilised instead - i.e. financial contributions into a strategic landscape scale habitat creation scheme.	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Mitigatory planting required for the proposed scheme is located within the Order Limits, within the vicinity of the A12 and therefore off-site mitigation is not required. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] and Figure 2.1: Environmental Masterplan [TR010060/APP/6.2].	
J19/062	Design / Environment	143122			✓		Whilst not accepting the necessity of National Highways proposals we have already in the two plans attached to our letter of 2nd June 2021 indicated that there are areas of land which could be used for drainage and ecological mitigation that would not have the same scale of adverse impacts as the proposals put forward by National Highways and which should be assessed. That assessment should include not only consideration of the necessary scale of drainage and ecological mitigation but also its location and impacts upon existing and future uses and access.	The technical note, detailing the drainage of the proposed scheme in the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed, considerations and constraints used in arriving at the proposed solutions, and present details of alternative attenuation storage solutions considered.  It should be noted that several meetings have taken place with the consultees to discuss the drainage requirements for the proposed scheme and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowners and their representatives. As a	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>result of discussions, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has been reduced. The revised proposals and changes are reflected in the DCO submission.</p> <p>The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated and these calculations will continue to be refined throughout detailed design.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and to accommodate landowner requests where possible.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/063	Consultation / Engagement	143122			✓		<p>The landowner states that they have been in dialogue with Highways England, their designer (Jacobs) and agent (Argent) for over one year on the scheme. However, throughout this period, the engagement has been poor and requests for further information regarding the optioneering for the scheme in this location has not been forthcoming.</p> <p>• Over the course of this engagement, on behalf of the named clients the legal representatives have requested clarity over how their land will be affected in terms of access and how it will continue to operate, as well as further information of the optioneering undertaken around Junction 19 with regards to the scale of ecological and hydrological mitigation and the nature of what is mitigated, how and why the specific locations were chosen over others.</p> <p>• The full chronology of engagement with National Highways has been set out in requests to date have been for the provision of the following detail which was not forthcoming:</p> <p>• Detailed traffic</p>	<p>Following many discussions with the landowners and their representatives, many changes have been made to the proposed scheme to take into account the various land uses. The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated and these calculations will continue to be refined throughout detailed design. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and to accommodate landowner requests where possible. The location of the proposed attenuation ponds are largely as a result of the proposed highway geometry and topography levels required to ensure the highway drainage systems can be drained by gravity (without requiring pumped discharge solutions). There are other key considerations in the</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>modelling and capacity analysis of the roundabout junctions with the A12. • Detailed geometric design of the access into the clients' land including tracking and capacity analysis. • Details on the operation of the signalised junction at Junction 19 (e.g., inter-greens, staging, crossing times). • Detailed description of the proposed ecological mitigation works and how the areas of land and types of mitigation have been calculated and justified. • Full details of the balancing ponds/SuDS structures and how the capacities of those have been calculated and justified. • Details of why the particular areas of land for the location of drainage balancing ponds/SUDS structures and ecological mitigation have been chosen and what alternative sites have been considered and the basis on which the general arrangement put forward has been selected and the basis on which other alternatives have been discounted. • Clarification over the extent of whether land take is temporary or permanent. •</p>	<p>selection of proposed attenuation pond locations, as follows:</p> <ul style="list-style-type: none"> <li>• Local topography at pond locations avoiding a need for deeper attenuation ponds.</li> <li>• Locating the ponds close to the road alignment to minimise longer pipe runs that could potentially require deeper ponds.</li> <li>• Locating the ponds close to the outfalls/ receiving watercourses to achieve attenuation and treatment benefits for the entire highway drainage catchment.</li> <li>• Existing and proposed underground utilities.</li> <li>• Existing underlying geology, historic land use and possible contaminated land and groundwater levels.</li> </ul> <p>With regard to the sizing of attenuation ponds, please note the attenuation storage volumes provided have been determined based on DMRB design criteria which include the storage of flows up to and including the 1 in 100-year storm event + a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Details of all options considered This information is not provided within the Phase 2 consultation material. On behalf of the landowners and estate, we re-iterate the request for this information to be provided. As affected statutory consultees, the clients' ability to meaningfully engage in the process is compromised. Chronology of Correspondence</p> <ul style="list-style-type: none"> <li>• A chronology of the clients' requests for further information is provided below.</li> <li>• 19th November 2019 - meeting with National Highways (NH).</li> <li>• 26th November 2019 - meeting with NH to discuss their proposals, concerns expressed by landowner, (minutes produced).</li> <li>• 10th December 2019 - technical note issued to NH containing our comments, concerns and queries relating to their proposals.</li> <li>• 17th December 2019 - email from NH agent (Argent) citing meeting of 26th November 2019, acknowledging concerns raised and requesting access for surveys within the [Named] land.</li> <li>• 30th January 2020 - meeting with NH to discuss further their proposals,</li> </ul>	<p>20% climate change uplift factor. The discharge rates from the attenuation ponds have also been restricted to existing site condition runoff rates/greenfield runoff rates when estimating the required attenuation storage volumes. It should be noted that the highway drainage design has been developed further using hydraulic modelling resulting in further optimisation of the pond during the preliminary design stage.</p> <p>The Applicant has looked at a variety of alternative locations for the ecology area and has listened to feedback with regard to local constraints such as the car boot sale site, impacts on Boreham House and associated and planned buildings, and removing agricultural land from production. The final design has split the ecology area into two sections to reduce these impacts, now keeping within the main field edge along the southern ditch network.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>(minutes produced).• 2nd April 2020 - email from NH agent (Ardent) containing their Drainage Technical Note and geophysical results. Also, a request to entry the land for surveys. • 3rd April 2020 - email from NH agent (Ardent) issuing survey locations plan. • 15th April 2020 - letter to NH, setting out our request for information, queries and concerns on their design. • 22nd April 2020 - letter from NH, final voluntary access, (giving the [Named]'s 14 days' notice until they serve formal notice to do their intrusive surveys). • 23rd April 2020 - email from Strutt and Parker (appointed by the landowners) to National Highways is acknowledging receipt of the 14 days' notice warning and requesting a response to our queries from 15th April 2020 and a question regarding additional survey locations. • 27th April 2020 - email from National Highways agent (Ardent) confirming a response to our letter 15th April 2020 is being prepared and a response to the additional survey locations. • 29th April 2020 - email from</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Strutt and Parker to National Highways confirming the [Named]'s have agreed grant mutual consent for access. • 29th April 2020 - letter from National Highways, a holding response to our information request, queries and concerns. • 30th April 2020 - email from NH agent (Arden) issuing draft license, (to enter land for survey work). • 20th July 2020 - email form Strutt and Parker chasing response to previous queries raised • (15th April 2020) and holding response from NH (29th April 2020). Also requesting survey results and post condition survey report. • 21st July 2020 - email form NH agent (Arden) issuing post condition photo survey and a holding response on the other information requested. • 23rd November 2020 – email to NH chasing a response from NH to provide landowners with requested survey data and responding and providing us with the information/requests set out in our letter dated 15th April 2020 • 16th December 2020 - email from NH with the Ground Investigation factual survey</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>results. No further response to queries from original letter</p> <ul style="list-style-type: none"> <li>• .26th February 2021 - NH meeting to discuss the archaeological trenching requirements</li> <li>• .26th February 2021 - email from NH agent (Arden) issuing latest A12 improvement plans and trial trenching, showing increased land take and no access to [Named]'s land from junction 19</li> <li>• .23rd March 2021 - email from NH agent (Arden) issuing an updated plan (draft) showing the access to [Named]'s land from junction 19</li> <li>• 14th May 2021 – Letter to NH raising concerns that consultation to date does not meet requirements of common law and statute law. Further request for full and detailed information sought in previous correspondence</li> <li>• .21st May 2021 – Letter from NH confirming that engagement is</li> </ul>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>ongoing and that statutory consultation will be forthcoming and plans for the area will be provided alongside additional information.</p> <ul style="list-style-type: none"> <li>2nd June 2021 – letter to NH acknowledging receipt of a General Arrangement Plan from Ardent and re-iterating need for information around access, traffic modelling, drainage calculations and ecological mitigations areas.</li> <li>10th June 2021 – letter from NH confirming the information forthcoming within the consultation and the rationale behind the drainage ponds, albeit acknowledging preliminary design of the junction is underway and traffic modelling of the junction is therefore not available.</li> </ul>		
J19/064	Landowner / Access	143122			✓		<p>It is not clear how the clients can continue to service their site</p> <p>We also seek assurance that access will be maintained at all times to the land to the East of the Premier Inn</p>	<p>Access to business and private properties will be maintained at all reasonable times. Where private property or business are found in close proximity to works, appropriate safety measures will be put in place. At present the details around the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Hotel & West of Paynes Lane which is enclosed by the scheme such that its early development will not be prevented.	sequence and methodology of works are still to be defined. These topics will be discussed further with residents, landowners and other stakeholders well in advance of any construction. Further details can also be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
J19/065	Landowner / Construction / Paynes Lane	142859			✓		Works Compound proposed at the end of Paynes lane will see an increase in heavy vehicle traffic down our lane (currently this is a bridleway purely for use by the residences on the lane and farm traffic as the farmland surrounding the properties is owned by Generals Farm)	Works proposed at Paynes Lane include the construction of a new walking, cycling and horse-riding bridge and the upgrade of Paynes Lane. Heavy traffic will be limited to the supply of materials and plant for the bridge, drainage, utility and works in the lane, with only limited haul of materials for the widening of the southbound off slip to J19. Dust control measures will be put in place as required. These will be detailed in the Environmental Management Plan. For further information please see Appendix D Air Quality Management Plan of the First Iteration Environmental Management Plan [TR010060/APP/6.5].	Y
J19/066	Construction / Paynes Lane / Traffic	142878			✓		There is also a significant risk to accidents on Main Rd if cars turning into Paynes Lane increases. This is due to the speed limit and the way cars	The impact on Main Road has been assessed and mitigation measures such as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>seem to overtake others that are slowing down. We experience this often when waiting to turn in, so the more vehicles that do this, the higher the risk of serious accidents.</p>	<p>a reduction in speed limit are currently being reviewed.</p> <p>Any proposal will be designed in accordance with the most suitable design standards and assessed under the appropriate safety review process.</p> <p>To further encourage traffic to travel to the A12 via J21 rather than via Boreham and J19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and J19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] provides further details on the predicted increase in traffic along Main Road in the AM peak hour. Chapter 4 provides an assessment of the impact on junctions along Main Road.</p> <p>As a result of feedback from the consultation, supplementary consultation was held between 9 November and 20 December 2021 which included a proposal for a reduced speed limit to Main</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Road. Please see Chapter 7 for the responses to the supplementary consultation.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as design speed of the road, environment through which the road passes, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The DCO will set out the proposed speed limits being applied for, and this will be considered during the examination process.</p>	
J19/067	Construction / Paynes Lane / Traffic	142859			✓		<p>Currently oppose for the following main reasons: the plans as works and plans impact our road (Paynes Lane) directly and we currently have no reassurance that the proposed Compound, Footbridge and new crossing will not cause major disruption, increased safety and security risks to us and our</p>	<p>Works proposed at Paynes Lane include the construction of a new walking, cycling and horse-riding bridge and the upgrade of Paynes Lane.</p> <p>During construction, heavy traffic along Paynes Lane will be limited to the supply of materials and plant for the bridge, drainage and utility works in the lane, with only limited</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							property both during building and construction works and ongoing use.	haul of materials for the widening of the southbound off slip to J19. Dust control measures will be put in place as required.  Paynes lane is currently a private access road, and it will remain for walking, cycling and horse-riding (WCH) and authorised vehicles only. Where possible, additional signage will be considered at the entrance to prohibit any public motorised vehicle except for authorised vehicles.	
J19/068	Construction / Paynes Lane / Traffic	142878 & 142859			✓		"Proposed footbridge at the end of Paynes Lane: The construction of this bridge will cause our properties significant problems. During the build we will be concerned about the noise levels and for the period of time this will be taking place. We are also concerned this would be built at night as well. "plus, we feel there will be an increased security risk with people coming and going past our property, knowing materials being held and stored at the Compound. "but we do strongly oppose the following: Compound at the end of Paynes Lane due to:- Noise during the day, night and weekends - we are	During the construction phase, appropriate measures will be implemented around the works compounds. Works proposed at Paynes Lane footbridge may involve piling operations. The details around these specific types of works are not known yet but piling works should in principle be carried out during daytime. Night closures might be required to allow the installation of the bridge decks over the A12 and railway. Night closures will be detailed in the Outline Construction Traffic Management Plan [TR010060/APP/7.7]. Please refer to the Environmental Management Plan [TR010060/APP/6.5] for further details about noise mitigation measures. Chapter 8:	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>concerned about having loud noises from vehicles driving up and down, deliveries and staff at all times of day/night and over weekends</p>	<p>Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights. Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise. Construction traffic will have access restrictions and will be limited to the supply of materials and plant for the bridge, drainage and utility works in the lane, with only limited haul of materials for the widening of the southbound off slip to J19.</p> <p>The Applicant is aware that security is a concern of residents. Tackling crime and disorder on the highway network is a priority for the UK highway authorities. As part of maintaining a healthy streets environment, walking and cycling is pivotal in helping to bring real benefits to the public, staff and the wider community. However, crime, antisocial behaviour and the fear of crime can have a major effect on people's willingness to travel by such means to access jobs and services. On-site staff and contractors would be encouraged to report crime and suspicious</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>behaviour to the security staff and/or police immediately. This could help prevent further crime at the site or in the area.</p> <p>Crimestoppers allows people to report crime and criminal activity anonymously by calling 0800 555 111 or online at:  <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>Staff will be reminded to remain vigilant and be actively encouraged to challenge and report any suspicious behaviour. It is in everyone's interests to make the site a safe and secure working environment.</p> <p>The Applicant will ensure that all site staff have had the necessary pre-employment checks carried out to determine whether they are legally allowed to work in the UK and have the necessary qualifications and skills to carry out their role. Regular review of site security and reassessment of vulnerabilities is essential in preventing unauthorised entry, thus making the site a less desirable destination.</p> <p>Crime is not a matter solely for the Police or for any one particular agency. It is the duty</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								of all citizens to combat crime and by working together, any risk will be minimised.	
J19/069	Construction / Paynes Lane / Traffic	142878			✓		<p>Our suggestion would be to only have the planned compound on the opposite side of the A12 as planned as there are no homes near there so the compound will not cause any upset with neighbouring properties. We understand that if the proposed foot bridge goes ahead then vehicles would need to use Paynes Lane to build the bridge, but don't see the compound as being necessary. There is a compound opposite on the other side of the A12, where the bridge is being proposed, plus a large compound adjacent to Boreham House and another compound on the northern slip road of the A12 at junction 19. Surely these would be sufficient and would cause much less disruption as none of them have neighbouring properties/residents.</p> <p>Opposed as per concerns over footbridge and controlled crossing at Paynes Lane just off Junction 19</p>	<p>The proposed compound area is as seen in the consultation brochure, page 14. The compound location has been carefully selected to minimise disruption to residents as it provides direct links to the A12 without the need to use local roads. It has also been strategically placed close to an important works area, minimising travelling distances and disruption to the local road network.</p> <p>Paynes Lane is currently a private access road and it will remain for WCH and authorised vehicles only. It will be signed at the entrance to prohibit any public motorised vehicle except for authorised vehicles.</p> <p>Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/070	Landowner / Construction / Paynes Lane / Traffic	142878			✓		<p>Do not see the need for compound to be right near my house when there is plenty of space further up &amp; Concerned about access to and from my house.</p> <p>Our suggestion would be to only have the planned compound on the opposite side of the A12 as planned as there are no homes near there so the compound will not cause any upset with neighbouring properties. We understand that if the proposed foot bridge goes ahead then vehicles would need to use Paynes Lane to build the bridge, but don't see the compound as being necessary. There is a compound opposite on the other side of the A12, where the bridge is being proposed, plus a large compound adjacent to Boreham House and another compound on the northern slip road of the A12 at junction 19. Surely these would be sufficient and would cause much less disruption as none of them have neighbouring properties/residents.</p>	<p>The proposed compound area is as seen in the brochure, page 14. The compound location has been carefully selected to minimise disruption to residents as it provides direct links to the A12 without the need to use local roads. It has also been strategically placed close to an important works area, minimising travelling distances and disruption to the local road network.</p> <p>Paynes lane is currently a private access road and it will remain for WCH and authorised vehicles only. It will be signed at the entrance to prohibit any public motorised vehicle except for authorised vehicles.</p> <p>Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/071	Roads Traffic / Speed limits	142878			✓		It would be best for the speed limit to be reduced to 40mph due to the significant safety risks having a crossing on a 60mph stretch of road cause.	<p>As a result of feedback from the consultation, supplementary consultation was held between 9 November and 20 December 2021 which included a proposal for a reduced speed limit to Main Road.</p> <p>As part of the proposed scheme, the speed limit on Main Road to the south-west of Boreham would be reduced from the existing national speed limit, to 40mph.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process.</p> <p>All crossings of the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p>	Y
J19/072	Environment / Paynes Lane / Air Quality / Dust	142878			✓		Dust -@ The lane is very dusty If vehicles drive fast or large vehicles drive down. This creates a health risk due to The increase in adverse effects on air quality and stops enjoyment of	The setting of speed limits follows strict criteria and the final decision takes into account many factors such as design speed of the road, environment through which the road passes, current speeds (where applicable), numbers of vulnerable road	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>our property. How will This be managed?</p> <ul style="list-style-type: none"> <li>-@Restricted access to our property</li> <li>-@ This will be unacceptable.</li> <li>-@Light pollution at night</li> <li>-@ We currently have very little Light pollution at night.</li> </ul>	<p>users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The DCO will set out the proposed speed limits being applied for, and this will be considered during the examination process.</p> <p>Works proposed at Paynes Lane include the construction of a new walking, cycling and horse-riding bridge and the upgrade of Paynes Lane. Heavy traffic will be limited to the supply of materials and plant for the bridge, drainage, utility and works in the lane, with only limited haul of materials for the widening of the southbound off slip to J19. Dust control measures will be put in place as required. These will be detailed in the Environmental Management Plan. For further information please see Appendix D Air Quality Management Plan of the First Iteration Environmental Management Plan [TR010060/APP/6.5]. Health Impact Assessment principles are being adopted in the preparation of Chapter 13: Population</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								and Human Health, of the Environmental Statement [TR010060/APP/6.1].  Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of changes in both daytime and night-time lighting for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights. Works lighting at the compound will be orientated away from properties.	
J19/073	Construction / Rubbish	142878			✓		Rubbish - We would be concerned that rubbish would be left around the area from staff/deliveries, how would this be managed?	As construction starts, a Waste Management Plan will be in place to ensure good waste management practices are carried out by workers and the wider delivery and construction team.	
J19/074	Roads / Main Road / Paynes Lane	142878			✓		Controlled crossing on Main Rd, near to Paynes Lane:  This road is national speed limit. Putting a crossing here is more than likely to cause serious accidents	A capacity analysis has been undertaken for the proposed J19 using microsimulation traffic models. This shows that the proposed junction operates satisfactorily. Full details of this assessment are provided in Appendix	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							involving both pedestrians and vehicles.	<p>E.2 of the Transport Assessment [TR010060/APP/7.2].</p> <p>The crossing over Main Road is proposed as part of a larger walking, cycling and horse-riding (WCH) route connecting the historically severed public right of way (PRoW) bridleways along Paynes Lane and to the north of the A12. This includes provision of a new footbridge over the A12 at Paynes Lane. The WCH route will connect Boreham with the Beaulieu Park development via the existing PRoWs.</p> <p>The speed limit on Main Road on approach to J19 is proposed to be reduced to 40mph from the current national speed limit.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.	
J19/075	Construction / Security	142859			✓		Security risk to our property - We are concerned that If people are coming and going, and potentially valuable materials are being stored at the compound then this would draw undesirable attention thus increasing Security risks to our own properties. What Security features would be in place?	<p>The Applicant is aware that this is a concern of residents. Tackling crime and disorder on the highway network is a priority for the UK highway authorities. As part of maintaining a healthy streets environment, walking and cycling is pivotal in helping to bring real benefits to the public, staff and the wider community. However, crime, antisocial behaviour and the fear of crime can have a major effect on people's willingness to travel by such means to access jobs and services.</p> <p>On-site staff and contractors would be encouraged to report crime and suspicious behaviour to the security staff and/or police immediately. This could help prevent further crime at the site or in the area.</p> <p>Crimestoppers allows people to report crime and criminal activity anonymously by calling</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>0800 555 111 or online at:  <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>Staff will be reminded to remain vigilant and be actively encouraged to challenge and report any suspicious behaviour.</p> <p>It is in everyone's interests to make the site a safe and secure working environment. The Applicant will ensure that all site staff have had the necessary pre-employment checks carried out to determine whether they are legally allowed to work in the UK and have the necessary qualifications and skills to carry out their role.</p> <p>Regular review of site security and reassessment of vulnerabilities is essential in preventing unauthorised entry, thus making the site a less desirable destination. The Applicant does not publicly discuss site-specific security plans. Crime is not a matter solely for the Police or for any one particular agency. It is the duty of all citizens to combat crime and by working together, any risk will be minimised.</p>	
J19/076	Environment / Heritage /	143508			✓		Please could you carry out the required work on the River Ter bridge adjacent	Following discussions with the landowner and the design team, it has been possible to	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Land / Drainage						to the land at Hatfield Place and the Hatfield Mill site, under licence (rather than larger scale CPO) to minimise the disruption, as it may impact part of a long term project to regenerate the historical building/site.	remove this parcel of land from the Order Limits.	
J19/077	Landowner / Environment / Construction / Drainage	143508			✓		Also, please locate the attenuation pond behind the Millfield Cottages to retain the maximum area of meadow land as it connects the historical parkland between Crix and Hatfield Place. The grassland already provides an important ecological setting as well as being utilised after the hay is cut for significant charitable income. Moving any proposed tree planting to the roadside would help with screening and acoustic mitigation, at the same time as retaining valuable meadow land for existing wildlife and biodiversity.	The Applicant notes the consultee's concerns about the proposed attenuation pond location. However, the requirements for the attenuation pond are largely informed by the proposed road geometry, local topography and drainage outfall arrangement to the River Ter via gravity discharge solutions (without requiring pumped discharge). Relocating the pond further west as requested to south of Millfield Cottage would not be feasible due to hydraulic constraints as stated above.	N
J19/078	Environment / Trees	140538			✓		Although it may premature, we would like to understand what trees and shrubs will be planted on the land that adjoins the willow plantation.	The first iteration Environmental Management Plan [TR010060/APP/6.5] includes an indicative species list which will be considered at the planting stage. Species will be native and of local area provenance.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/079	Objection	140538			✓		We would all like to object to the scheme for the following reasons: The impact the works will have on the commercial willow plantation. Including damage to the roots of the trees caused by excavations, this causes damage internally and makes the trees value plummet. Cutting down any semi-mature or newly planted trees that we have invested time and money in to grow as an investment - any trees cut down below 60 inch circumference at 4 foot 8 inch from the ground severely lose value as they cannot be made into men's size cricket bats.	An outfall is required to the river so it is possible some trees could be damaged or lost. However, this will be kept to an absolute minimum by carefully routeing the outfall. A private means of access will be provided so there is continued access to both sides of the plantation. Existing vegetation is retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration is given to the species, pattern and distribution of proposed planting of hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. The Defra 3.0 biodiversity metric is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3].	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/080	Landowner / Red Line Boundary	140538			✓		We need to understand what the small parcel of land that is scheduled to be permanently acquired will be used for. It appears this land will be used to construct a drainage route to Domsey Brook for the balancing pond to the south. We are concerned of the large area required to construct a relatively small development and the impact this will have on the willow plantation. Furthermore, why does this land need to be permanently acquired and are we able to retain the freehold ownership?	An outfall is required to the river so it is possible some trees could be damaged or lost. However, this will be kept to an absolute minimum by carefully routing the outfall. The outfall will be a permanent structure, so the land is required to build and maintain it. Negotiations will continue to try and find a compromise regarding the freehold acquisition. However, access will be provided over the plot of land to ensure the continued access.	Y
J19/081	Roads / Traffic / Crossings	142878			✓		A crossing isn't actually required at this part of Main Rd. Villagers walking to the station can cross in the village at several crossings to walk down Main Rd.	The crossing over Main Road is proposed as part of a larger walking, cycling and horse-riding (WCH) route connecting the historically severed public rights of way (PRoW) bridleways along Paynes Lane and to the north of the A12. This includes provision of a new footbridge over the A12 at Paynes Lane. The WCH route will connect Boreham with the Beaulieu Park development via the existing PRoWs.  A Stage 1 road safety audit (RSA) has been undertaken for the preliminary design of J19	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								with any problems raised having been addressed as part of the design. A full Stage 2 RSA will be undertaken prior to detailed design for all proposals as part of the proposed scheme.	
J19/082	Environment / Paynes Lane / Noise	142878			✓		We also feel that generally having the foot bridge and increasing the amount of people around this area will have a negative impact on the local environment. We know there are nesting bats around Paynes Lane along with many nesting birds and other creatures and insects/biodiversity. The impact of the noise of the works is going to affect these animals negatively.	The current baseline noise around Paynes Lane (the B1137 to the south and the A12 to the north), means it is not considered that the provision of a footbridge would have a negative noise impact upon the wildlife currently inhabiting this area. Control of noise and vibration from construction and operation of the proposed scheme will be implemented through standard mitigation using noise barriers or landscaping, e.g., bunding, around sensitive features such as confirmed bat roosts, badger setts, barn owl nests and watercourses. Noise impacts will be assessed within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Where the increase in construction or operational noise is assessed as likely to impact bats, mitigation is required. This would typically be in the form of replacement roosts due to impracticalities in providing noise attenuation	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								measures to reduce noise levels. Further detail is provided in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
J19/083	Support / Boreham Interchange				✓	✓	Many comments generally welcoming the proposed scheme were made. These included the proposed scheme would make the traffic flow much better, it [the A12] would be greatly improved, making journey times through here smoother and faster at peak times, reduce queuing, make life easier and that the proposed scheme was desperately needed.	The Applicant thanks all the consultees for their positive feedback and support. Their comments will help understanding of the local area and any potential impacts the A12 widening may have on the community. The Applicant has listened to and considered everyone's feedback.	
J19/084	Objection	143122			✓		Objection. In relation to land at [Named] and [Named] There is an option over land and Estates and my clients are the owners of the adjacent Farm and land. The land of all clients is affected by the proposals which involve significant land take and adverse impacts. The extent of our clients' land is shown on plans sent. Our clients object to the present	The Applicant thanks the consultee for the information provided. This will be taken into account during development of detailed design. Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowner. Working with the local community, stakeholders and representatives is integral	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>proposals. The grounds of our objections are set out below and are complemented by technical assessment provided by Stantec Limited which has also been provided.</p> <p><b>BACKGROUND</b></p> <p>The landowners own agricultural land to the east of the A12 just south of Boreham. As well as farming, other activities are carried out upon the land including:</p> <ul style="list-style-type: none"> <li>• A 300+ pitch car boot sale between March and November which has been operating for 27 years every Sunday and Bank Holiday Monday.</li> <li>• A game shoot for between 26 and 30 days per year.</li> <li>• Fishing lakes.</li> <li>• Agricultural buildings used for grain storage and drying and agricultural vehicle storage.</li> <li>• A weigh bridge.</li> <li>• 5000 sq. ft of commercial buildings used for B2 and B8 purposes.</li> </ul>	<p>to this work and a key part of how the Applicant will develop the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• Lorry repairs and MOTs.</li> <li>• Car repairs.</li> <li>• Car storage.</li> <li>• Catering unit.</li> </ul> <p>All of these activities are directly accessed off the existing Junction 19 of the A12 and the proposals will directly impact upon the ability to carry out the activities and the access to them due to the configuration of the consultation proposals, the extent of land taken by the proposals and the inadequate access proposals.</p>		
J19/085	Access	143521			✓		Assurance sought that access will be maintained at all times to the land to the East of the Premier Inn Hotel & West of Paynes Lane which is enclosed by the scheme such that its early development will not be prevented.	Access to business and private properties will be maintained at all reasonable times. Where private property or business are found in close proximity to works, appropriate safety measures will be put in place. At present the details around the sequence and methodology of works are still to be defined. These topics will be discussed further with residents, landowners and other stakeholders well in advance of any construction. Further details can also be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	

**Table 1.4 S47 – Public (where public question have already been answered in other areas, they are not included in this section)**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/086	Environment / Trees / Wildlife					✓	Some consultees were concerned that there would be an adverse effect on local wildlife and asked that consideration could be given to keep as many mature tree and shrub lines intact, but if they needed to be removed and replaced to ensure that the replacements could support the wildlife in the local area.	One of the aspirations of the proposed scheme is no net loss of biodiversity and, in principle, where habitats are lost as a result of the proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
J19/087	Roads / Beaulieu Park / Solar Farm	Terling and Fairstead Parish Council				✓	There is the need for joined up thinking between ECC Highways and Highways England on the route being funded to Beaulieu Park. This is all the more important as it is likely to be the main access to the proposed Longfield Solar Farm for construction and maintenance traffic, another DCO application to Sec of State. There is a need for HE to publicise and confirm the interaction with ECC and Longfield DCO processes.	The Applicant has been liaising with Longfield Solar Farm for some time with regular meetings where information is shared about the proposal, including construction traffic and schedule of works. National Highways has information about Longfield Solar Farm construction traffic numbers and its peak construction period. Beaulieu Park has also been in discussions with Longfield Solar Farm regarding, the delivery of infrastructure with the local authorities, and the sequencing of works with Countryside Zest regarding J19 Boreham interchange and the connection to Radial Distribution Road 1 (RDR1). Both RDR1 and Boreham	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								interchange improvements are expected to be finished when the A12 and Longfield Solar Farm start construction. The project team will maintain dialogue with Essex County Council, the developers of Longfield Solar Farm and Beaulieu Park, and Chelmsford City Council throughout the decision and construction phases of the projects.	
J19/088	Environment / Trees / Wildlife					✓	Concerned about lack of details on "trees will be planted" since in the short term there is likely to be adverse effects on wildlife and climate.	Where habitats are lost as a result of the proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1], which also considers the impact of delayed maturation of vegetation on wildlife.	
J19/089	Environment / Noise / Light / Pollution					✓	Landowners were concerned about noise pollution and air pollution from construction traffic, and the proposed project in general and at specific locations  Church Road is listed as a "Protected Lane" with one of the highest ratings within Essex and increase in traffic	Noise, light and dust originating from construction traffic will be minimised where reasonably practicable. This may involve dampening the surface of haul roads and works areas with water. As far as practicable, the compound layout will be designed and set out to screen properties from the works, plant and machinery, and works will be planned to minimise disruption from noise.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>movements to be avoided or these lanes with their recorded special character and preservation will be lost and needs to be valued with all schemes and their environmental impact. The scheme makes note of a number of environmental considerations and ask that Protected Lanes are included as part of our heritage</p>	<p>Bridge foundation works will predominantly be carried out during the day.</p> <p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. Chapter 6: Air Quality, Chapter 9: Biodiversity, and Chapter 12: Noise and Vibration of the Environmental Statement [TR010060/APP/6.1] provide detailed assessment on a number of topics.</p> <p>The assessment within Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] concludes that there are not expected to be any impacts on Church Road as a 'Protected Lane'.</p> <p>The noise and vibration assessment of the proposed scheme will seek to avoid adverse impacts upon health and quality of life. Where this is not possible, the Applicant will work to minimise any adverse impacts, and where possible, create improvements in the noise climate along the route of the proposed scheme. Such measures to reduce noise would include the use of noise barriers or a road surface with better noise-reducing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>properties than conventional low-noise surfacing.</p> <p>Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments (REAC) which summarises the committed mitigation measures within the chapters of the Environmental Statement and associated appendices.</p>	
J19/090	Environment / Noise					✓	<p>There was a general concern regarding increased noise levels and noise pollution for residents</p> <p>"The road noise from the A12, especially if the wind is in the wrong direction is very noticeable and I feel very sorry for the residents on the Main Road, especially those that are in houses on the infill between A12 and Main Road"</p> <p>"Our quality of life is already affected by the noise of the traffic particularly on hot summer nights when I can't open</p>	<p>Following further modelling and detailed assessment it is proposed to resurface the southern carriageway of the A12 between J19 and existing J20a (Bury Lane) with an improved noise-reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme from traffic using the A12. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the windows because of traffic noise will just get worse" " this proposal go totally against the Government object to reduce road traffic noise "		
J19/091	Environment / Water / Road Safety / Traffic					✓	The road under the Waltham Road Bridge needs to be sorted as water collects there causing cars to aquaplane and crash. There have been numerous crashes along this stretch.	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 9: Biodiversity, and Chapter 14: Road Drainage and the Water Environment.	N
J19/092	Environment / Climate Change / Net Zero					✓	Due the severe climate crisis reducing road use and finding alternative ways for people to travel has to be the priority.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within the Applicant's Net Zero plan, while the Applicant supports investment in all zero-carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. HS2 will take between 1 and 3% of traffic off the strategic road network, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								ambitious actions in its Sixth Carbon Budget. While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero-carbon one, powered by renewable electricity, hydrogen and biofuels.	
J19/093	Support					✓	<p>Support for proposed scheme</p> <p>A large number of people strongly supported the proposed scheme and felt that as traffic levels have grown over the years the risk of congestion and accidents has increased. They felt that widening and any changes were needed and were well supported and would improve the area for traffic and pedestrians.</p> <p>People were also very supportive of the inclusion of a WCHR Bridge and improvement to links the bridleways and footpaths allowing residents and</p>	<p>The Applicant strives to improve the major roads and motorways, engineering the future to keep people moving today and moving better tomorrow, and to make sure all major roads are more dependable, durable, and most importantly, safe. Everyone's feedback has been listened to and considered and the support welcomed.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							cyclists to travel between Chelmer Village , Boreham an the new Beaulieu railway station		
J19/094	Objection					✓	Some people objected to the scheme feeling that the all the changes were not necessary or wider issues were not accommodated or that the scheme should start south of J19	<p>The A12 widening is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of this investment, as this road plays an important role at a strategic, regional and local level.</p> <p>The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>A microsimulation traffic model was used to assess the capacity of the proposed J19</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>which introduces mitigation measures to allow J19 which has recently been amended by the Beaulieu Park Developer to cater for the anticipated increased traffic for the design year 2042.</p> <p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p> <p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.</p> <p>The proposed scheme scope and extent is set out by the Applicant and approved by the Department for Transport. The scope of the proposed scheme, which has received</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>funding as part of the Government's Road Investment Strategy 2: 2020-25, is to widen the A12 between J19 and J25 to three lanes in each direction. The impact of the reduction from three to two lanes at J19 has been taken into account within the traffic modelling work. The journey time savings presented as part of the DCO application include any effect of a bottleneck for southbound movements caused by this drop to two lanes. A significant proportion of the traffic heading south towards J19 is expected to leave at J19 to access Chelmsford. The proposed scheme is predicted to slightly increase the amount of traffic travelling north on the A12 towards J19. Because this would be additional traffic on a section of A12 with no widening, it is predicted to cause slower journeys. In the proposed scheme opening year of 2027, there is predicted to be an increase in journey times of around one minute overall between J15 and J19.</p>	
J19/095	Objection					✓	A cyclist opposed the scheme as they felt that the design shown in design book was awkward for cyclists with	The Applicant recognises that LTN 1/20 is the relevant design guidance for active travel routes on local roads and has developed routes that comply so far as practicable with	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							jagged corners/switchbacks at the northern and southern slip roads.	<p>LTN 1/20 and will continue to develop these routes and crossings in the detailed design stage in liaison with Essex County Council. The Applicant seeks to retain the existing routes followed by pedestrians and cyclists at J19, enhancing the routes within the constraints of the location.</p> <p>Since consultation, the proposed scheme has reconfigured how walkers and cyclists interact with J19, to improve directness and limit the impact to Boreham Bridge. These proposals are shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p>	
J19/096	Benefit of Scheme					✓	People asked how we will know that this proposed scheme will benefit us all?	The A12 road is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25. The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>This section of the A12 is also an important commuter route between Chelmsford and Colchester. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>The proposed changes to this stretch of the A12 aims to:</p> <ul style="list-style-type: none"> <li>• improve safety by closing-off private access onto the A12, and providing alternatives.</li> <li>• reduce congestion and make journey times more reliable.</li> <li>• smooth traffic flow by helping the road to cope with incidents such as breakdowns and accidents.</li> <li>• support planned economic and housing growth in Essex and the surrounding region.</li> <li>• provide safer alternative routes away from the A12 for cyclists, walkers and horse riders.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/097	Roads / Traffic					✓	A number of people asked how they would be notified when proposed scheme works were completed and road works were implemented.	<p>Approximately a month before opening, a public information leaflet will be published and made available to all customers. It will describe how the improved A12 alignment and associated access will work for all, including non-motorised users.</p> <p>This information will also be released to local and national written media associations, county, district and parish councils and local community associations. Digital road signs will be another source of information.</p> <p>Up to date information will be available throughout the proposed scheme construction and afterwards via the Applicant's dedicated @HighwaysEast digital and social media channels including the website, Facebook, Twitter, YouTube and LinkedIn. Customers can also request regular email updates.</p>	
J19/098	Roads / Traffic					✓	A number of people suggested that the proposal would have little impact and would not improve the current situation	The A12 road is an important economic link. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and the M25.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>The proposed changes to this stretch of the A12 will improve safety for road users, through better design especially at junctions and slip roads, while also removing the current direct private accesses onto the A12, reducing traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will:</p> <ul style="list-style-type: none"> <li>• save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities.</li> <li>ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area.</li> <li>make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul>	
J19/099	Roads / Traffic					✓	A number of people suggested that the proposal would not improve the situation in and around Boreham.	<p>Traffic modelling has been undertaken, which predicts that the proposed scheme would increase traffic on Main Road in the AM peak but decrease traffic in the PM peak.</p> <p>Traffic modelling has also been undertaken to understand how junctions along Main Road would perform with the proposed scheme in place.</p> <p>The level of delay on the Main Road approach to J19 is not expected to change significantly as a result of the proposed scheme. Although the level of traffic on Main</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Road is higher and increases in the AM peak, the proposed scheme would include improvements to the capacity of J19, over and above the junction improvements which are currently under construction.</p> <p>In terms of the side roads, Church Road and Waltham Road are not predicted to have a significant change in the level of delay to get onto Main Road. Plantation Road is predicted to have an increase in delay of around 15 seconds on average to get onto Main Road in the AM peak.</p> <p>Chapter 5 of the Transport Assessment [TR010060/APP/7.2] provides further information on these assessments. Appendix C of the Transport Assessment summarises the predicted flow changes on Main Road in Boreham.</p> <p>The improvements for the Boreham interchange will be carried out in phases as they are part of a larger package of works being carried out by Countryside Properties to provide a link road between Boreham interchange and Essex Regiment Way.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J19/100	Roads / Traffic					✓	<p>Many people felt that the proposals would result in increased traffic flows, lengthy queues and drivers taking alternative routes such as exiting the A12 at J21 and travelling between Hatfield Peverel and Boreham. They felt that the level of increased traffic would be unacceptable and that the proposals would exacerbate the existing problems in the village of Boreham, increasing both traffic and travel times for local traffic and the on the routes in and out of Boreham.</p>	<p>To further encourage traffic to travel to the A12 via J21 rather than via Boreham and J19, the Applicant is proposing to reduce the speed limit on Main Road between Hatfield Peverel and J19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>The Applicant's traffic modelling work includes the expected traffic growth in future due to housing and rail developments. This growth in traffic is predicted to cause worse congestion if the proposed scheme is not built. The performance of J19 with the proposed scheme in place has been modelled. Although it is a very busy junction, it is expected to operate satisfactorily. Detailed junction modelling results are provided in Chapter E.2 of the Transport Assessment [TR010060/APP/7.2]. Appendix C of the Transport Assessment also provides further details on the predicted increase in</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								traffic along Main Road in the AM peak hour. Chapter 5 of the Transport Assessment includes assessment of the impact on junctions along Main Road.	
J19/101	Roads / Traffic					✓	Concerns were raised that improving the A12 between Chelmsford and Marks Tey, would increase in traffic and lead to more congestion North of the Boreham interchange, and questions asked about the improvements planned for the A12 from the Boreham Interchange towards London.	<p>The scope of the proposed scheme, which has received funding as part of the Government's Road Investment Strategy 2: 2020-25, is to widen the A12 between J19 and J25 to three lanes in each direction.</p> <p>The impact of the reduction from three to two lanes at J19 has been taken into account within the traffic modelling work. The journey time savings presented as part of the DCO application include any effect of a bottleneck for southbound movements caused by this drop to two lanes. A significant proportion of the A12 traffic heading south towards J19 is expected to leave at J19 to access Chelmsford.</p> <p>In the other direction, the proposed scheme is predicted to slightly increase the amount of traffic travelling north on the A12 towards J19. Because this would be additional traffic on a section of A12 with no widening, it is predicted to cause slower journeys. In the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								proposed scheme opening year of 2027, there is predicted to be an increase in journey times of around one minute overall between J15 and J19.	
J19/102	Roads / Traffic					✓	Many people felt that junction 19 will continue to be the busiest of the A12 junctions and were concerned about traffic increasing due to nearby new housing and rail development.	<p>The Applicant's traffic modelling work includes the expected traffic growth in future due to housing and rail developments. This growth in traffic is predicted to cause worse congestion if the proposed scheme is not built.</p> <p>The performance of J19 with the proposed scheme in place has been modelled. Although it is a very busy junction, it is expected to operate satisfactorily. Detailed junction modelling results for J19 are provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2].</p>	
J19/103	Roads / Traffic					✓	Concerns were raised that Traffic leaving Chelmsford have a difficult route to the A12	Any improvements to route-finding on the existing local road network between Chelmsford and the A12 itself, fall outside the remit of the proposed scheme. The traffic capacity provided by localised improvements to J19 has been tested in a microsimulation model and are expected to provide an adequate level of service across all	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								roundabouts in the morning and afternoon traffic peaks for predicted traffic in the proposed scheme's design year of 15 years after opening.	
J19/104	Roads / Traffic					✓	<p>You cannot have improvements to the A12 without improving connectivity from the Maldon District to this major arterial route. That way lies madness &amp; yet further long delays and traffic congestion for Maldon and surrounding areas.</p> <p>This could be averted by keeping the Southbound access to the A12 open to the South of Hatfield Peverel.</p> <p>I do not see the reason why 20a and 20b should be removed.</p>	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20a northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20a southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20a was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20a northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appear to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J19/105	Roads / Road Safety					✓	It goes against the reason for the original A12 Boreham to Hatfield Peverel by-pass back in the 1960's when traffic through these villages became dangerous for those living in close proximity to the road at a time when vehicle traffic was considerably less and the villages themselves were much smaller. Why then is this proposal being considered?	The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of this investment, as this road plays an important role at a strategic, regional and local level. The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind. The proposed changes to this stretch of the A12 will improve safety for road users, through better design especially at junctions and slip roads, while also removing the current direct private accesses onto the A12, reducing traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will:</p> <ul style="list-style-type: none"> <li>• save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25.</li> <li>• take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area.</li> <li>• make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul> <p>The A12 between J19 and J25 currently has a number of at-grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade-separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision-making process when selecting the location and form of junctions proposed. The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								shortest time possible, improving the existing situations and putting the right traffic on the right roads. The existing walking, cycling and horse-riding routes will be retained. Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.	
J19/106	Roads / Road Safety					✓	sometimes the interim traffic cones and through route for traffic seems to have little thought put into the actual journey and very poor signage meaning some very worrying last minute decision from drivers resulting in very near misses and of course friction between motorists.	The Outline Construction Traffic Management Plan [TR010060/APP/7.7] will take due consideration of local factors and road constraints. The proposed scheme would carry out a monthly independent audit of the Traffic Management implementation and would propose changes if deemed required.	
J19/107	Roads / DCO					✓	Difficult to understand with all the other changes happening at this interchange. Boreham junction appears to be basically similar to existing setup	The current proposal for J19 can be seen in the general arrangement map books released for Development Consent Order. These are minor improvements to the existing junction to ensure that it provides adequate capacity for the proposed scheme's design year of 15 years after scheme opening. These improvements include additional lanes on the entry and exit to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								roundabouts, widening of Boreham Bridge and consideration of a segregated left turn lane providing access from the A131 Radial Distributor Road to the northbound A12 without the need for traffic to interact with Generals Lane Roundabout.	
J19/108	Roads / Beaulieu Park / Solar Farm					✓	Please consider the present application being made to the Secretary of State for a DCO for Longfield Solar Farm. Construction traffic is considerable and is to be kept off the rural roads - your scheme and the construction of Longfield will likely overlap. Longfield propose access to the solar farm via the route being funded via Beaulieu Park. There is a need for joined up planning here and consultation with Essex County Council Highways.	The Applicant has been liaising with Longfield Solar Farm for some time with regular meetings where information is shared about the proposal, including construction traffic and schedule of works. National Highways has information about Longfield Solar Farm construction traffic numbers and its peak construction period. Beaulieu Park has also been in discussions with Longfield Solar Farm regarding, the delivery of infrastructure with the local authorities, and the sequencing of works with Countryside Zest regarding J19 Boreham interchange and the connection to Radial Distribution Road 1 (RDR1). Both RDR1 and Boreham interchange improvements are expected to be finished when the A12 and Longfield Solar Farm start construction. The project team will maintain dialogue with Essex County Council, the developers of Longfield Solar	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Farm and Beaulieu Park, and Chelmsford City Council throughout the decision and construction phases of the projects.	
J19/109	Roads / Beaulieu Park / Solar Farm					✓	Hope that ECC Highways and Highways England will liaise, especially concerning the route to Beaulieu Park as this is likely to be the main access for construction and maintenance traffic to the proposed Longfield Solar Farm	The Applicant has been liaising with Longfield Solar Farm for some time with regular meetings where information is shared about the proposal, including construction traffic and schedule of works. National Highways has information about Longfield Solar Farm construction traffic numbers and its peak construction period. Beaulieu Park has also been in discussions with Longfield Solar Farm regarding, the delivery of infrastructure with the local authorities, and the sequencing of works with Countryside Zest regarding junction 19 Boreham interchange and the connection to Radial Distribution Road 1 (RDR1). Both RDR1 and Boreham interchange improvements are expected to be finished when the A12 and Longfield Solar Farm start construction. The project team will maintain dialogue with Essex County Council, the developers of Longfield Solar Farm and Beaulieu Park, and Chelmsford City Council throughout the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								decision and construction phases of the projects.	
J19/110	Roads / Traffic					✓	<p>The brochure states “although traffic would increase, it would still be within the operational capacity of the road and the day- to - day performance of the road would not be expected to worsen”. This resident of Boreham who has a lifetime of real-life experience of the “performance of the road” does not agree. In normal operating circumstances the road regularly has long tail backs at junction 19 in the am peak, and slow-moving traffic in both am and pm peaks. Residents can testify to the steadily increasing journey times to access the Main Road and reach junction 19. Could I please have a lay-man’s explanation of the quote above.</p>	<p>Traffic modelling has been undertaken, which predicts that the proposed scheme would increase traffic on Main Road in the AM peak but decrease traffic in the PM peak. Traffic modelling has also been undertaken to understand how junctions along Main Road would perform with the proposed scheme in place.</p> <p>The level of delay on the Main Road approach to J19 is not expected to change significantly as a result of the proposed scheme. Although the level of traffic on Main Road is higher and increases in the AM peak, the proposed scheme would include improvements to the capacity of J19, over and above the junction improvements which are currently under construction.</p> <p>In terms of the side roads, Church Road and Waltham Road are not predicted to have a significant change in the level of delay to get onto Main Road. Plantation Road is predicted to have an increase in delay of around 15</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								seconds on average to get onto Main Road in the AM peak.	
J19/111	Roads / Traffic					✓	People felt that the bottleneck would just occur further along the route	Traffic modelling work predicts significant journey time savings for westbound traffic between J25 and J19. This is based on a traffic model which includes the fact that Chelmsford Bypass south of J19 is only two lanes per direction. However, as the level of traffic is predicted to increase slightly on the A12 at either end outside of the proposed scheme extents, there is predicted to be a slight increase in journey times on those sections.	
J19/112	Roads / Main Road					✓	A few people were concerned that the quality life for residents in certain areas will be badly impacted by the increased volume of traffic that is predicted to use both the A12 and the Main Road and that air quality would be badly affected by the increased volume of traffic, especially heavy vehicles which will use the road.	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>human health and the wider ecological environment from pollution impacts. These are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, however those of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and less than 2.5µm (PM2.5).</p> <p>Although heavy goods vehicles (HGVs) emit a disproportionate amount of exhaust emissions, the majority of vehicles including HGVs in 2027 will be Euro 6 (i.e., the cleanest emission standard so far, introduced in the UK in 2013). Hence, an increase in the traffic from the proposed scheme may be negated somewhat by the improvement in fleet emissions standards.</p>	
J19/113	Roads / Road Safety / Traffic					✓	Some residents were concerned about existing regular congestion due to accidents on the A12 and the increase in traffic causing more issues and further serious congestion to Boreham	At present, when incidents cause traffic problems on the A12, there are traffic increases through Boreham. The proposed scheme is expected to reduce the frequency of such incidents, by reducing A12 congestion in general and by the third lane providing additional traffic management	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.</p> <p>The proposed carriageway will be designed to the current design standards and will incorporate the latest technology to identify incidents and breakdowns in live lanes and the detail design will be subject to a road safety audit. With regard to incident response, an agreed contingency plan will be produced on the basis of consultation between the Applicant, Police Authority and Essex County Council. This exercise will consider operational safety, response to incidents and implementation of suitable traffic diversions.</p>	
J19/114	Roads / Traffic					✓	If you get rid of the slip road it will generate more traffic coming into Hatfield Peverel coming from Boreham, its already bad as it is and now with all the extra housing going up it is as busy as ever! So, getting rid of the slip road is ridiculous and unnecessary!	Overall, it is predicted that removal of the J20a/b roads would significantly decrease the level of traffic on The Street in Hatfield Peverel. Further details on the traffic flow impacts are provided in Appendix C of the Transport Assessment [TR010060/APP/7.2]. Chapter 4 of the Transport Assessment	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								shows the prediction of junction performance of several junctions along Main Road.	
J19/115	Roads / Traffic					✓	Be interesting to see how many of the Maldon car journeys will go towards Witham to get onto the London bound carriageway, or who turn left at the Duke of Wellington and come along Main Road.	<p>The Applicant has analysed the traffic model to understand which route people take for journeys from Maldon Road to the A12 London-bound carriageway.</p> <p>In the AM peak hour, 88% turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road. In the PM peak hour, 98% turn right and travel via J21.</p>	N
J19/116	Roads / Public Transport					✓	A concern was raised on how the bus routes would be designed and operated and it was suggested by some people that the new transport solutions should include public transport services	<p>Bus routes and other transport solutions will be designed by the highways team in collaboration with public transport operators and the highways authority.</p> <p>These routes will be evaluated against road safety audit DMRB standards and other governance processes. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.	
J19/117	Roads / Road Safety					✓	A number of people suggested that traffic lights, clearer signage and road markings need to be improved and humps considered	Proposed improvements at the junction roundabouts will include clearer lane markings and clearer signage. Traffic speeds will be influenced once the roundabouts are fully signalised.  Vertical deflection such as humps cause a lot of noise and vibration and can have minimal effect on modern cars. Ongoing liaison with Essex County Council will address the appropriate approach for local roads affected by the proposed scheme works.	
J19/118	Other / School					✓	There were a number of concerns raised for the safety of local school and school bus users and drivers ignoring zebra crossings with only one pelican crossing along the B1137	The Applicant recognises there are existing safety concerns outside schools, as in many places, and has discussed issues raised with Essex County Council as the authority tasked with providing safe routes to school.  Where existing roads are affected, they will be subjected to road safety audits.  As a result of feedback from the consultation, supplementary consultation was held	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>between 9 November and 20 December 2021 which included a proposal for a reduced speed limit to Main Road. Please see Chapter 7 for the responses to the supplementary consultation.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as design speed of the road, environment through which the road passes, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The DCO will set out the proposed speed limits being applied for, and this will be considered during the examination process.</p> <p>Any safety concerns relating to access onto local roads which are not altered by the proposed scheme should be directed to ECC as the highway authority.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The predicted change in traffic in Boreham Village is presented in Appendix C of the Transport Assessment [TR010060/APP/7.2].	
J19/119	Roads / Road Surface					✓	Is the 3 lane section between 19 and 20A be relayed at the moment surface only gets patched up and can't cope with the weight of lorries. You only have to look at other parts of A12 and you will still what we HGV drivers called tram lines.	It is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise-reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. The resurfacing of this section of southbound carriageway is only being proposed to mitigate the predicted increase in noise caused by the proposed scheme. The existing A12 is already three lanes in each direction between J19 and the existing J20a, as such, improving or maintaining the carriageway surface from J19 to J20a is not being proposed as part of the proposed scheme.	
J19/120	Roads / Main Road /					✓	Concern was raised that the verge alongside road [Main Road] would not	As a result of feedback from the consultation, supplementary consultation was held	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Crossings / Safety						<p>be wide enough to accommodate a walking, cycling and horse-riding path hence the requirement for a crossing here.</p>	<p>between 9 November and 20 December 2021 which included a proposal for a reduced speed limit to Main Road. Please see Chapter 7 for the responses to the supplementary consultation.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as design speed of the road, environment through which the road passes, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process.</p> <p>All design has been based on topographical survey and best practice, and where necessary, additional land will be acquired to build the proposals in accordance with relevant design standards. The provision to the north of Main Road is footway only, and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								so has lesser width requirements than for cycling and horse riding.	
J19/121	Construction / DCO / Disruption					✓	A number of consultees agreed with the scheme but felt that too many diversions and road closures were detrimental particularly to those travelling at night.	<p>The Applicant is conscious of the disruption that a diversion delivers on the public and will aim to minimise the numbers of these. The Outline Construction Traffic Management Plan will be issued as part of the Development Consent Order application documents, where more information will be available around the proposed diversions. Any required diversions will be discussed with all relevant stakeholders and communicated to the public with sufficient advance notice.</p> <p>The Applicant recognises there will be full closures at times, but these will be kept to a minimum and advertised.</p> <p>The Traffic Management Plan will be developed and communicated to all subcontractors and suppliers, detailing the measures to be implemented in respect of managing construction traffic. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								of the Development Consent Order application documents.	
J19/122	Outside Scope of Project					✓	I have no expertise to determine whether the proposals will make J19 safer or less congested, except that many of the previous problems of traffic from the BP roundabout heading north to the next existing roundabout but wishing to turn right to cross the A12 and go south, would often use the two left lanes and then cross the traffic flow, causing both regular near miss accidents and creating queues. Hopefully this risk will be reduced. Also, poor or very outdated signage often caused last minute lane changes and poor merging by traffic going north of Sainsburys to enter the A12.	<p>Safety is one of the priorities of the proposed scheme. All junctions proposed have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J19. Improvements at the junction roundabouts will include clearer lane markings and clearer signing which should address the problem with drivers changing lanes.</p> <p>The J19 works currently under construction will be subject to independent road safety audit to ensure that all layout and signing is self-explanatory.</p> <p>The proposed alterations will undergo risk assessment and full road safety audit to assess any potential for driver confusion or deliberate incorrect lane use.</p>	
J19/123	Walking, Cycling and					✓	Will the proposed new footpaths/cycling lanes actually link effectively with existing ones and	The proposed walking, cycling and horse-riding routes are designed to tie in with existing routes and to provide continuous and safe links around the junction. These routes	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Horse Riding / Environment						improve the A12 for cyclists and walkers?	are also designed to renew links between routes that were historically severed by the current A12. The Applicant recognises that LTN 1/20 is the relevant design guidance for active travel routes on local roads. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. The Applicant will continue to develop these routes and crossings in the detailed design stage in liaison with Essex County Council. The proposed scheme seeks to retain the existing routes followed by pedestrians and cyclists at J19, enhancing the routes within the constraints of the location.	
J19/124	Environment					✓	please consider residents of local villages who are actively trying to improve the environment, not degrade it.	The assessment and subsequent mitigation discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] ensures no net loss of habitats, through vegetation planting.	
J19/125	Walking, Cycling and					✓	WCH - We would also expect to see evidence of a Walking, Cycling and	The Applicant will continue to engage with the proposed station and Beaulieu Park	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Horse Riding / Outside Scope of Scheme						Horse-riding Assessment and Review (WCHAR) to demonstrate how these users were considered during the early stages of the design, including those at the access and that the level of provision accommodates needs	development to ensure that the proposals tie in and are complementary to desire lines that will be created. The route to White Hart Lane will be facilitated through shared-use footway within the extents of the defined scheme limits at J19 only, before tying-in to the existing facilities on the A130 Main Road, where it joins with Boreham interchange roundabout. From here, the remainder of the route is via the existing facilities on the local network which are outside the scope of the proposed scheme. Its development to date has complied with the process described in DMRB GG 142 Walking, cycling and horse-riding assessment and review, and a further WCH review will be undertaken in detailed design.	
J19/126	Walking, Cycling and Horse Riding					✓	Jct 19 Boreham: we welcome the addition of a WCH bridge linking in with the bridleway network which will be a useful enhancement; however, we ask that a WCH crossing over the Boreham Road in the vicinity of Paynes Lane is included, also a walking/cycling/horse riding verge path is included along Boreham Road from Boreham village	The Paynes Lane Bridge provides bridleway connection from the west side of the railway and A12 to B1137 Main Road, Boreham. The proposed crossing of Main Road is a Toucan crossing for pedestrians and cyclists, which connects the bridge and Paynes Lane to: <ul style="list-style-type: none"> <li>the two rights of way to the east of Main Road between A12 J19 and Boreham village, which are both footpaths.</li> </ul>	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>to the crossing point. Boreham Road is already a straight, fast road, despite its 40mph designation, and vulnerable road users will be unable to use it if they cannot safely cross the road to get to it.</p>	<ul style="list-style-type: none"> <li>Boreham, via the existing shared footway/cycleway on the east side of B1137 Main Road.</li> </ul> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as, design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. The speed limit on Main Road on approach to J19 is proposed to be reduced to 40mph from the current national speed limit.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>Enforcement will be investigated for inclusion as part of the proposed scheme, which would require support of both Essex Police and Essex County Council.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>There are no existing bridleways to east of Main Road in this area, and conversion of the existing footpaths east of Main Road to bridleway is outside the scope of the proposed scheme.</p> <p>Widening of Main Road public highway corridor to add a verge for equestrian use in addition to the footway/ cycleway is therefore also outside of the scope of the proposed scheme.</p> <p>There is therefore also no benefit in including a Pegasus (ridden horse) crossing with the Toucan crossing of Main Road, because it would not connect to any other equestrian routes.</p> <p>The speed limit reduction proposed for this part of B1137 would benefit equestrians using the carriageway. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>The scheme has been designed to comply with current design standards and guidance,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken and approval received. In the detailed design stage this will continue with further safety governance including independent Road Safety Audit and Walking-Cycling-Horse-Riding Assessment and Review.	
J19/127	Roads / Walking, Cycling and Horse Riding					✓	With the new cycle paths, I would like to see a requirement to give way to cyclists at the entrance to Boss Hogs food van and the car boot sale venue, since this is difficult and unsafe to cross at busy times.	<p>Routes have been developed that comply so far as practicable with LTN 1/20 and the Applicant will continue to develop these routes and crossings in the detailed design stage in liaison with Essex County Council. As proposals for the development site are brought forward, it will be integrated into the design for the proposed scheme.</p> <p>In 2022, changes made to The Highway Code introduced increased priority of cyclists and pedestrians relative to motor traffic when crossing side roads. This does not change the law but reflects the different emphasis which should be made in sign for the different user groups.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Design form can support this changed priority to improve cyclists' safety and convenience in their journeys. This will be reflected in the detailed design proposals that the Applicant will develop in liaison with Essex County Council as the highway authority for this area once the proposed scheme is complete.	
J19/128	Walking, Cycling and Horse Riding					✓	I would like to see the addition of an all-weather surface to the bridleways on each side: this would provide a year round cycling connection between Beaulieu Park and Boreham. People who might want to use this route for commuting or utility cycling will be put off if it means that their clothes and bike get covered in mud during wet periods.	The design of the walking, cycling and horse-riding routes continues to be developed and this includes work on the type of surface that will be provided. The Applicant has developed routes that comply so far as practicable with LTN 1/20 and will continue to develop these routes and crossings in the detailed design stage in liaison with Essex County Council. Since consultation, the proposed scheme has reconfigured how walkers and cyclists interact with J19, to improve directness and limit the impact to Boreham Bridge. These proposals are shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].	Y
J19/129	Support / Traffic / Environment					✓	Support for improved Traffic flow A number of consultees felt that the proposed scheme would greatly	The Applicant thanks the consultees for the positive feedback and support, and strives to improve the major roads and motorways,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							improve the flow of traffic, allow for safer travel and make journeys smoother and faster at peak times	engineering the future to keep people moving today and moving better tomorrow. Details of junction modelling results are provided in the Transport Assessment [TR010060/APP/7.2].	
J19/130	Environment / Air Quality / Fuel Usage					✓	If there is more traffic there will be more fuel consumption?	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within its Net Zero plan, while the Applicant supports investment in all zero-carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. HS2 will take between 1 and 3% of traffic off the strategic road network, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher in 2050 than today, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher-carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>travel is a zero-carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>Furthermore, road-user greenhouse gas emissions are expected to reduce substantially over time as greater numbers of electric / more efficient vehicles enter the vehicle fleet (e.g., in response to the Government's Transport Decarbonisation Plan).</p> <p>The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, however, this increase in emissions is negligible in comparison to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	
J19/131	Roads / Traffic					✓	The section between Chelmsford and Colchester (junction 19 Boreham interchange to junction 25 Marks Tey Interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy Goods Vehicles are between 9% and 12% of the traffic on this section due to its important freight	The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route between Chelmsford and Colchester. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind."</p> <p>Congestion on the Boreham interchange is already a huge issue. Please explain to me how closing the Hatfield Peverel slip roads for access onto the A12 is going to support the above statement? We will all be forced into larger towns causing even further congestion</p>	<p>used for design on major highway schemes across England.</p> <p>The existing J20a northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20a southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20a was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20a northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant’s updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Plans [TR010060/APP/2.7] released for supplementary consultation.	
J19/132	Roads / Main Road / J20a & 20b					✓	<p>The closure of the junctions to the South West of Hatfield Peverel will encourage many more vehicles to travel through Boreham. The anticipation that traffic will head North to a new junction is unfounded as an easier option for traffic already south of this is to continue south to either J19 or via inadequate roads to J18. We could not see any improvements to Hatfield Peverel roads meaning that the current traffic flows there from the Maldon direction would continue to cut towards Boreham, and now would not be able to access the A12 until passing through our village. This could be averted by keeping the Southbound access to the A12 open to the South of Hatfield Peverel.</p>	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20a northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20a southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20a was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20a northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>Note that the predicted increase on Main Road is not mainly due to traffic coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway. In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J19/133	Environment					✓	it will tear up an area of countryside which we need to leave doing its job absorbing carbon and creating a home for biodiversity to thrive. Both of which are part of the solution to the Climate Crisis.	The assessment and subsequent mitigation discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] ensures no net loss of habitats through vegetation planting.  Calculations have been undertaken and are reported within the assessment in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] in order to understand the net change in greenhouse gas emissions	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								as a result of proposed changes in forestry, including tree planting. The net effect on greenhouse gas emissions as a result of changes in forestry is expected to be positive (i.e., a net reduction in emissions) over the longer term, (i.e. approximately 15 years after scheme opening).	
J19/134	Environment / Wildlife					✓	There were general concerns regarding pollution together with the cost to wildlife	<p>The Environmental Statement [TR010060/APP/6.1] provides a detailed assessment on a number of topics, such as in Chapter 6: Air Quality, and Chapter 12: Noise and Vibration. One of the aspirations of the proposed scheme is no net loss of biodiversity and, in principle, where habitats are lost as a result of the proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5] summarises the committed mitigation measures within the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								chapters of the Environmental Statement and associated appendices.	
J19/135	Environment / Air Quality					✓	Concerns were raised about the pollution, the air quality, airborne pollution rise, traffic pollution levels having an unhealthy and detrimental impact on the residents of Boreham, and concerns there would be more emissions on B1137 - Main road that passes through the village	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. These are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, however those of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and less than 2.5µm (PM2.5).	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								As a result of the proposed scheme, there will be air quality improvements for receptors beside the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.	
J19/136	Environment / Noise					✓	The road noise from the A12, especially if the wind is in the wrong direction is very noticeable and I feel very sorry for the residents on the Main Road, especially those that are in houses on the infill between A12 and Main Road.	Following further modelling and detailed assessment it is proposed to resurface the southern carriageway of the A12 between J19 and existing J20a (Bury Lane) with an improved noise-reducing road surface. This is expected to mitigate the predicted increase in noise caused by traffic using proposed scheme using the A12. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].  From 11 February to 18 March 2022 a targeted consultation was held on the proposed installation of noise-reducing surfacing. Responses to that consultation can be found in Chapter 7 of this report.	
J19/137	Roads / Road Safety					✓	The current traffic on B1137 travels too fast and in many cases far in excess of the speed limit. Additional traffic with what would be expected to be similar	Safety is one of the priorities of the proposed scheme. The detailed design will consider	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							patterns of poor driving will increase danger to pedestrians and increase the likelihood of serious accident with a knock on adverse effect on traffic flow.	<p>route design to reflect appropriate design speed safety and accessibility.</p> <p>As a result of feedback from the consultation, supplementary consultation was held between 9 November and 20 December 2021, which included proposals to reduce the speed limit on Main Road. Please see Chapter 7 for responses to that consultation.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment through which the road passes, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The Development Consent Order will set out the proposed speed limits being applied for, and these will be considered during the examination process.</p>	
J19/138	Construction / Access / Cycle Routes					✓	Cycle and pedestrian routes are not maintained during construction B1137.	Access to business and private properties will be maintained at all reasonable times. Where private property or business are found in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>close proximity to works, appropriate safety measures will be put in place. At present, the details around the sequence and methodology of works are still to be defined.</p> <p>The Applicant has held a number of meetings with the landowners and the Applicant remains open to any further discussions that the landowners or their representatives may find are required, well in advance of any construction.</p> <p>During construction, cycle and pedestrian routes will be kept available wherever practicable. Depending on the type of works in certain areas, diversions may be required. These will be advertised in advance wherever possible.</p>	
J19/139	Walking, Cycling and Horse Riding					✓	Pedestrian and cycling provision is very poor at the moment	<p>The shortfall is recognised and substantial improvements are proposed including controlled crossings and new routes.</p> <p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken, and approval received. In the detailed design stage this will continue with</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.	
J19/140	Other / Future Development					✓	As a local relief road is being considered on the East side of the A12/B1369 at Hatfield Peverel, wouldn't it be sensible to bring a road off this relief road onto the new estate being built by David Wilson Homes, off the Gleneagles estate? This would be safer than an extra 100 to 200 cars syphoning through Birkdale Rise every day	As a result of feedback from the consultation, a supplementary consultation was held between 9 November and 20 December 2021 and included proposals to reduce the speed limit on Main Road. Please see Chapter 7 for responses to that consultation.	Y
J19/141	Environment / Wildlife / Dormice					✓	Dormice have been found in the tree and shrub lines along the A12 at Boreham. Please check this area before any work commences. As Dormice are protected under Schedule 5 of the Wildlife and Countryside Act 1981 please work in accordance with the Act when working in this area.	Whilst dormice are known to be present within the wider landscape, the proposed scheme itself has been found to provide no connectivity with confirmed dormouse populations. Further details including baseline data for dormice are within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
J19/142	Traffic					✓	A number of people asked why the scheme could not be extended south of junction 19 as they felt this proposed scheme work would not improve the situation.	The works south of J19 are outside the scope of the proposed scheme, however full details and up to date information about traffic management arrangements at the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								interchange can be found by visiting the Boreham Capacity Improvements website.	

## 1.2 Junction 21

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Junction 21.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.5 Consultation Responses – Stat Con J21**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/001	Wildlife & Ecology	Essex County Council - Highways & Transportation Service	✓				Two drainage ponds and woodland planting are in the way of B1019 Link Road Option 1. These need to be relocated, if passive provision for the Option 1 route is to be provided.	Environmental mitigation has been reviewed and the design has been adjusted so that the drainage ponds and woodland no longer need to be relocated. The revised plans were published as part of the supplementary consultation that ran from 9 November to 19 December 2021.	Y
J21/002	Hatfield Bypass / Maldon Relief Road	Essex County Council - Highways & Transportation Service	✓				<p>Maldon-based traffic requires a route to reach the A12 without going through the village and it is noted that Maldon themselves in consultation have strongly echoed this view.</p> <p>We strongly advocate a new link road from the B1018 either to the new junction or a new intermediary junction that leads to it. Whereas this may be considered out of scope we need</p>	Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction and consideration of possible interventions at that junction, as well as a	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							reassurance that such a link can be provided in the future and that Highways England supports it and will not oppose it when it is subsequently planned and delivered. We are taking this point up with DfT separately.	detailed comprehensive assessment of various bypass options. Taking into account the benefits and impacts of the bypass options, as well as the performance of the existing Maldon Road and The Street junction with and without the A12 scheme, it has been concluded that a bypass should not be included as part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR0/10060/APP/6.1].	
J21/003	Infrastructure	Essex County Council - Highways & Transportation Service	✓				<p>Locally too we have been made aware of many issues that residents and District and Parish Councils have already raised. These matters must be acted upon and they include:</p> <p>Inadequate connectivity with local roads such as the B1018 and B1019 which are essential feeder routes to the A12 from Maldon District. These roads are at best "country roads" which have evolved over many years and cannot provide the level of service required to channel traffic to the A12.</p>	<p>The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision-making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions have undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/004	Access (General)	Essex County Council - Highways & Transportation Service	✓				Secondly the junction arrangements at the Duke of Wellington pub are inadequate even in the short term and need addressing.	A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider community was considered disproportionate and too severe to warrant the proposals.	N
J21/005	Support with Caveats	Essex County Council - Highways & Transportation Service	✓				Whilst we support the provision of a new bridge for local connectivity for cycling and walking, we would like plans drawn up showing how these complement our plans for whole	As a result of general feedback from the consultation, the proposed Wellington Bridge replacement for walkers and cyclists has been converted into a bridge suitable for motorised vehicles. The revised plans were	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							routes. We would be happy to work with Highways England on this. Any such facilities must be LTN 1/20 compliant.	published as part of the supplementary consultation that ran from 9 November to 19 December 2021.  The proposed scheme recognises that Cycle Infrastructure Design - Local Transport Note (LTN) 1/20 is the relevant design guidance for active travel routes on local roads. The proposed scheme has taken the guidance and core design principles contained within LTN 1/20 into account, for all proposed cycling infrastructure. The proposed scheme will continue to develop these routes and crossings in detailed design.	
J21/006	Walking, Cycling and Horse Riding / Public Transport	Essex County Council - Highways & Transportation Service	✓				Currently the pedestrian route alongside the A12 between Hatfield Peverel and Witham is unattractive, runs immediately adjacent to the carriageway, and close to traffic with no discernible barrier. This makes use along it significantly compromised, preventing children and their parents from using it to its full potential. Although the current route is available, the development as proposed has an opportunity to achieve significant	The scheme proposals include extensive new and improved pedestrian, cycling and equestrian routes. These have been designed, so far as practicable, in line with the guidance in LTN 1/20 that routes should be coherent; direct; safe, comfortable and attractive. This includes new and improved routes being on quieter roads; separated from the carriageway, and of a form that encourages modal change for utility travel (to education; employment; services; facilities and retail), as well as leisure use. These aspects of our approach maximise	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>betterment and to provide high-quality foot and cycle ways.</p> <p>By providing routes which are not in the immediate proximity of the traffic, we may begin to change local habits. It is of clear benefit to sustainable travel modes to significantly increase the condition and useability of this link. Any walking and cycling route would need to be safe in terms of providing a defensible space, be appropriately lit, and not prejudice air quality impacts on users of the same. A combination of the same will make the use of the cycling and walking route more attractive to the benefit of sustainable travel options.</p> <p>This initiative could also be positive as new areas of development and growth are proposed in the immediate area, including a new school proposal at Lodge Farm.</p>	the scope for modal change to active travel options with health, air quality and wider environmental benefits.	
J21/007	Will Worsen (Hatfield Peverel)	Essex County Council - Highways &	✓				Traffic flow information for Church Road in Hatfield Peverel has not been provided, but there is a strong	The Applicant will make every effort to minimise its impact on local roads and communities.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Transportation Service					possibility that traffic from the B1019 Maldon Road could be using Church Road to access Main Road Boreham, rather than queue at the Duke of Wellington junction to access the new Junction 21. This would add to the case for the B1019 Link Road, which would enable drivers from Maldon to access Junction 21 without having to get stuck in long delays at the Duke of Wellington junction. There is a reduction in traffic predicted on The Street, in-between Maldon Road and Church Road. As commented above, this could be an indication of traffic diverting to Church Road, which would add to the case for the B1019 link road to Jn 21 this needs to be investigated further	The proposed scheme is not predicted to increase traffic on Church Road in Hatfield Peverel. Appendix C of the Transport Assessment [TR010060/APP/7.2] provides further details on the predicted changes in traffic in Hatfield Peverel.	
J21/008	Will Worsen (B1137 Main Road)	Essex County Council - Highways & Transportation Service	✓				Our concerns are exemplified by the following observations:  There is a clear increase in traffic forecast on Main Road Boreham in AM Peak. We don't have select link analysis, but this appears to be coming via Hatfield Peverel, probably	Detailed junction modelling results are provided in the Transport Assessment [TR010060/APP/7.2].  Following the statutory consultation, a traffic working groups was set up to run through various requests from the consultee for additional traffic information. In an email on	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							due to the closure of the southbound on-slip just south of Hatfield Peverel.	16 November 2021 the consultee provided a list of traffic-related requests. Over several workshops all requested information was provided.	
J21/009	Traffic Modelling	Essex County Council - Highways & Transportation Service	✓				To help with above concerns, we need reassurances about the new link road and further modelling information about level of service on each arm of the Duke of Wellington roundabout.	On 22 December 2021 the Applicant wrote to the council regarding J21. Following the consultation, a series of traffic workshops was set up with Essex County Council and all issues were discussed and resolved.	
J21/010	Walking, Cycling and Horse Riding / Public Transport	Essex County Council - Highways & Transportation Service	✓				ECC's passenger transport Team also raise the following comments, firstly on the PEIR and secondly in tabulated form on the plans as submitted with the consultation documents and the video extracts that accompany the submission as shown online. It is shown that Wellington Bridge is to be removed, however this needs to remain accessible until the new junction 21 is made fully operational providing links between Hatfield Peverel and Witham in both directions. ECC also need to be able to retain access to what is currently the southbound off slip at J20, throughout the works, otherwise we have no	Demolition of Wellington Bridge will be carried out after significant completion of the new J21, including the new link roads to and from Witham. Under the new J21 design, the southbound off slip is decommissioned.  To maintain access between Hatfield Peverel and Witham, the Applicant will temporarily keep a two-way route to the new J21 southern roundabout, during construction of Wellington Bridge.  For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>reasonable means of maintaining an important interurban bus service on the Witham to Hatfield Peverel section. Replacement of the Station Road bridge will severely affect access to Hatfield Peverel Rail Station, in effect removing all sustainable access from the village and the majority of users south of the line, it will also mean that car access is circuitous around a number of lanes unsuitable for increased levels of traffic.</p>	<p>services. Access to Hatfield Peverel railway station will be maintained, but in a manner that does not redirect undue volumes of traffic to residential areas of Hatfield Peverel to the north of the railway.</p> <p>All proposals will be discussed with interested parties including residents, councils and emergency services, as well as Network Rail and Greater Anglia, after the Development Consent Order process.</p> <p>The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained.</p> <p>Proposals being considered include the following:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure (T9) over the A12.</li> <li>• Provision of a temporary carpark (T13) to the north-east of Hatfield Peverel near to the proposed construction compound</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>(T16) and accessed via a temporary road (T14) via either a modified northbound entry slip at J20b or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</p> <ul style="list-style-type: none"> <li>• Temporary removal of the carriage restriction (T8) between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> <li>• Provision of a shuttle service with stops in the temporary car park (T13), the Railway Station and Station Road, with trained drivers and vehicles to support people with accessibility needs.</li> </ul>	
J21/011	Walking, Cycling and Horse Riding /	Essex County Council - Highways &	✓				A development of the type as proposed, particularly in its construction phase, will affect journey	Connectivity will be maintained between Hatfield Peverel and Witham during both the	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Public Transport	Transportation Service					<p>times for walkers, cyclists and road users. This will have an impact on school transport times and options for school children travelling to school independently, by provided for or private transport. The consultation does not comment specifically on these issues at this time, hence its impacts cannot be properly evaluated. It is known that a number of students at this time travel from Hatfield Peverel to Witham, some of whom qualify for free school transport, and others who do not dependent on journey times. Some of these may seek or need to use more sustainable modes of transport including walking and cycling, to get to and from school. Currently the pedestrian route alongside the A12 between Hatfield Peverel and Witham is unattractive, runs immediately adjacent to the carriageway, and close to traffic with no discernible barrier. This makes use along it significantly compromised with children, and their parents, p from using it to its full potential.</p>	<p>construction and operational phases for all current modes of transport.</p> <p>The proposed scheme has developed an Outline Construction Traffic Management Plan which offers mitigation measures for minimising the impact for Hatfield Peverel residents and other stakeholders. The Applicant will continue to discuss these measures with all relevant stakeholders to ensure they best serve everyone's best interests. Further details can be found on the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which forms part of the Development Consent Order documents.</p> <p>The proposed scheme seeks to improve connectivity between Hatfield Peverel and Witham for walkers and cyclists by providing a route over Wellington Bridge that bypasses the J21 northern roundabout, remote from the A12 mainline and slip roads. This arrangement is shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/012	Congestion	Hatfield Peverel Parish Council	✓				Traffic flows between J21 and Hatfield Peverel and egress from Gleneagles Way. Whilst some of the issues mentioned above also apply to this traffic flow, an additional aspect, albeit not for the full duration of the Project, is the use of the new link road as part of the dedicated access route to the main construction site compound. This will inevitably result in a very large number of additional vehicle movements each working day, primarily of heavy goods vehicles, the exact number of which will – we understand – be published in the Environment Statement due to be published in late March 2022. Each of these vehicles will be required to make a sharp right-hand turn at the point where the link road joins The Street, prior to crossing the Wellington Bridge. It is not clear that any provision has been made to ensure that these vehicles will be able to safely make this turn – the volume of traffic which will already be on this stretch of road, having turned right at the top of	The proposed scheme traffic management strategy is to keep all traffic within the current A12. Nevertheless, there will be a number of required night and weekend closures to allow works to build the new bridges and for new road surfacing to be laid. With the exception of construction traffic associated with the construction of the new Bury Lane, Station Road and Wellington Bridges, where use of The Street will be required, all traffic accessing the compound will be directed via Wellington Bridge and then The Vineyards (if travelling southbound) or directly off the A12 northbound off slip (Witham) via a new haul road being constructed at the fields. These routes will be temporary until the completion of the new J21, expected in the last quarter of 2025. More details can be found on the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which forms part of the Development Consent Order documents.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Maldon Road, is a significant factor for which no allowance appears to have been made.		
J21/013	Timescale	Hatfield Peverel Parish Council	✓				Reference is made to discussions with local authorities on the details of construction working hours. Given that a significant element of the construction work will impact the village, HPPC [Hatfield Peverel Parish Council] expects to be consulted on this aspect prior to the issue of the Construction Environmental Management Plan.	For working hours, refer to Environmental Statement Chapter 2 [TR010060/APP/6.1] paragraphs 2.7.62 to 2.7.64.  Works close to properties will be limited, where possible, to daytime activities only. When this is not possible and/or wherever applicable, control measures will be implemented to minimise disturbance. For information regarding noise, refer to Environmental Statement Chapter 12 [TR010060/APP/6.1].  Meetings with the council both before and since the statutory consultation, focused on construction activity associated with the proposed scheme, among other subjects.	
J21/014	Safety / Traffic Calming Measures	Hatfield Peverel Parish Council	✓				HPPC believes that, as part of the Project, a full traffic management scheme needs to be developed incorporating all of the above-mentioned roads, a 7.5 tonne weight limit in The Street from its junction with Bury Lane to Maldon Road, a similar	The proposed scheme has developed an Outline Construction Traffic Management Plan which offers mitigation measures for minimising the impact for Hatfield Peverel residents and other stakeholders. The Applicant will continue to discuss these measures with all relevant stakeholders to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>limit on Cranham Road/Waltham Road, traffic calming measures in Church Road and mini roundabouts or traffic lights at the junctions of The Street with Station Road and Church Road, accepting that some agricultural and goods vehicles need access to Station Road or for local deliveries. Given that restrictive movements are to be explained in the application for a Development Consent Order (Public consultation document June 2021, P44), there seems to be no reason why a traffic management scheme for the area outlined cannot also be included.</p> <p>Only in this way can the Planning Inspectorate be made aware, and take account, of all the local issues to which the Project will give rise.</p> <p>The above-mentioned roads and those within the “triangle” are already subject to extensive parking by commuters using the railway station. This causes disruption, congestion and delays in many local roads, including to emergency services and council waste</p>	<p>ensure they serve everyone’s best interests. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which forms part of the Development Consent Order documents.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>collection vehicles. The closure of Station Road for an unspecified period for replacement of the overbridge, and provision of a temporary footway through the Mulberry Green and Hatfield Grove developments, will encourage an increase in indiscriminate parking in roads on the south side of the village, even if by only a small percentage of the 280+ cars involved (266 at the station plus many others in “rented” driveways). As the likely diversion will be via Witham/Terling Road/Hatfield Road, HPPC would suggest that Highways England engage with Network Rail/Abellio Greater Anglia to enable rail and car park season ticket holders from Hatfield Peverel to use the station and car park at Witham (the latter subject to space being available) at no additional cost. This will also relieve the pressure on Terling Road/Hatfield Road, both of which are narrow and unsuitable for a big increase in traffic.</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/015	Access	Hatfield Peverel Parish Council	✓				P51 of the Public consultation document (June 2021) refers to “anticipation” that the compound near J21 will be accessed via the route described. HPPC is concerned that other routes, including The Street, are available to construction traffic and needs to be assured that there will be fully effective monitoring systems in place to prevent any breaches of the “authorised” route. It is understood that there may be some use of contractors in the local area, including those located in Maldon and the surrounding area, and from locations such as Waltham Road, Boreham. HPPC wishes to have an assurance that the former are not of such a volume as to further exacerbate the problems in Maldon Road, and that the latter are specifically instructed to travel via Boreham Interchange and the A12.	An Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part of the Development Consent Order documents. This document will inform how traffic will be managed in specific areas and how those changes will be communicated to the local community. Further regular engagement with stakeholders and local communities will be put in place in future stages. As the proposed scheme approaches construction, there will a number of regular meetings set up with stakeholders and the local community.	
J21/016	Access / Will Worsen (Boreham)	Hatfield Peverel Parish Council	✓				The village has long been seen as the automatic alternative route when the A12 becomes congested or is closed. Whilst it is acknowledged that many of	The proposed scheme has identified the Main Street at Hatfield Peverel as a sensitive area and has therefore considered it as a non-permitted route for construction traffic,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the closures under the Project will be at weekends, the village is not designed to absorb even those volumes if vehicles are diverted from the A12. HPPC therefore wishes to be assured that very specific, well signposted diversions are put in place as described in the PEIR at 12.8.25, avoiding the village and – if necessary – restricting access to the B1137 to “local traffic only”. HPPC requests that Highways England initiates early discussions with ECC Highways on this issue.	with exception to the works required at Station Road Bridge and Bury Lane Bridge. Works at the A12 main carriageway which will require closures would avoid traffic being sent through Hatfield Peverel, with exception being made for local traffic only. For further details please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
J21/017	Air Quality / Noise Pollution (General)	Hatfield Peverel Parish Council	✓				Air Quality and Noise There can be no doubt that the impact of both deteriorating air quality	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, however those of most concern include oxides of nitrogen (NO<sub>x</sub>), nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter less than 10µm (PM<sub>10</sub>) and less than 2.5µm (PM<sub>2.5</sub>).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors beside the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p> <p>The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements are made in the noise climate along the route. Measures to reduce the noise include the use of noise barriers, or a road surface with better noise-reducing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>properties than conventional low-noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers are being installed alongside the A12. By provision of noise barriers at this location, receptors are predicted to experience a noticeable reduction in noise. During the consideration of measures to reduce noise, adverse environmental effects for other topics are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation is required to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	
J21/018	Air Quality	Hatfield Peverel Parish Council	✓				The PEIR at 13.10.2 states “the community most affected in terms of construction impacts on residential land use is Hatfield Peverel.” That	Onward monitoring during construction has not been recommended at this location on the grounds that the likely impact is predicted to be imperceptible. Hence	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>being so, it has to be recognised that additional measures need to be taken to mitigate those impacts, given that 170 existing and 245 existing/under construction properties will be affected. Equally, at 13.10.30, it is stated “in terms of effects on air pollutant levels (NO2 and PM10) during construction results show that changes in both NO2 and PM10 levels would largely be imperceptible except for a limited number of existing or proposed residential properties which are located very close to the existing A12. Given the low number of residential dwellings affected and impermanent nature of these effects, no measurable population health impact is likely.” Many of these properties are the same 415 as mentioned in 13.10.2. Whether it is a low, or high, number of properties affected and whether those affects are impermanent or not, HPPC wishes to protect the health and wellbeing of its residents and expects to receive updated air pollutant level reports on a</p>	<p>monitoring (if installed) is very unlikely to detect specific changes in emissions from construction traffic. Likely significant effects are not anticipated on population health outcomes associated with air pollution from proposals at this location. Further information on how the community will be protected from other potential health impacts is detailed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].</p> <p>It is worth noting that dust emissions which are a result of construction activity are assessed within 200m of the Order Limits. The impact of dust is assumed for all human and ecological receptors and varies in magnitude by distance. On the other hand, vehicle exhaust emissions (NOx, PM etc.) from construction vehicles are assessed separately using a pollution dispersion model. The impact is assessed within 200m of the affected road network.</p> <p>Respiratory disease is the third largest cause of death in England after cancer and cardiovascular disease and is linked to smoking, passive smoking, asbestos, and air</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							regular basis throughout the period of construction in the immediate vicinity of the village. It is noted, PEIR Table 13.7, that Hatfield Peverel/Terling have the third highest level of deaths from respiratory diseases (2013-17) in Wards covered by the Project.	pollution (indoor and outdoor). Incidence and mortality for respiratory disease tends to be higher in areas of deprivation, where exposure to these risk factors is often higher. At the time the Preliminary Environmental Information Report was prepared, the PHE Local Health data for the ward of Hatfield Peverel and Terling indicated a standardised mortality ratio (SMR) of 115.3 for deaths from respiratory diseases (2013-17). While this was the third highest SMR for the wards in the study area, it is not significantly different to the average for England. The dataset has been updated since the Preliminary Environmental Information Report was prepared and the SMR for deaths from respiratory diseases in Hatfield Peverel and Terling ward (2015-19) is now 118.4. This is still not significantly different from the England average.	
J21/019	Noise Pollution (Hatfield Peverel)	Hatfield Peverel Parish Council	✓				Increased noise will severely affect the residents of Hatfield Peverel, as a result of both the project itself and the resultant traffic congestion.	Taking into account feedback received during statutory consultation, the previously proposed southern link road has been removed and Wellington Bridge will be opened in both directions for all traffic to and from Hatfield Peverel and Maldon Road.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>This traffic would then use an enhanced northern link road to access J21. This new approach will mean that more households will see a beneficial noise impact.</p> <p>Also in the current design there is a proposal that both carriageways of the A12 through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This was not included in the original design in the Preliminary Environmental Information Report. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>During the construction phase, measures will be put in place to minimise the impacts of construction noise during the works. It is the Applicant's intention to carry out as much of the works as practicable during the day. There will however need to be some night-time works including traffic management operations, bridge demolition and widening of the northbound carriageway. Mitigation measures will be developed, the outline of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								which can be found in the first iteration of the Environmental Management Plan (TR010060/APP/6.5).	
J21/020	Noise Pollution	Hatfield Peverel Parish Council	✓				The PEIR Non-Technical Summary, P31, states “the preliminary noise assessment has concluded that there could be significant adverse effects for about 63 residential dwellings [post completion of the Project]”. The PEIR (Chapter 12 figures, 12.5 – noise and vibration) indicates that an unspecified number of these properties is located in the vicinity of the junction of Gleneagles Way/The Street, where residents will also have experienced a considerable period of construction traffic passing their doors.	In response to feedback from the statutory consultation, the design of J21 was changed by removing the proposed southern link road and instead using Wellington Bridge and a northern link road to provide access to J21. This change removed the significant effects referred to by the consultee.  Between 9 November and 19 December 2021, the Applicant held a supplementary consultation on both of these proposed changes. For responses to the supplementary consultation please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].	Y
J21/021	Noise Pollution	Hatfield Peverel Parish Council	✓				One of the key impacts of the Project on residents of Hatfield Peverel will be the widening of the road between Bury Lane Bridge and the Wellington Bridge (“the cutting”). Residents of properties bounding this area have tolerated increased traffic noise for over 30 years. However, it is stated in the	In response to feedback from the statutory consultation, the proposed scheme has introduced noise-reducing surfacing for the A12 at Hatfield Peverel. Between 9 November and 19 December 2021, a supplementary consultation was held sharing the new proposals. Please see Chapter 6 of the Consultation Report	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>PEIR at 12.9.15/Table 9 that only properties on the south side of the cutting will benefit from a noise barrier “to reduce increases in noise and to provide enhancement”. A noise barrier on the north side is “not included due to not proving value for money”. HPPC believes this decision to be discriminatory, particularly given that many properties on the north side are closer to the new profile of the cutting than those on the south side, and wishes to see a noise barrier erected on both sides of the cutting.</p> <p>It is further noted that on P25 of the Public consultation June 2021 document, reference is made to consideration of low noise road surfaces “in some areas”. The PEIR at 12.9.9 states that “the potential use of low-noise surfacing as a mitigation measure for online sections will be considered within the Environmental Statement.” Given that the upgrade work affecting Hatfield Peverel is all online HPPC wishes to see consideration also given to the use of</p>	[TR010060/APP/5.1] for responses to that consultation.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							low-noise surfacing on the entire section between the existing junctions 20A and 20B. This argument is given more emphasis by the fact that the PEIR (Chapter 12 figures; 12.5 – noise and vibration) reveals that, post completion of the Project, no properties bordering the A12 between the current J20A and J20B, will experience a lower level of noise pollution than at present. At best, the noise levels will be as now.		
J21/022	Air Quality	Hatfield Peverel Parish Council	✓				HPPC is further concerned about the additional noise and pollution arising from full closures of the A12 during the Project (PEIR, Table 2.7 – Traffic Management).	The impact from construction traffic on the A12 and the local road network has been examined to determine whether this could impact upon sensitive receptors, in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. This has been undertaken for the peak construction year of 2025. The amount of construction traffic compared to the existing traffic on the majority of the roads is low, and any increases in noise would be negligible. There are a few roads where the increase in traffic would cause a minor impact (1 to 3	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								dB(A)) but there are no situations where the construction traffic would cause an increase of 3 dB(A) or more where a significant adverse effect may occur.	
J21/023	Hatfield Bypass / Maldon Relief Road / Will Worsen (Hatfield Peverel)	Hatfield Peverel Parish Council	✓				Hatfield Peverel urgently needs an eastern by-pass around the village to connect Maldon traffic directly with the A12 and this would ideally link in to the southern roundabout at junction 21. However, Jacobs has previously stated there is insufficient space to accommodate such a link there and suggested, if an eastern by-pass becomes a reality, it could instead join at a T-junction along the proposed new road between the southern roundabout at junction 21 and Hatfield Peverel, where traffic would be passing in both directions only a short distance from the new junction. A through northern road between junction 21 and Hatfield Peverel, using the planned cul-de-sac link to The Vineyards, would solve this problem but will require a re-installment of the Wellington road bridge rather than the	The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.  The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.  To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>presently proposed pedestrian/cyclist/horse-rider one. At a presentation given by HE/Jacobs to the parish council in the village hall on 6th March 2020, the general consensus was for a link between the village and junction 21 to be on the north side of the A12, via a new Wellington road bridge, which would avoid the need for link roads both sides of the A12, together with the unnecessary cost of purchasing land to the south, particularly when The Department of Transport/HE already has some control over land on the north side. Most importantly, a northern road link between the village and junction 21 would free up space at the southern roundabout for connection to a possible future eastern by-pass which is so urgently needed. HE's ultimate responsibility is for the A12 trunk road and it appears to be less concerned with problems that widening the A12 will create for the local community. HE's proposal to close junctions 20a and 20b and</p>	<p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>funnel everything through a new junction 21, were the existing junction already carries significant traffic flows to and from Witham and Braintree, may seem a suitable solution for the trunk road in isolation but may well not sit the general area and specifically the community of Hatfield Peverel, or Maldon traffic transiting the village. The question of Hatfield Peverel's connections with the A12 and Maldon roads needs further consideration based on local traffic requirements and not simply what may seem best for the trunk road.</p>	<p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appear to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J21/024	Communication / Will Not Improve (long distance traffic)	Hatfield Peverel Parish Council	✓				Firstly, the residents of Hatfield Peverel have never been adequately consulted by Highways England (HE) on its plans to close both junctions 20a and 20b, connecting the village to the A12. Public consultations on this project were held in February 2017 at each of the settlements with junctions to/from the A12, namely Chelmsford, Boreham, Witham, Rivenhall, Feering/Kelvedon, Marks Tey and	The 2017 consultation ran for six weeks and included seven public events including ones in the neighbouring village of Boreham and town of Witham. An extensive letter drop took place advertising the consultation including in the community of Hatfield Peverel, posters were provided to the parish, and a deposit location was set up at Hatfield Peverel Library on The Street. In addition, a response to the consultation from the Parish Council was received and analysed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Colchester with the sole and notable exception of Hatfield Peverel, which is the only settlement where HE intends removing its connections with the trunk road at junctions 20a and 20b. The reasons for failing to hold a public consultation in Hatfield Peverel have not been fully justified by HE or its consultant, Jacobs.</p> <p>HE subsequently acknowledged its failure to grant the residents of Hatfield Peverel an opportunity to attend a public consultation in their own community by stating in its Report on Public Consultation issued 5th May 2017: “in particular we are committed to holding an event at Hatfield Peverel during the statutory consultation expected in autumn this year [2017]” and on 14th July 2017, “We regret that some residents feel they may not have had sufficient opportunity to express their views. The locations of the consultation events were agreed beforehand with the support of stakeholders such as Essex County Council so at the time of organising</p>	<p>While consultation was extensive, the Applicant appreciated the Parish’s desire to ensure future announcements and consultations included an event in Hatfield Peverel and this request was acted upon. The proposed scheme has since held three public events:</p> <ul style="list-style-type: none"> <li>• Junction 19-23 preferred route announcement</li> <li>• Statutory consultation</li> <li>• Supplementary consultation</li> </ul> <p>In addition to the consultations many workshops and meetings have taken place with the parish, including prior to the 2017 consultation.</p> <p>More generally, with regard to the statutory consultation as outlined in Section 8 ‘How will we consult’ of the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation period.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Highways England was confident we had a good spread of locations. In addition member's forums were held and the approach presented was agreed to be acceptable. However, as a result of feedback from this initial consultation we recognise that there is a need to hold an event in Hatfield Peverel and as stated previously this will be held. "Despite the above undertakings no such event was arranged by HE.</p> <p>Following the public consultations HE's preferred route announcement of October 2019 stated that junctions 20a and 20b will be removed, with a new 'all movements' junction 21 serving traffic from all directions. HE claimed: "The decision to close junctions 20a and 20b comes as a result of the feedback we received from the last consultation in 2017" (from which the village of Hatfield Peverel was excluded).</p> <p>But it was only at public consultations held in the other seven settlements that attendees were asked for their</p>	<p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout.</p> <p>The A12 project team believes that the parish council has been fully consulted about the changes providing forums, meetings and workshops to discuss changes and the proposed scheme in full conjunction with the council. As part of this engagement and from responses received during statutory consultation, the Applicant held supplementary consultation between 9 November and 19 December 2021 where impacts and concerns around Hatfield Peverel were considered again. For responses to the supplementary consultation please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>views on the possible removal of junctions 20a and 20b. Out of 757 responses to the options given by HE, 352 were in favour of removing both 20a and 20b and creating a new junction, whereas 278 wished to retain and improve both existing junctions. The remaining 127 respondents agreed with neither option. In summary, less than one half (46%) were in favour of removal whereas 54% were not. Despite the majority being opposed to closure of the junctions, and in the absence of any direct consultation with the residents of Hatfield Peverel, HE announced its intention to remove both junctions.</p> <p>In a belated gesture to the residents of Hatfield Peverel, a public exhibition was eventually held by HE and their consultant, Jacobs , in St Andrew's Church Hall at Hatfield Peverel on 19th November 2019 but this was solely a consultation on route options between junctions 23 to 25 and completely omitted any consultation on junctions 19 to 22, for which their</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							decision had already been published in HE's preferred route announcement made one month earlier.		
J21/025	Impact on Local Communities	Hatfield Peverel Parish Council	✓				HPPC stands ready to discuss these with senior members of the project team, if appropriate in conjunction with other local Councils. HPPC remains committed to protecting the interests of its residents, and to ensuring the best possible outcome of the Project in terms of their future quality of life.	To address concerns regarding noise during the operation of the proposed scheme, two changes were made to it following the statutory consultation: 1) The proposal of noise-reducing road surfacing. 2) Changes to the design of J21 by removing the proposed southern link road and instead using Wellington Bridge and a northern link road to provide access to J21.  Between 9 November and 19 December 2021 the Applicant held a supplementary consultation on both of these proposed changes. For responses to the supplementary consultation please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].	
J21/026	Further Engagement	Hatfield Peverel Parish Council	✓				The PEIR at 12.9.5 indicates that community liaison will play a key role in the Project. Given the significant impact on the village, HPPC would	As shown in the first iteration Environmental Management Plan [TR010060/APP/6.5], a community liaison team will be set up prior to construction beginning. The team will ensure	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							expect to have 24/7 access to key personnel and a regular dialogue with the Project's community liaison team, in order to manage the expectations of residents and deal with issues arising.	that regular and open communication with the communities takes place along the proposed scheme with facilities for 24/7 response.	
J21/027	Traffic Modelling	Hatfield Peverel Parish Council	✓				Hatfield Peverel Parish Council ("HPPC") has been represented at all engagement sessions, community forums and consultations since early 2017 in respect of the Project. There are numerous concerns relating to the design and subsequent traffic flows arising from the closure of J20A and J20B and the creation of the new J21. These may be summarised as: - Traffic flows in B1019 Maldon Road and B1137 The Street - Traffic flows between J21 and Hatfield Peverel and egress from Gleneagles Way	The Applicant held a supplementary consultation from 9 November to 19 December 2021 where impacts and concerns around Hatfield Peverel were considered again. Changes made to take account of these concerns have included changing how traffic accesses the proposed J21 from Hatfield Peverel, and the introduction of noise-reducing surfacing.	Y
J21/028	Will Worsen (Hatfield Peverel)	Hatfield Peverel Parish Council	✓				The major concern to Hatfield Peverel is the high volume of Maldon traffic, including significant numbers of HGVs, which passes through the village along the B1010. Over 10 years ago the Essex Local Transport Plan showed the B1019 between Hatfield Peverel	The amount of traffic on the B1019 Maldon Road in Hatfield Peverel is expected to increase slightly as a result of the proposed scheme. This is due to traffic switching from Church Road in Hatfield Peverel, as the main access to the A12 is by turning right at	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							and Maldon to be 'the only B-road in Essex to exceed danger congestion levels on the [then projected] Essex 2020 Do Nothing Scenario Map'. This traffic, whether travelling northbound or southbound along the A12 will still be required to traverse Maldon Road through Hatfield Peverel via its junction with The Street (B1137) in order to access the proposed new junction 21. Since the time of the projected 2020 Do Nothing Scenario Map, traffic volumes have increased dramatically and will only continue to do so with major new developments emerging with the village, around Maldon and in the wider Dengie area (possibly to include a new Bradwell Nuclear Power Station).	<p>the Duke of Wellington, rather than via The Street in Hatfield Peverel.</p> <p>The amount of traffic turning left at the Duke of Wellington junction and travelling down The Street in Hatfield Peverel is expected to drop significantly as a result of the proposed scheme. This includes a significant drop in the number of heavy goods vehicles.</p>	
J21/029	Hatfield Bypass / Maldon Relief Road	Boreham Parish Council	✓				There have been long standing issues at the B1019 Maldon Road/B1137 Duke of Wellington roundabout. This route through Hatfield Peverel is the only route for all traffic from the Heybridge and Maldon area wishing to access the A12 in either direction. This	A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>has caused severe congestion at this roundabout, particularly during the rush hour. The A12 widening presents a perfect opportunity to construct a new bypass from the B1019 to the proposed new Junction 21. Without a bypass, any Heybridge and Maldon traffic wishing to travel southbound on the A12 will naturally turn left at the B1019/B1137 junction and then, with no access to the A12 at Junction 20a, continue on through Boreham to access the A12 at Junction 19. The alternative route seems less attractive. It will require traffic to travel in the opposite direction of desired travel, crossing the A12 twice (once at Hatfield Peverel and then again at Witham) and negotiate two roundabouts. Turning left at the B1019/B1137 junction towards Boreham provides one continuous straight road all the way to Junction 19. Traffic joining the A12 from Boreham at Junction 19 will also have the advantage of a highway stated lane onto the roundabout and, whilst</p>	<p>improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider community was considered disproportionate and too severe to warrant the proposals.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							this may alleviate queues at the roundabout, it is likely to encourage more traffic to travel through Boreham.		
J21/030	Will Worsen (B1137 Main Road) / Will Worsen (Hatfield Peverel)	Boreham Parish Council	✓				<p>The B1137 is also used as an alternative route when there is an accident on the A12 somewhere between Junctions 19 and 21 and frequently further afield. There are often long tailbacks in both directions through Boreham and/or Hatfield Peverel as traffic diverts off of the A12 to seek an alternative route. With the removal of Junction 20a, any accident along that stretch of the A12 is likely to cause traffic to exit at either Junction 19 or 21 and travel all the way through Boreham and Hatfield Peverel before re-joining the A12 as there will be no additional junction in between. This is a desirable choice for drivers because, although the speed limit is 30mph through The Street at Hatfield Peverel, the speed limit then increases to 60mph before reducing to 40mph at Boreham.</p>	<p>When incidents currently cause traffic problems on the A12, there is increased traffic through Boreham. The proposed A12 widening scheme is expected to reduce the frequency of such incidents by reducing A12 congestion in general and by the third lane providing additional traffic management flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.</p> <p>A holistic options-appraisal for the proposed position for the new J21 and the closure of the existing junctions 20a, 20b and 21 was undertaken. The proposed J21 seeks to combine the traffic movements served by the three junctions to be closed, into one junction that will be constructed to modern safety standards and is fit for purpose. It is recognised that the A12 often conveys both long-distance and short-distance journeys</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Traffic also has the option of using Plantation Road or Church Road in Boreham both already used as a rat run, to gain access to the A12 at Junction 18 via Hammonds Lane. All the main routes around the village of Boreham are at risk of being adversely affected by the removal of Junction 20a and with the addition of the North East Bypass and the Beaulieu Park Railway Station, this will only encourage more traffic resulting in concentrated noise and pollution on dwellers' doorsteps through Boreham over the coming years.</p>	<p>and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>The impacts of the Chelmsford North East Bypass and Beaulieu Park Railway Station are taken into account during the development of the traffic forecasts for the proposed scheme. The predicted changes in traffic on roads around Boreham are shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p>	
J21/031	Safety / Traffic Calming Measures	Boreham Parish Council	✓				<p>Boreham Parish Council has tried for many years to get a speed reduction on the B1137/Main Road (currently 40mph) to slow traffic down through this village but this has never been supported by the police. Through-traffic causes congestion, pollution and risk to pedestrians due to speeding on Main Road. If this proposed A12 widening scheme, with the removal of Junction 20a, is granted planning</p>	<p>The Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and junction 19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							consent, it will be imperative that traffic calming measures are implemented on the B1137 through Boreham to avoid our village becoming even busier.		
J21/032	Safety / Traffic Calming Measures	Boreham Parish Council	✓				<p>We have reviewed the proposed changes and have some concerns that the removal of Junction 20a (&amp;20b) will increase traffic through our village. The B1137 through Boreham is already a busy southbound commuter route especially during peak rush hour periods. The proposal to close Junction 20a will impact the traffic from Hatfield Peverel and Maldon wishing to access the A12 southbound and/or the new North East Bypass when it is completed. We believe some of this traffic will reroute to the B1137 at Hatfield Peverel because of the closure of the south on and north off accesses at the south end of Hatfield Peverel which will increase vehicular traffic on the B1137 Main Road and continue through Boreham to Junction 19.</p>	<p>A holistic options-appraisal for the proposed position for the new J21 and the closure of the existing junctions 20a, 20b and 21 was undertaken. The proposed J21 seeks to combine the traffic movements served by the three junctions to be closed, into one junction that will be constructed to modern safety standards and is fit for purpose. It is recognised that the A12 often conveys both long-distance and short-distance journeys and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>To further encourage traffic to travel to the A12 via J21 rather than via Boreham and J19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and J19. This will</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>make journeys via Boreham even less attractive to drivers compared to the route via J21.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] provides further details on the predicted increase in traffic along Main Road in the AM peak hour.</p> <p>This proposed change to the speed limit was reported in supplementary consultation which ran from 9 November to 19 December 2021. For responses to that consultation please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].</p>	
J21/033	Noise Pollution	Chelmer & Blackwater Navigation Limited	✓				It is therefore requested that measures are included in the widening scheme to reduce the environmental impact and these include additional planting and road surfaces to reduce tyre noise.	<p>The Environmental Statement [TR010060/APP/6.1] includes environmental information to enable consultees to understand the likely significant environmental effects of the proposed scheme based on environmental information and measures proposed to mitigate such effects, including additional planting to mitigate for landscape and visual effects.</p> <p>Taking into account feedback received during statutory consultation, it is now proposed that both carriageways of the A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
J21/034	Noise Pollution (General)	Chelmer & Blackwater Navigation Limited	✓				The whole 14 mile extent of the Chelmer & Blackwater Navigation is highway sated as a Conservation Area. The A12 Chelmsford bypass already has an adverse impact on this in terms of visual disturbance from fast moving vehicles and traffic noise and this is likely to increase with the additional lanes.	Traffic noise generated by the existing A12 is already present in the setting of the Chelmer and Blackwater Navigation Conservation Area. Changes in noise levels during construction and operation of the proposed scheme will not affect the ability to understand the asset or the contribution of its setting to its heritage value. This is discussed further in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].  Along various parts of the A12 noise mitigation measures are being used such as noise barriers and the use of road surfacing surface that has better noise reducing properties than a conventional low noise surface. This is discussed in Chapter 12: Noise and Vibration, of the Environmental	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Statement [TR010060/APP/6.1]. Vegetation planting is also being used at various points as visual mitigation and is discussed in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1]. All mitigation measures are summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
J21/035	Walking, Cycling and Horse Riding / Safety	Maldon District Council		✓			After the 'Preferred Route' stage, based on 'route 2', and before any 'highways options' were presented, Officers informed the A12 Team, when they presented at MDC offices on 11 March 2020, that our strategic housing growth (South Maldon Garden Suburb and North Heybridge Garden Suburb) and economic regeneration at The Causeway, (Maldon District's largest employment area) rely and impact on the B1019 Maldon Road connection via Hatfield Peverel to connect to the A12. It was felt, at that early stage, that the highways of the Project plus investment opportunities could be taken forward by Highways England,	<p>The Applicant thanks the consultee for the feedback and the engagement that has taken place.</p> <p>A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of</p>	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>working with ECC Highways and Transportation, MDC and cross-boundary with Braintree District Council (DC), to improve known congestion issues at the B1019 Maldon Road / Duke of Wellington mini-roundabout in the centre of Hatfield Peverel 'village' that access / exit A12 Junctions 20a and 20b. These known congestion issues at the Maldon Road/Duke of Wellington mini roundabout to access and exit the A12 for Maldon District residents and businesses were confirmed by ECC Highways and Transportation at the 11 May 2021 'A12 Workshop – Junctions 19-25 (including local roads)', as being of some 30 years standing.</p> <p>During the engagement and technical workshops to finalise the 'preliminary highways', Highways England 'investigated possible improvements at the Maldon Road / Duke of Wellington mini roundabout' to access the new Junction 21 in acknowledgement of existing congestion, air quality and safety concerns at the Maldon Road /</p>	<p>additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider community was considered disproportionate and too severe to warrant the proposals.</p> <p>The proposed scheme has considered in some detail the Maldon Link Road but has concluded that it falls outside the scope of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Duke of Wellington mini roundabout (HGVs, LGVs, Cars etc.) and presented these at technical workshops:</p> <ul style="list-style-type: none"> <li>• signalised T-Junction arrangement;</li> <li>• two lane approaches for 30m / 50m stacking capacity;</li> <li>• two lanes for The Street approach from J21 with 30m stacking capacity;</li> <li>• one lane approach from Hatfield Peverel and Maldon Road approaches; and</li> <li>• signalised T-Junction arrangement with banned turning movements.</li> </ul> <p>It remained unclear what improvements to the existing Maldon Road / Duke of Wellington mini roundabout would be taken forward to public consultation and who would be responsible for delivery, ECC or Highways England?</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/036	Will Not Improve (Local Traffic)	Maldon District Council		✓			<p>Page 12 of the Consultation Brochure: 'The proposed scheme highways' paragraph 2 states: '<i>Our new junction 21 will provide access to the A12 both northbound and southbound and will take traffic from all directions between Hatfield Peverel Village and Witham.</i>'</p> <p>There is no mention of Maldon or Heybridge? J21 will 'take traffic' from Maldon and Heybridge via the local road network B1019 that will access the A12 Junction 21 from the Maldon Road / Duke of Wellington mini roundabout in the centre of Hatfield Peverel village.</p>	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990 , it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J21/037	Infrastructure	Maldon District Council		✓			Hatfield Peverel Junctions 20a and 20b are the nearest junctions to access the A12 national road network from the 'Main Settlements' of Maldon and Heybridge ('Main' settlements are classified in Policy S8 Settlement Boundaries and the Countryside, Maldon District Local Development Plan adopted July 2017 (LDP). Maldon and Heybridge, as main settlements, have significant housing growth and regeneration projects identified in the LDP in two new Garden Suburbs: South Maldon Garden Suburb (1,428 new dwellings) and North Heybridge	The Applicant used transport modelling software to estimate the number of vehicles or people that do or shall use a road, both now and in the future. Traffic surveys were used and traffic data analysed over a large area covering the roads between Chelmsford, Colchester, Braintree, Maldon and beyond to create traffic models. The traffic model also uses Local Plan data for Local Authorities surrounding the scheme which include both adopted and emerging site allocations, taking future developments into account. The modelling also includes planning applications which have either been submitted or are expected to be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Garden Suburb (1,383 new dwellings) and to create 2000 new jobs in the District by 2029. The Maldon and Heybridge Central Area Masterplan Supplementary Planning Document (SPD) identifies the District's largest employment area at The Causeway, Heybridge as the focus for regeneration and investment to bring forward employment led regeneration where good transport links to the national road network are vital. Both Garden Suburbs are under construction. The North Heybridge Garden Suburb is located adjacent the B1019 to Hatfield Peverel and the South Maldon Garden Suburb is located adjacent the A414 to Chelmsford via Danbury. This information was passed to the A12 Team in March 2020.	submitted imminently for large-scale developments to ensure that the road provides suitable capacity for these proposals. A committed development log was provided to the local authorities with Transport Analysis Guidance to establish what constitutes committed development and what developments and allocations would be on the long list.	
J21/038	Will Not Improve (Local Traffic)	Maldon District Council		✓			The Council is perturbed at the lack of consideration in the Project given to investing in and improving a known congestion hotspot on the local road network originating from Maldon	Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							District residents and businesses accessing the nearest A12 national road network on the B1019 Maldon Road via Hatfield Peverel. This is in stark contrast to the consideration given by the Project to reducing the congestion in Kelvedon High Street (within Braintree District) by closing Junction 23 and with a new Junction 24 to link from the Inworth Road (B1023) to relieve Inworth (a small village) of traffic coming from Tiptree on the B1023 (within Colchester Borough).	junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction, possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options. This extensive work allowed the project to conclude has concluded that, given its advantages and disadvantages, as well as the performance of the existing Maldon Road and The Street junction with and without the A12 scheme, a bypass should not be part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].	
J21/039	Air Quality (Hatfield Peverel)	Maldon District Council		✓			This Council is concerned at the environmental impacts of congestion and pollution in Hatfield Peverel village originating from the Maldon District. How can we improve local air quality caused by congestion and queuing traffic on local road connections if the	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							local road connections are not improved to connect to the A12?	operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NO <sub>x</sub> ), nitrogen dioxide (NO <sub>2</sub> ) and particulate matter with an aerodynamic diameter less than 10µm (PM <sub>10</sub> ) and with an aerodynamic diameter less than 2.5µm (PM <sub>2.5</sub> ).  As part of the proposed scheme, the A12 junctions themselves which connect with the local road network will be improved. This would reduce the levels of queuing at those junctions, including queues on the local road network.	
J21/040	Traffic Modelling / Impact on Local	Maldon District Council		✓			Page 14 of the Consultation Brochure: New Junction 21 (between Hatfield Peverel and Witham), bullet point 1 states: 'A road linking the southern	The Applicant has not assumed that fewer drivers would use the B1019 Maldon Road. Under the proposed scheme, traffic from Maldon Road would still be expected to	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Communities (Hatfield Peverel) / Will Worsen (Hatfield Peverel)						<p>roundabout of the junction [21] to Hatfield Peverel, intended as the main access between the proposed new road layout and areas to the south and west, including Hatfield Peverel and Maldon.'</p> <p>Page 29, Traffic, Consultation Brochure states: 'we have used traffic surveys and analysed traffic data over a large area covering the roads between Chelmsford, Colchester, Braintree, Maldon and beyond to create traffic models....' 'to understand how drivers may respond to changes in road layouts.' The Consultation Brochure goes on to state: 'if you close a junction then it is likely that fewer drivers will continue to use the road which lead to that junction'. The Council does not support this assumption in the case of the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout as the route to the new Junction 21 is not changing i.e. Maldon District residents and businesses access and exit the A12 national road network via B1019</p>	<p>travel via the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout to access the A12. The Applicant's traffic models predict that the amount of traffic on the B1019 Maldon Road in Hatfield Peverel would increase slightly as a result of the proposed scheme. This is due to traffic switching from Church Road in Hatfield Peverel as the main access to the A12 is by turning right at the Duke of Wellington, rather than via The Street in Hatfield Peverel. This makes Church Road less attractive as a shortcut.</p> <p>A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Maldon Road / B1137 Duke of Wellington mini roundabout on the local road network to the existing Junctions 20a and 20b (both junctions closing as part of the Project). They will access and exit the new Junction 21 by the same local road network at the same mini roundabout but link to the new southern arm of the new Junction 21 that continues to link to the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout in the centre of Hatfield Peverel village.</p> <p>There are no alternative routes to the new Junction 21 on the local road network for Maldon and Heybridge residents and businesses other than the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout!</p> <p>The Council has also continually raised the issue of traffic congestion in Hatfield Peverel village originating from the Maldon District at the B1019 Maldon Rd / Duke of Wellington mini roundabout.</p>	<p>additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider community was considered disproportionate and too severe to warrant the proposals.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Maldon Road, Hatfield Peverel is a residential street with housing on both sides of the road with village services and facilities including 2 pubs, nursery school and a parade of shops including convenience store and dry cleaners. Access to the village primary and junior schools are off Maldon Road on Church Street.</p> <p>The Consultation brochure page 41 emphasizes that the increased growth in the above mentioned regions will not be good for the future.</p>		
J21/041	Will Worsen (Hatfield Peverel)	Maldon District Council		✓			<p>The Consultation Brochure, pages 36-39 set out the 'traffic model' predicting two-way traffic flows AM and PM when the Project opens 'taking into account predicted housing and economic growth between now and when the scheme opens'. The southern arm of the new Junction 21 will see an increase in traffic [Point 4] from 466 to 1117 AM and from 409 to 1102 PM an increase in traffic of 140% and 169% respectively. This increase in traffic will be funnelled via the B1019 Maldon</p>	<p>The Applicant held supplementary consultation from 9 November to 19 December 2021 where impacts and concerns around Hatfield Peverel were considered again. Changes made to take account of these concerns have included changing how traffic will access the proposed J21 from Hatfield Peverel, and the introduction of noise-reducing surfacing. For responses to that consultation, and the Applicant's response to them, please see</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Road/Duke of Wellington mini roundabout.	Chapter 6 of the Consultation Report [TR010060/APP/5.1].	
J21/042	Access / Will Worsen (Local Traffic) / Alternative Highways / Disruption	143520			✓		Station Road Bridge, Hatfield Peverel: Whilst HE remove Station Road Bridge disruption needs to be minimised for the estate's residential, commercial and agricultural tenants and employees who use that as an access. Ideally a temporary alternative route would be installed if the estate could retain the infrastructure post-scheme (the estate is willing to suggest a route for discussion). Whilst Station Road Bridge is out of use, the estate objects to the prospect of Terling Village being used as an alternative route due to the additional traffic and strain this would put on the narrow roads, health and safety in the village, litter, pollution etc.	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel train station will be maintained, but in a manner that does not redirect undue volumes of traffic to residential areas of Hatfield Peverel to the north of the railway. All mitigation measures will be discussed with interested parties including residents, councils and emergency services, as well as Network Rail and Greater Anglia, after the Development Consent Order process. The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include the following:	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north-east of Hatfield Peverel near to the proposed construction compound and accessed by a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported by a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a shuttle service with stops in the temporary car park, the Railway Station, Station Road, with trained drivers and vehicles to support persons with accessibility needs.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through its community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders.</p>	
J21/043	Borrow Pits / Impact on Properties / Landowners (daily life) / Land Take	143520			✓		HE to confirm its borrow pit design and restoration proposals. The estate strongly objects to the proposed borrow pit between junction 20(b) and 21 due to the development potential of this land, unless it can revert to the estate's ownership post-construction (ideally reinstated to its current levels).	<p>Borrow pits are areas where soil, gravel or sand would be excavated for use in construction at another location, to build banks or for landscaping. Additionally, materials excavated along the site that do not meet the specification for construction would be directed to the borrow pits, reducing the deficit created by excavation.</p> <p>The Applicant selected these borrow pits based on their proximity to the proposed scheme works, and in particular the junctions that will require the largest volume of fill material. This will help reduce construction traffic and overall carbon footprint associated with transporting materials from further afield, and by siting borrow pits on both sides of the carriageway will reduce road haulage (as materials can</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>be won on the side of the road where they are required).</p> <p>Preliminary geotechnical investigations have been carried out to assess the type and quality of materials at the proposed locations and at other sites, together with a quantification exercise. By reviewing these data, together with archaeological and ecological constraints and proximity to each required location, the sites have been selected.</p> <p>All proposed construction work will be completed with appropriate environmental controls in place, in line with an Environmental Management Plan [TR010060/APP/6.5]. This will include specific controls for the construction phase such as managing borrow pits to minimise impacts on sensitive environmental features and residential areas.</p> <p>The Applicant held meetings with the stakeholders and their professional advisers/representatives to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowners' property. These were held on: 26/11/19,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>18/02/20, 08/02/21, 23/02/21, 06/05/21, 23/11/21, 16/12/21, 13/01/22, and 24/03/22. This engagement is ongoing.</p> <p>The final land use of the proposed borrow pits is subject to further assessment and discussion with stakeholders. The community liaison team will continue to liaise on the Borrow Pit Report, [TR010060/APP/7.8] along with illustrative restoration plans and associated documentation issued with the Development Consent Order application.</p> <p>A Borrow Pit report has been issued as part of the Development Consent Order documents. This report confirms the current plans for the borrow pits included in the proposed scheme. For further information, refer to Borrow Pits Report [TR010060/APP/7.8].</p>	
J21/044	Lack of Detail / Impact on Properties / Landowners (daily life)	143520			✓		HE to confirm that the haul roads will be retained for use by the estate. In addition, how the haul road will be operated during construction given that it passes through a residential area of Hatfield Peverel owned by the estate (behind Station Terrace).	The proposed scheme will develop a network of haul roads to serve the purpose of keeping the construction traffic away from the main road network. These will be constructed and operated as per the programme requirements and might need to be removed before the completion of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								proposed scheme. Further details are included in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order documents - refer to Appendix B.3.	
J21/045	Impact on Properties / Landowners	143520			✓		The estate welcomes the proposal that the construction compound area at '6' will only necessitate the temporary, rather than permanent, possession of land.	The Applicant thanks the consultee for their comment of support.	
J21/046	Alternative Highways / Wildlife & Ecology / Land Take	143520			✓		Teardrop field is considered to have residential use in connection with 3&4 above, or commercial use, so the estate would like to retain this area post construction. It appears the end use of this field by HE would be biodiversity offset (it does not function as screening in this location). Again, the estate objects to this proposal and proposes that HE restrict any land take to the southern edge of the field nearer the A12 where there may be greater constraints on development due to awkward shaped areas and noise from the A12, or alternatively utilise estate land elsewhere (i.e. either areas	<p>Following the meeting on 6 May 2021 and subsequent correspondence the requests made by the landowner regarding the 'Teardrop' field's potential commercial use, the environmental mitigation area was refined, however an error on the supplementary consultation drawings showed the area planted. The environmental mitigation area has been amended to be located to the southern edge of the field nearer the A12 as requested by the landowner.</p> <p>Engagement will continue with the landowner as detailed design progresses. The Applicant will aim to accommodate the</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							highlighted in this response, or others could be proposed).	landowner's requests where possible and enter into private agreements if necessary.	
J21/047	Local Development / Landscape & Visual Impact / Necessity	143520			✓		<p>Furthermore, we question whether there has been sufficient consideration of the acquisition of land not adjacent to the A12 for uses such as the environmental mitigation. As estate land is within the vicinity of Hatfield Peverel and Witham it naturally has development prospects. As such the estate wish to retain ownership of as much of it as possible post-construction and so would like HE to utilise less developable/valuable land instead, either on the estate or elsewhere. Alternative land may actually have greater environmental credentials. We request that a lease is considered over acquisition.</p> <p>The estate questions whether the large area proposed to be acquired for environmental mitigation (e.g. tree planting) is reasonable, proportionate and within HE's powers of compulsory purchase for the purposes of this road widening scheme.</p>	<p>A Nationally Significant Infrastructure Project is delivered via a Development Consent Order. These projects need to include all the land necessary to deliver the proposed scheme and its mitigation. These items need to be under compulsory purchase order (CPO) to ensure that the proposed scheme can be delivered.</p> <p>Other works such as temporary works and construction can be done under temporary acquisition. Each parcel of land acquired under CPO must be justified and its procedures set out under the Infrastructure Planning (Decisions) Regulations 2010.</p> <p>The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain. The land required to achieve this target has been carefully calculated and will continue to be refined throughout detailed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>design. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The proposed scheme has looked to minimise the impact when selecting the location of proposed ecological mitigation and to accommodate landowner requests where possible.</p> <p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regard to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that the Applicant will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/048	Impact on Properties / Landowners	143520			✓		<p>At '7' the estate has been approached to construct and lease an electric charging station and associated development near the new junction. The area identified for this is the proposed borrow pit land off the new junction 21. As such the estate wishes to retain this area and for the proposals to be moved elsewhere or at least to the extremities of the field.</p> <ul style="list-style-type: none"> <li>The estate is also considering parking, retail and industrial / logistics uses in conjunction with the above, though conversations have been on hold pending HE's proposals for the layout of the new junction.</li> </ul>	<p>Borrow pits are areas where soil, gravel or sand would be excavated for use in construction at another location, to build banks or for landscaping. Additionally, materials excavated along the site that do not meet the specification for construction would be directed to the borrow pits, reducing the deficit created by excavation. The Applicant has selected these borrow pit locations based on their proximity to the proposed scheme works, and in particular the junctions that will require the largest volume of fill material. This will help reduce construction traffic and overall carbon footprint associated with transporting materials from further afield, and by siting borrow pits on both sides of the carriageway will reduce road haulage (as materials can be won on the side of the road where they are required). Preliminary geotechnical investigations have been carried out to assess the type and quality of materials at the proposed locations and at other sites, together with a quantification exercise. By reviewing these data, together with archaeological and ecological constraints and proximity to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>required locations, the sites have been selected.</p> <p>All construction work would be done with appropriate environmental controls in place, in line with an Environmental Management Plan [TR010060/APP/6.5]. This would include specific controls for the construction phase such as managing borrow pits to minimise impacts on sensitive environmental features and residential areas.</p> <p>Environmental constraints have been considered when siting and designing the proposed borrow pits. This includes siting the borrow pits to avoid densely populated areas and specifying exclusion zones around sensitive environmental features such as hedgerows and trees.</p> <p>The final land use of the proposed borrow pits is subject to further assessment and discussion with stakeholders. The community liaison team will continue to liaise on the Borrow Pit Report [TR010060/APP/7.8], which along with illustrative restoration plans and associated documentation, is issued with the Development Consent Order application.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								A Borrow Pit report has been issued as part of the Development Consent Order documents. This report confirms the current plans for the borrow pits included in the proposed scheme. For further information, refer to Borrow Pits Report [TR010060/APP/7.8].	
J21/049	Access	143520			✓		If the estate couldn't take ownership of the slip road then it would be looking for HE to install access points north and south of the slip road (to areas 4 and 5) to access its retained land – suggested locations are indicated by arrows. The estate has taken advice from a highways consultant on access to a development site on 4 and 5. A simple T-junction would be an appropriate form of junction given the low traffic flows that would exist on the redundant slip road. Teardrop field (5) could also be accessed via another simple T-junction arranged to create a left-right staggered junction alongside the access that would serve land in '4' to the north, as shown by arrows.	Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Volume 2.6 Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order.  The Applicant held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowners' property, including with their professional advisers, on 26.11.19, 18.02.20, 08.02.21, 23.02.21, 06.05.21, 23.11.21, 16.12.21 and 13.01.22.  The Applicant has sought to achieve a balance between minimising land take and	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>The estate would require replacement access points off the new slip roads to its retained land at '6' and '7'. This is to replace the three existing vehicular accesses as well as the main internal estate access to the A12 from north of the railway line via the existing bridge by Jobs Wood. Removal of these will significantly impact the access to the fields south of the railway line and also sever the main estate north of the railway line from the A12.</p>	<p>securing land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the aforementioned meetings, design modifications have been undertaken to accommodate requirements of all parties.</p> <p>The Applicant will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.</p>	
J21/050	Impact on Properties / Landowners	143520			✓		<p>1. Railway Field (owned [named])</p> <ul style="list-style-type: none"> <li>The estate wishes to retain this field, so on the basis that it is proposed for 'temporary possession' no objection is made, as long as the land and access point are reinstated.</li> <li>Whilst the estate's preference is to retain the land post-construction, the estate is open to discussions over use of this field instead of other affected land.</li> </ul>	<p>The land in question is required for temporary possession for a potential site compound as shown on the Land Plans [TR010060/APP/2.7] made available at statutory consultation. As requested by the landowner, ownership of this land will be returned to the landowner after construction.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/051	Impact on Properties / Landowners	143520			✓		The estate would like to offer to take back the freehold of this slip road (as the original owner) and give HE a right of access for the future. HE would therefore pass the reasonable ongoing maintenance costs of the road and the worry of trespass, for example, to the estate.	The Applicant has engaged with the landowner since 2019, specifically holding meetings on 23.02.21 and 06.05.21 to discuss the proposed scheme's impact in terms of permanent land take on their land. The landowner's request to retain the freehold of the slip road in question has been discussed and will be considered as an option when engagement regarding land acquisition commences prior to submission of the Development Consent Order application.	
J21/052	Local Development / Impact on Properties / Landowners (daily life)	143520			✓		"Further to our previous correspondence on this matter we have reviewed Highways England's (HE's) latest proposals for land at the Terling Estate. You have provided the schematic plans with permanent/temporary land-take and restoration proposals which we have reviewed with our client and have set out below our response and queries. Some of these points have been raised previously but have not been fully considered/resolved so are included here for completeness for the	The Applicant held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowners' property, including with their professional advisers on 26.11.19, 18.02.20, 08.02.21, 23.02.21, 06.05.21, 23.11.21, 16.12.21, 13.01.22 and 24.03.22. Where possible, changes have been made to the location of mitigation, Order Limits and land take as requested by the landowner.  The Applicant will continue to engage with the landowner and his advisers as detailed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							purposes of the formal consultation. Whilst a lengthy response the detail is important given the large area of land affected and the location of the estate's land in a strategic position on the edge of Hatfield Peverel and Witham, some of which has active development prospects. We have considered this matter in a practical manner, for example suggesting alternative land or land uses."	design progresses, and will aim to accommodate their requests where possible.	
J21/053	Hydrology / Wildlife & Ecology	143520			✓		A number of responders questioned the number, size and location of the drainage ponds.	<p>The location of the proposed attenuation ponds are largely a result of the proposed highway geometry and topography levels required to ensure the highway drainage systems can be drained by gravity (without requiring pumped discharge solutions). There are other key considerations in the selection of proposed attenuation pond locations, including the following:</p> <ul style="list-style-type: none"> <li>Local topography at pond locations avoiding a need for deeper attenuation ponds.</li> <li>Locating the ponds close to the road alignment to minimise longer pipe runs</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>that could potentially require deeper ponds.</p> <ul style="list-style-type: none"> <li>Existing and proposed underground utilities.</li> <li>Existing underlying geology, historic land use and possible contaminated land and groundwater levels.</li> </ul> <p>With regard to the sizing of attenuation ponds, please note the attenuation storage volumes provided have been determined based on Design Manual for Roads and Bridges criteria which include the storage of flows up to and including the 1-in-100-year storm event + a 20% climate change uplift factor. The discharge rates from the attenuation ponds have also been restricted to existing site condition runoff rates/greenfield runoff rates when estimating the required attenuation storage volumes. It should be noted that the highway drainage design has been developed further using hydraulic modelling resulting in further optimisation of the pond during the preliminary design stage. Use of existing waterbodies/lakes as attenuation ponds is</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>generally not recommended for the following reasons:</p> <ul style="list-style-type: none"> <li>One major concern is the potential sediments/pollutants associated with highway routine runoff. There will be a need to treat the highway routine runoff before it gets discharged to such waterbodies/lakes to avoid an adverse impact on their current use (whether these are potential reservoirs, fisheries, irrigation ponds, etc., for which the Applicant has very limited information at this stage). The level of treatment would vary depending upon the size of highway drainage catchments (assessment on associated sediments/pollutants) and nature of receiving waterbodies. Furthermore, the proposed attenuation ponds required for the management of highway routine runoff may require to be lined to achieve the required treatment efficiency and/or to mitigate any risks associated with local ground conditions. These interventions would not be feasible and would prove to be extremely complex for the large waterbodies that</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>currently exist on Ulting Overseas Trust land.</p> <ul style="list-style-type: none"> <li>The existing waterbodies/lakes are potentially already at capacity and may not offer any additional attenuation storage.</li> <li>Due to the location and topography of existing waterbodies/lakes it may not always be possible to achieve highway drainage by gravity, instead requiring pumped drainage solutions.</li> <li>There could be a risk associated with the existing condition of these waterbodies/lakes that would need a review of as-built information and a significant geotechnical assessment prior to considering their enhancement for use as balancing ponds. Also, the enhancement of these existing waterbodies/lakes may require them to be registered as reservoirs under the Reservoirs Act 1975.</li> </ul> <p>Please note an alternative location for the pond was considered at the open space between the proposed slip road for J21 and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the existing lake south of proposed J21. However, this open space was found to be inadequate to meet the pond area requirements and was therefore discounted.</p> <p>With regard to the sizing of attenuation ponds, please note the attenuation storage volumes provided have been determined based on Design Manual for Roads and Bridges design criteria which include the storage of flows up to and including the 1-in-100-year storm event + a 20% climate change uplift factor. The discharge rates from the attenuation ponds have also been restricted to existing site condition runoff rates/ greenfield runoff rates when estimating the required attenuation storage volumes. It should be noted that the highway drainage design has been developed further using hydraulic modelling resulting in further optimisation of the pond during the preliminary design stage.</p>	
J21/054	Local Development / Impact on Properties / Landowners	143520			✓		<p>"3. and 4. Pond Field &amp; Bushy Meadow</p> <ul style="list-style-type: none"> <li>These two fields about the recent residential development at Bury</li> </ul>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Farm and have prospects of further development. Therefore, the estate object to HE's proposals and would like to retain this land, however is open to discussions over utilising more suitable land for drainage etc.</p> <p>5. Slip Road Access and 'Teardrop' Field</p> <ul style="list-style-type: none"> <li>Though not part of the Bury Farm development above, Teardrop field is considered to have residential use in connection with 3&amp;4 above, or commercial use, so the estate would like to retain this area post construction."</li> </ul>	<p>be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. The land in question is required permanently for an attenuation pond and environmental mitigation including wet woodland, grassland and woodland planting of trees and shrubs.</p> <p>In terms of future development potential in this area, the proposed scheme is not able to take the landowner's aspirations for the land into account unless planning permission is in place or approved by the Local Plan. Nevertheless, the Applicant will continue engaging with the landowner through detailed design to minimise land take where possible and secure sufficient land to deliver the proposed scheme, while not precluding the intended development.</p> <p>Following the meeting on 06.05.21 and subsequent correspondence, and the requests made by the landowner regarding the 'Teardrop' field's potential commercial use, the environmental mitigation area was refined. However, an error on the supplementary consultation drawings</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>showed the area planted. The environmental mitigation area has been amended to be located to the southern edge of the field, nearer the A12, as requested by the landowner.</p> <p>Engagement will continue with the landowner as detailed design progresses. The Applicant will aim to accommodate their requests where possible and enter into private agreements if necessary.</p>	
J21/055	Hydrology	143520			✓		<p>2. Mill and Viaduct Fields</p> <ul style="list-style-type: none"> <li>Former pasture planted with cricket bat willows.</li> <li>The proposed acquisition of land at 3&amp;4 for the drainage pond impacts the estate's ability to access this land.</li> </ul> <p>3. and 4. Pond Field &amp; Bushy Meadow</p> <p>These two fields abut the recent residential development at Bury Farm and have prospects of further development. Therefore the estate object to HE's proposals and would like to retain this land, however is open</p>	<p>The Applicant understands that the estate has an interest in the Mill and Viaduct Fields indicated in the supplied maps. As part of the proposed access road allowing maintenance access to the drainage pond and wetland habitat, access is also proposed to be provided to the Mill and Viaduct Fields. This access arrangement is shown on the Streets, Rights of Way and Access Plans contained within Volume 2 of the Development Consent Order.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							to discussions over utilising more suitable land for drainage etc.	be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following meetings with the landowners and their representatives, the drainage pond has been reduced in size, the access track realigned and environmental mitigation reduced to minimise the land take in this area.	
J21/056	Construction	143126			✓		<p>"We would therefore respectfully suggest that an alternative site, not benefitting from an extant planning consent, is found for a site compound.</p> <p>However, we would anticipate the above matters could be addressed quite simply, thus allowing the objection to be removed.</p> <p>We trust this response is self-explanatory, but please do let us know if we can expand on any point further."</p>	<p>The Applicant understands this land is subject to planning consent and is in continued dialogue about this matter.</p> <p>The Applicant held meetings to discuss the impact of the permanent and temporary land take and the effect of the proposed scheme on the landowners' property, including with their professional advisers on 31 March 2021, 17 December 2021 and 21 January 2022. Ways of reducing the impact on this land are being explored and the Applicant continues to engage with the interested parties.</p>	
J21/057	Local Development	143126			✓		B) Plot 28 is currently shown within the Provisional Order Limits Plan as being used for a "temporary" site compound.	A12 widening at J21 encroaches in developers land. The Applicant will continue to liaise with Churchmanor Estates to seek	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>It is unclear exactly what this would be used for, but anything other than site offices only would be an inappropriate and out of place use next to a school, residential properties, and new commercial uses. Uses such as soil and plant storage would be “bad neighbours” in that regard.</p> <p>Furthermore, even if the use was appropriate, the overall timescale for commencement and completion of the widening programme would in effect sterilise this parcel of land for a period of time in the region of ten years. This would mean CMEC would not be able to develop out this site within the scope of its existing development agreement with the landowners, and therefore would result in a further claim under any compulsory purchase scheme.</p>	agreement for the use of plot 28, as this location is fundamental for the establishment of the proposed scheme's Traffic Management Recovery Yard.	
J21/058	Construction	143126			✓		We understand from a meeting with your agents Ardent Management that the existing southern boundaries to the land to the west of plot 1 (occupied by the Co-op petrol filling station and	The Applicant is trying to reduce the extent of land needed to build the proposed scheme, to minimise loss of land and protect property.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							associated businesses, and Robinsons Pallet Services) are not proposed to be altered, and the widening of the A12 will be achieved by cutting into the existing embankment and installing a retaining wall. We would respectfully suggest a similar retaining wall solution could successfully be utilised alongside plot 1 in order to keep the highway boundary in its current location and avoid any encroachment into plot 1, and allowing the full extent of the consented development to proceed.	<p>The Applicant held meetings to discuss the impact of the permanent and temporary land take and the effect of the proposed scheme on the landowners' property, including with their professional advisers on 31 March 2021, 17 December 2021 and 21 January 2022. Reducing the impact on this land is being explored and the Applicant continues to engage with the interested parties.</p> <p>Engagement will continue with the landowners and their advisers as detailed design progresses. The Applicant will aim to accommodate their requests where possible.</p>	
J21/059	Land Take	143126			✓		We object to the scheme as currently drawn as the extent of the land indicated on the maps attached to the notice appears to impact on land which benefits from an extant planning permission, but we believe this could be mitigated without impacting on the widening scheme.	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Further discussions will be undertaken as to the proposed A12 widening and soil storage area with the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								landowner/developer to ensure disruption is minimised and suitable solutions are agreed.	
J21/060	General / Access	143106 143126			✓		A few of the consultees are pleased to see the consolidation of J20a, J20b and J21 such that there are no longer any split junctions with unnecessary traversing through The Street, Hatfield Peverel and Newlands Street, Witham.	The Applicant notes the consultees' supportive comments.	
J21/061	Landscape & Visual Impact	143106			✓		Any mitigation must also be aware of severance issues and the character and setting of the village.	Impacts on the wider determinant community severance and social networks is assessed in the human health assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The assessment considers the effects on this determinant on a community by community basis.	
J21/062	Lack of Detail / Traffic Modelling	143106			✓		Traffic modelling report:  2.3. To understand the impact of additional congestion at Hatfield Peverel by 2027 and 2042, we would expect confirmation of queuing times for the junction of B1019 / B1137 as a result of the development.	Detailed junction modelling has been undertaken for the junction of B1019 / B1137. This includes queue length analysis. It is reported in Appendix E.6 of the Transport Assessment [TR010060/APP/7.2]. This report also provides queue length predictions at the junction if the proposed scheme is not built.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The Transport Assessment predicts an increase in the traffic queue lengths during the AM peak on the Maldon Road approach to the junction. The average queue on this approach by 2042 is predicted to be 101m compared to 84m in the future operation without the proposed scheme. This is the result of an increase in traffic using Maldon Road with the proposed scheme in place.</p> <p>The PM peak models show a reduction in the traffic queue lengths and vehicle delay for the B1137 The Street approaching the junction from the west. In 2042, the average queue length on this approach is 40m, which is significantly shorter than as modelled without the proposed scheme, where the average queue length is 111m on this junction approach.</p>	
J21/063	Access (services)	143036			✓		"My client is an operator of telecommunication equipment and requires continuous, uninterrupted, 24 hour access its site throughout the entire development period. As well as my client requiring access to their mast, they have subtenant's antennae in occupation on the mast (H3G and	The proposed scheme would not impose any restrictions that could prevent 24/7 access to the site.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							EE), who also require this same level of continuous access."		
J21/064	Impact on Properties / Landowners	143036			✓		<p>"If the proposal is to require the acquisition of the site and therefore require relocation, my client will require a minimum of 24 months' notice.</p> <p>Please may you confirm that the above requirements will be met.</p> <p>In addition, in the event that any changes are made and my client's interests become subject to temporary or permanent acquisition, please may we ask that you inform us at the earliest opportunity.</p>	Noted. No infrastructure is anticipated to be affected by the proposed scheme.	
J21/065	Local Development / Landscape & Visual Impact / Agriculture	143074			✓		<p>My client also owns land further west and surrounding Latneys Boarding Kennels. Here land is required for a pond and environmental mitigation. As with the above the environmental mitigation land is poorly laid out to affect the future farming of the field, specifically to improve screening of the new junction the environmental mitigation land should be planted in a</p>	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following meetings with the landowner and their	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>linear strip parallel to the widened carriageway to reduce the requirement of my clients land and to assist with screening the new road and larger junction which will be some meters above the level of the exiting road and extremely visible from further afield.</p> <p>The lack of screening in this important location of a new much taller junction goes against the highways principles of the Preliminary Environmental Report published as part of the consultation to – filter, screen and contain views of major junctions and integrate them into the surrounding landscape with native planting.</p>	<p>representatives, the environmental mitigation area has been changed. Access will be maintained to the retained land and discussions will continue to try and mitigate the impact of the proposed scheme as far as possible. Following construction, the Applicant would seek to restore temporary working areas to their former condition by reinstating disturbed land and replacing vegetation. Locally native and non-native plants would be planted as appropriate to reflect the distinctive local character. The landscaping proposals would provide visual interest to users of some footpaths and open spaces. It would also help integrate the proposed scheme into the local landscape.</p> <p>Engagement will continue with the landowner and his advisers as detailed design progresses. The Applicant will aim to accommodate their requests where possible.</p>	
J21/066	Access	139900			✓		<p>"However we are concerned about:</p> <ol style="list-style-type: none"> <li>1. Access in to the Vineyards. We own a house called Waycotts at the end of the lane. The ownership of the land into the lane is unknown and the also</li> </ol>	<p>The Applicant will not be adopting the lane up to the entrance at Waycotts as it will not form part of the strategic road network. Any local road adoption matters should be taken up with Essex County Council.</p>	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the ownership of the lane itself. We would recommend that Highways England or Essex County Council adopts this lane up to the entrance to Waycotts. This would remove the uncertainty over ownership and leave the road in a suitable condition after all the A12 widening work.</p> <p>2. Our land adjoins the land owned by Highways England beside the bridge. It would not be safe or suitable for us the use that access at present, but when the existing bridge is no longer used by vehicles we would like to use that access onto our field. We think that it should be possible to develop a suitable entrance and would like to see this included in the highways plan. We would be pleased to discuss this proposal with the highways Team."</p>	<p>The new field access requested by the landowner is only suitable on the basis that Wellington Bridge was to be converted to a walking, cycling, and horse riding (WCH) route. As this is no longer the case, an access off the bridge is no longer suitable.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the General Arrangement Plans [TR010060/APP/2.9] released for supplementary consultation, the updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH), but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for the Development Consent Order application.</p> <p>The Applicant met with this consultee on 23 March 2022 to discuss these proposals.</p>	
J21/067	Impact on Properties / Landowners (blight)	143556			✓		<p>Could you also advise how long the site is to be open for as this will blight my property and make the sale of it impossible until this site is closed.</p>	<p>The main site compounds, including the one at J21 will be in place for the duration of the construction phase plus a period after road opening to support any finishing/snagging works. Some of the final restoration works (such as planting) may be seasonally constrained. Works are expected to commence in Q3/4 2023 and complete in 2027. Final restoration may be into 2028.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given the Applicant the ability to purchase</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from when the Preferred Route Announcement is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
J21/068	Safety (maintenance & lighting)	139483			✓		<p>Compound Initial Access This is proposed to use the existing J21 and then turn back on itself using the B1389 and the Wellington bridge. This raises a number of safety issues and I ask have they all been considered?</p> <p>Both the bridges required for this route have been subject to Lorry strike damage and repaired in recent years,</p>	<p>Consideration has been given to access and egress from all construction work areas including the compound at proposed J21. Traffic management phrasing has been developed to minimise the use of both Wellington Bridge and Woodend Bridge where possible, however early use of these bridges is required. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							indeed one of them is currently still restricted to 1 lane. Further the surface of the Wellington bridge (as well as its structure) has frequently been repaired. Has the structural integrity of these bridges with regard to their use for this scheme been checked, considering the weight and frequency of HGV use?		
J21/069	Access (general)	140192			✓		<p>Removal of all vehicular access throughout construction to Hatfield Peverel train station and my property. This was never made clear in any of the letters received from Highways England and was only mentioned off hand by a staff member at the consultation meeting.</p> <p>I would expect if all vehicle access is removed to my property, it would not be legal to live there due to emergency services not being able to access the property. Again no one has made clear what the intention is with residents who are unable to access their properties. Will you be compulsory</p>	<p>Access to the property and to Hatfield Peverel station will continue to be available when accessing from the north, during construction of Station Road Bridge.</p> <p>For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel train station will be maintained, but in a manner that does not redirect undue volumes of traffic to residential areas of Hatfield Peverel to the north of the railway.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>purchasing our property or forcing us to move out throughout construction?</p>	<p>All measures will be discussed with interested parties including, residents, councils, emergency services as well as Network Rail and Greater Anglia after the Development Consent Order process.</p> <p>The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained.</p> <p>Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road, with trained drivers and vehicles to support persons with accessibility needs.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through its community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders.</p>	
J21/070	Access	142895			✓		A solution to provide “High Street” access to those residents living to the west of the A12 in Hatfield Peverel needs to be found before bridge closure. One possible action could be the laying of a temporary road through	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the Hatfield Grove building site, connecting Station road with B1137 Bury lane for the duration of the bridge closure. Mark up is available on request but not possible to attach to this survey</p>	<p>services. Access to Hatfield Peverel train station will be maintained, but in a manner that does not redirect undue volumes of traffic to residential areas of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties including residents, councils and emergency services, as well as Network Rail and Greater Anglia, after the Development Consent Order process. The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</p> <ul style="list-style-type: none"> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a shuttle service with stops in the temporary car park and Hatfield Peverel station, Station Road, with trained drivers and vehicles to support people with accessibility needs.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through its community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders.</p>	
J21/071	Safety / Walking,	139483			✓		Whilst walking over the Wellington bridge (daily event) I have been almost	The proposed scheme will conduct a condition survey to diversion routes, before	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Cycling and Horse Riding						hit by small used pieces of tarmac from the breakdown of the road surface. How can you mitigate pedestrian safety when this bridges use is increased during the period the compound is in operation?	and after their use as temporary routes. Any upgrade or improvement works to the existing Wellington Bridge fall outside the proposed scheme's scope and any concerns should be directed to the Applicant's customer line. The proposed scheme scope includes the construction of a new Wellington Bridge in the same location. Further details regarding traffic and WCH routes can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
J21/072	Traffic Modelling / Air Quality (Hatfield Peverel)	142921			✓		You go on to say you will not be exceeding the National Air Quality Objectives on this scheme. Despite the race to reduce vehicle emissions, J2 receptor (grid reference at my property) recorded 29.7. Even if you knock off 45% = 16.3 and you add the 169% more traffic you get 43.8 micrograms. This may not be the most reliable of rough calculations, but then neither is your so called modelling. As I told you at the meeting, the figures you have provided in your brochure are out of date and incorrect. These	Appendix 6.1: Air Quality Monitoring Results [TR010060/APP/6.3] shows that the estimated 2019 annual mean NO2 concentration at monitoring location J2 to be 28.3µg/m3 compared to the Air Quality Objective assessment level of 40µg/m3. The impact of the proposed scheme at the nearest receptor to J2 (i.e. R48) was 25.8µg/m3 from the do minimum reference case of 25.4µg/m3 (i.e. an increase of 0.4µg/m3). The increase at this location is owing to the additional scheme emission contribution from the A12. Note the percentage change in traffic flow does not	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							figures reflect current traffic flow (having carried out my own count). So if the figures are already at what your model predicted by 2027, then your model is already very wrong. It's all too easy to blame the modelling if it's proved wrong.	correlate to an equal percentage change in pollutant concentrations owing to dispersion properties.	
J21/073	Air Quality (Boreham) / Noise Pollution (Boreham)	142878			✓		It will also cause increase in noise pollution and reduce the air quality.	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>(NOx), nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter less than 10µm (PM<sub>10</sub>) and with an aerodynamic diameter less than 2.5µm (PM<sub>2.5</sub>). As a result of the proposed scheme, there will be air quality improvements for receptors beside the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p> <p>The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a road surface with better noise-reducing properties than conventional low-noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers are being installed alongside the A12. Through the provision of noise barriers at this location, receptors in this area will experience a noticeable</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>reduction in noise. During the consideration of measures to reduce noise, adverse environmental effects for other topics are also considered, for example, adverse impacts for landscape or biodiversity if a large amount of vegetation is required to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	
J21/074	Air Quality (General)	139483			✓		I would like you to detail your proposals to minimise the effects of smell	Odour impacts have been scoped out of the assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1].	
J21/075	Air Quality (General)	139483			✓		I would like you to detail your proposals to minimise the effects of dust	Dust impacts are assessed in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1]. The control of dust emissions where appropriate, are detailed in the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/076	Air Quality (Mitigation)	143076 142920			✓		<p>Highways England will also be removing the anti-pollution barrier of trees and putting up a sound barrier on the A12. Is this to contain the sound from the relocated traffic on The Street or deflect the sound from the A12 and increase pollution?</p>	<p>Taking into account feedback received during statutory consultation it is now proposed that both carriageways of the A12 through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>This removes the need for a noise barrier and will reduce construction impacts. However, vegetation loss would occur with or without a noise barrier due to the retaining wall construction and bridge replacement. This visual impact was represented during statutory consultation and remains the case under the updated design without the noise barrier. During operation of the proposed scheme, the noise barrier would have helped to reduce some visual effects by providing a visual screen. However, the significant effects would still remain due to tree loss and the limited space available for replanting. Chapter 8: Landscape and</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Visual, of the Environmental Statement [TR010060/APP/6.1] discusses this in further detail.	
J21/077	Landscape & Visual Impact / Light Pollution	139483			✓		<p>Visual intrusion, lights, Light pollution?</p> <p>If trees are removed, properties will be more affected by light pollution at night from A12 not only as per tree removal but being moved closer to the houses as lanes are increased from 4 to 6 lanes....</p> <p>What are your plans for this impact?</p>	<p>This section of A12 through J20a to 21 is currently lit, but the proposed A12 would no longer be lit, so the proposed scheme proposals would reduce light impact for properties adjacent to the A12 corridor, even with the widened road corridor. The junctions would be lit for safety reasons and the design would seek to minimise light pollution, for example use of LED lighting which casts light downwards and causes less light spill, which is beneficial for local people and for minimising ecological impact.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of daytime and night-time changes in lighting for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/078	Noise Pollution (Mitigation)	139483			✓		<p>Whilst we understand your sound proofing arguments, some sound proofing on the North side of the A12 to cover the small piece of land between the Junctions 20b and 21 where the A12 is not recessed into the landscape would be a significant enhancement to the scheme and help mitigate the noise caused by the increased volume and speed of traffic.</p>	<p>Taking into account feedback received during statutory consultation, it is now proposed that both carriageways of the A12 through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This is expected to benefit both the north and south sides of the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. The modelling and assessment in Chapter 12: Noise and Vibration confirms that there are no significant effects from noise to the north of the A12 at the new J21, as a result of the proposed scheme.</p> <p>In response to feedback from the statutory consultation the proposed scheme has introduced noise-reducing surfacing for the A12 at Hatfield Peverel. Between 9 November and 19 December 2021, a supplementary consultation was held sharing the new proposals. Please see Chapter 6 of the Consultation Report</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/5.1] for responses to that consultation.	
J21/079	Noise Pollution	142888			✓		<p>Trees at top of bank need to stay, and sound barriers installed as indicated by any local planning application insisted on by Braintree Council for all new property developments which are currently taking place.</p> <p>Highways need to follow the same planning rules set out by council to developers.</p>	<p>Taking into account feedback received during statutory consultation, it is now proposed that both carriageways of the A12 through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>This removes the need for a noise barrier and will reduce construction impacts. However, vegetation loss would occur with or without a noise barrier due to the construction of the retaining wall and bridge replacement. This visual impact was represented during statutory consultation and remains the case under the updated design without the noise barrier. During operation of the proposed scheme, the noise barrier would have helped to reduce some visual effects by providing a visual screen. However, the significant effects would still</p>	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>remain due to tree loss and the limited space available for replanting. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] discusses this in further detail.</p> <p>In response to feedback from the statutory consultation, the proposed scheme has introduced noise-reducing surfacing for the A12 at Hatfield Peverel. Between 9 November and 19 December 2021, a supplementary consultation was held sharing the new proposals. Please see Chapter 6 of this report for responses to that consultation.</p> <p>The assessment of a new residential development and that of an upgraded highway follow different processes. A developer wishing to construct a new residential development would be required by the local authority to meet guideline noise levels contained within British Standard 8233:2014 'Guidance on sound insulation and noise reduction for buildings'. This provides guideline noise levels for different types of room and also for gardens. To meet these guideline noise levels, mitigation</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>measures such as the orientation and internal layout of the houses and noise barriers often need to be considered when the proposed development is close to an existing noise source. Meeting the guideline noise level for gardens is often the most restrictive and this is usually when noise barriers are required.</p> <p>For the assessment of a new and/or improved highway, the guidance provided by the Applicant within the Design Manual for Roads and Bridges (DMRB) is to be followed, together with adherence to national planning guidelines for large projects such the proposed scheme. The assessment methodology provided for noise within DMRB does not consider the noise levels in gardens. Although the internal noise levels are also not directly considered, they are indirectly considered through the assessment process setting of external threshold noise levels that are used to determine whether the proposed scheme may cause a significant effect.</p> <p>By substituting the noise barrier with a road surface with better noise-reducing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								properties, the noise reduction is felt by a wider number of recipients across Hatfield Peverel, but also reduces the engineering works on the embankments, which provides less disruption to the existing properties boundary and the possibility of retaining some of the existing vegetation. The proposed scheme is determined through a different planning regime (Planning Act 2008 – Development Consent Order) from local developments (Town and Country Planning Act 1995- NPPF 2021). Furthermore, developments are built in greenfield or brownfield sites that have been cleared, which have very few environmental and construction constraints, whilst the proposed scheme is, on this section, online widening, meaning that due regard to the existing structures and communities needs to be taken. Changing from a noise barrier to a surface with noise-reduction properties is part of the regard to local communities and working within the existing constraints of online widening.	
J21/080	Noise Pollution	143490			✓		There is provision for a barrier on the south of the A12 but not on the north	Taking into account feedback received during statutory consultation it is now	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	(Mitigation) / Noise Pollution (Hatfield Peverel)						<p>(between the Wellington Bridge and the new Witham South junction) and I would like to see some further tree planting and fencing installed as they are the natural sound barriers. Sound from the existing A12 is already considerable around The Vineyards (which is made up of older houses without modern sound proofing, double glazing or temperature control) and with the widening of the road and higher speeds, I believe the sound will be louder. Please state which kind of screening will be provided in North of the junction specially for The Vineyards residents.</p>	<p>proposed that both carriageways of the A12 through Hatfield Peverel from J20a to J20b will have a surface with better noise-reducing properties than a conventional low-noise surface. This removes the need for a noise barrier and is expected to benefit both the north (including The Vineyards) and south side of the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. The modelling and assessment in Chapter 12: Noise and Vibration confirms that there are no significant effects from noise to the north of the A12 at the new J21, as a result of the proposed scheme.</p> <p>Vegetation planting proposals in this area are shown on the General Arrangement Plans [TR010060/APP/2.9] and Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>In response to feedback from the statutory consultation, the proposed scheme has introduced noise-reducing surfacing for the A12 at Hatfield Peverel. Between</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								9 November and 19 December 2021, a supplementary consultation was held sharing the new proposals. Please see Chapter 6 of this report for responses to that consultation.	
J21/081	Noise Pollution (Mitigation)	143076			✓		Also, the effect of the new unwanted illegal development of houses on parish land (to which allowances for the new link and a sound barrier has been erected, indicating a pre agreement was struck about noise levels being of a concern) accessed only from The Street (the link) at Gleneagles Way. Highways England will also be removing the anti-pollution barrier of trees and putting up a sound barrier on the A12. Is this to contain the sound from the relocated traffic on The Street or deflect the sound from the A12 and increase pollution?	The Applicant has no responsibility or knowledge of 'illegal developments'. With regard to accessing J21, as a result of feedback, between 9 November and 19 December 2021 a supplementary consultation was held sharing the new proposal for access to J21 to and from Hatfield Peverel. The consultation also outlined new noise mitigation proposals. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	
J21/082	Agriculture	142988			✓		Reinstated ex-gravel pit land would suit environmental enhancement objectives, while leaving true green field arable land alone would leave a sustainable agricultural interest.	Associated gravel pit works are subject to their own planning and thus enhancement objectives. As such, land use here has to be considered separately from enhancement objectives for the proposed scheme.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The assessment of effects on agricultural land use is set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The proposals have been designed to limit land take as far as practicable, to limit the impact on loss of farmland. However, when developing the proposals, the impact on this asset has to be balanced with potential impacts on other environmental assets (e.g. biodiversity and floodplains) and on local communities. Much of the agricultural land that is acquired temporarily will be restored and reinstated to its original use post construction.	
J21/083	Impact on Local Communities (Hatfield Peverel)	142921			✓		The current scheme proposes to build two new access roads and a foot, cycle overpass to private properties of the few, but Highways England have completely failed the majority. If the current scheme is approved, I will have to move out of my home. I suffer from COPD and the current scheme will severely affect my health, the health of my family and neighbours.	Chapter 2: The proposed scheme, of the Environmental Statement [TR010060/APP/6.1] sets out the reasons behind the need for the proposed scheme and its design including facilities for pedestrians and cyclists. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] provides an assessment in relation to impacts on distribution of disease and health trends	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								across the population in the study area, based on aggregated health statistics. This does not comment on, or assess, the implications for individuals' health, which is a clinical healthcare matter. It is not expected that the consultee will need to be relocated as a result of the proposed scheme.	
J21/084	Air Quality (Hatfield Peverel) / Safety (General) / Journey Time	142920			✓		More traffic at an inadequate Maldon Road/The Street junction (that can't be improved) equals slow moving stop start traffic with higher levels of concentrated pollution, and increased journey times and accidents.	A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>community was considered by the proposed scheme and key statutory stakeholders as disproportionate and too severe to warrant the proposals.</p> <p>The proposed scheme is predicted to reduce queueing on the approaches to the junction from The Street. However, it is predicted to increase the average queue length on Maldon Road from 84m to 111m in the AM peak, and from 30m to 34m in the PM peak. This is as a result of an increase in traffic using Maldon Road with the proposed scheme in place. The proposed scheme is predicted to significantly reduce traffic on The Street in Hatfield Peverel, and to not increase traffic on Church Road. Further information on the changes in traffic flow is provided in Appendix C of the Transport Assessment [TR010060/APP/7.2]. Appendix E.6 of the Transport Assessment summarises the junction modelling of the Maldon Road / The Street junction.</p> <p>The assessment of air quality for the Preliminary Environmental Information Report included a retention of the existing junction configuration at this location. No</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								exceedances of the Air Quality Objectives were predicted. The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the Preliminary Environmental Information Report and indicate that there are no exceedances of air quality objectives as a result of the proposed scheme.	
J21/085	Impact on Properties / Landowners (Daily Life)	139483			✓		Residents of Vineyards opted to live here for the quiet way of life it offers but fear the atmosphere won't stay the same and will affect adversely on their health.	Due to changes to the proposed scheme that were presented in the supplementary consultation that ran from 9 November to 19 December 2021, the effects at this location have changed. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	
J21/086	Lack of Detail	140192			✓		The information being provided seems purposefully unclear as to limit objections to the highways.	Transparency is important to the Applicant, and all feedback has been considered as part of public consultation. The Applicant aims to keep the public and industry informed about the proposed scheme activities. The Statement of Community Consultation (under S.42 of the Planning Act 2008) was agreed with the local authorities and applied to every single consultation that	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the proposed scheme had since the Preferred Route Announcement. The Preliminary Environmental Information Report documents followed the Design Manual for Roads and Bridges (National Highways) guidance and the 2017 EIA regulations for its content and reporting whilst the information scoped in was agreed with the Planning Inspector through a Scoping Opinion. All of the consultation information is available online at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a></p> <p>To support this, the Applicant will continue to provide fit for purpose, accessible information that meets statutory requirements, the interests and needs of stakeholders, customers who use the roads, and the communities that live alongside them.</p>	
J21/087	Traffic Modelling / Will Worsen (Hatfield Peverel)	142859			✓		As the Hatfield Peverel entry and exit off the A12 will be between Hatfield Peverel and Witham, residents of Hatfield Peverel who live on the Boreham end of the village, and those	In November 2021, the Applicant launched its supplementary consultation which included mitigation measures on Main Road through Boreham. For responses to that consultation, and the proposed scheme's	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							commuters looking to access HP station will not use the A12 as intended and instead go via Boreham through Main Road	response to them, please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].	
J21/088	Construction	142976			✓		Route traffic off at existing Junction 21 and use the existing junction into the fields which has been used by the Archaeology teams. This avoids traffic travelling over two damaged bridges and having to have a new turning on the 20B slip road. Traffic leaving the compound would join with slowing traffic routing towards Witham rather than accelerating traffic trying to join the A12. Additionally, once in the fields traffic could be split for the borrow pit and compound either with temporary haul routes or using the existing concrete track in existence at the back of the fields This plan would also keep traffic away from all residential areas and the Maldon Road traffic at 20B South which already brings the village to a standstill during rush hour.	<p>Temporary traffic management measures will be implemented to improve the safety of the existing slip road as the works and programme permit.</p> <p>As soon as works progress for the new J21 and programme permitting, traffic accessing the J21 compound will be redirected from the new J21 northern roundabout to the nearest haul road, hence avoiding access via Wellington Bridge and The Vineyards.</p> <p>Around 28 archaeological sites have been identified within the footprint of the proposed scheme, which extends over 15 miles (25km) between Chelmsford and Marks Tey. These include Roman farmsteads, an early medieval field enclosure at Rivenhall End and other medieval sites. There is also a possible deserted medieval settlement near Hatfield Peverel and several post-medieval and more modern buildings.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/089	Alternative Highways	142988			✓		<p>The consultee sent an alternative highways, which they believed would:</p> <ul style="list-style-type: none"> <li>• Make use of existing third carriageway in-between Hatfield -- Peverel and Witham</li> <li>• Improve travel from Maldon</li> <li>• Leave productive farmland</li> <li>• Reduce environmental impact</li> <li>• Improve travel times</li> <li>• Save Millions of public money</li> </ul>	A number of changes have been made to the ecology mitigation areas around J21 since statutory consultation to respond to landowner requests. The alternative ecological mitigation put forward by the landowner was considered as part of this review and the ecology area moved to the east. These areas are shown on the General Arrangement Plans [TR010060/APP/2.9].	N
J21/090	Impact on Properties / Landowners (Blight)	142696			✓		<p>One resident raised objections to their property being purchased by the scheme.</p>	<p>The Applicant met with the property owner on 11 March 2020 and 30 July 21 to explain the bridge replacement strategy and again on 13 October 21 to discuss the low-noise surfacing, bridge replacement and the need for a temporary access over their property to allow access to another address during the construction of Station Road Bridge.</p> <p>1. It is possible that some of the garden only, on Station Road may be required for temporary access to the adjacent property for some of the bridge replacement.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>2. The Applicant will seek to maintain all utility supplies to the property throughout the construction of the works. In some instances, it may be necessary to restrict the supply for limited periods. The duration of any such restrictions will be reduced as far as reasonably practicable. The Applicant will liaise with the affected landowner to ensure that such disruption is minimised.</p> <p>3. Any impacts on the existing land drainage systems both as a direct consequence of the proposed scheme or as a result of construction activities will be dealt with as part of the detailed design and implemented by the Principal Contractor.</p> <p>4. The Applicant will provide noise-mitigating measures in the form of low-noise road surfacing to ensure that the noise impact on nearby properties is kept to a minimum.</p> <p>5. It was confirmed during a meeting with the consultee on 13 October 2021 that it is now envisaged that fewer trees will be removed as part of the proposed scheme, minimising visual and light pollution concerns.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given the Applicant the ability to purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from when the Preferred Route Announcement is proposed through to the first year after it has opened to traffic.</p>	
J21/091	General	139483			✓		New proposed access to the Vineyards appears reasonable. A footbridge to Hatfield Peverel and an access road to J21 seem good alternatives to the current	As a result of feedback, between 9 November and 19 December 2021, a supplementary consultation was held sharing the new proposal for access to J21 to and from Hatfield Peverel. Please see	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							arrangement. It will help traffic congestion through village.	Chapter 6 of this report for responses to that consultation.	
J21/092	Walking, Cycling and Horse Riding / Public Transport	140192			✓		At the very least it seems odd that the bridge over the railway tracks needs to be removed. It has also not been mentioned whether any talks have been held with Network Rail as to whether the train line will continue to stop at Hatfield Peverel.	The proposed scheme has held talks with National Rail. The proposed scheme is not proposing to remove any existing bridges over the railway. The provisional Order Limits include Station Road over the railway, however this is only to allow temporary traffic management during construction and will not affect the operation of the railway.	
J21/093	Access Roads	142921			✓		If the new link road was taken from the Wickham Bishop Road end of the village instead of attaching it to The Street, then this would relieve congestion in the centre of the village caused by the scheme.	Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction, possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options. This extensive work allowed the project to conclude has concluded that, given its advantages and disadvantages, as well as the performance of the existing	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Maldon Road and The Street junction with and without the A12 scheme, a bypass should not be part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].	
J21/094	Will Worsen (Hatfield Peverel) / Will Worsen (Local Traffic) / Hatfield Bypass / Maldon Relief Road / Will Not Improve (Local Traffic)	143053			✓		<p>"The plan of HE to close both Hatfield Peverel junctions and combine them with a rather complex new junction 21 at Witham South is not sustainable, as its highways currently fail to take proper account of the displacement of traffic resulting from the proposed junction changes.</p> <p>To the ongoing concern of residents, the B1019 through Hatfield Peverel increasingly serves as the main route for Maldon traffic to access the A12, via the Duke of Wellington mini roundabout, at its junction with The Street (B1137). There is no mention of any new local road to access Maldon and bypass Langford and Ulting to avoid the pinch point at the Duke of Wellington mini roundabout.</p>	A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the surrounding land. As space is currently very constrained at the junction, provision of additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>There is frequently major congestion at this point with noise and air quality considerations for adjacent properties and local residents resulting from queuing vehicles. HE's plans will do nothing to alleviate these problems and may even add to them.</p> <p>Almost two decades ago the Local Transport Plan of Essex County Council described the B1019 between Maldon and Hatfield Peverel as the only 'B' classified road in the county to exceed danger congestion levels under the Essex 2020 Do Nothing Scenario. Over the intervening years traffic volumes along the B1019 have continued to increase, including those of heavy goods vehicles which are now prohibited from using the alternative Maldon Road (B1018) through Witham. There are stretches of the B1019 within Hatfield Peverel where is not possible for HGVs to pass one another without mounting the pavement.</p>	<p>community was considered disproportionate and too severe to warrant the proposals.</p> <p>Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction, possible interventions at that junction, as well as a detailed assessment of bypass options. The project has concluded that there is no case to include a bypass as part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Maldon is undergoing major housing growth and 500 new dwellings are presently under construction in Hatfield Peverel, with an application for a further 100 homes recently approved at a site off Maldon Road.		
J21/095	Will Worsen (Local Traffic)	140192			✓		<p>There are also reservations about the wisdom of entirely closing junctions 20a and 20b, even though their slip roads are presently inadequate. Currently, traffic passing along the B1019 and B1137 in order to connect to and from the A12 is dissipated over four separate slip roads whereas, the proposal to combine and funnel them to connect at a single roundabout, shared with traffic that already uses the existing junction 21, will create potential congestion and conflict situations at what will be an extremely busy junction.</p> <p>For example, in the case of a southern link road between Hatfield Peverel and junction 21, traffic from Maldon and the village approaching a southern roundabout in the morning peak will be</p>	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>obliged to give way to vehicles travelling from Witham and Braintree along the B1389 (Witham Road) as well as from the north and south bound A12 slip roads.</p> <p>Removal of the slip roads in and out of Hatfield Peverel. At the public consultation the Highways England team were unable to show any proof of how this may reduce traffic either in Hatfield Peverel or on the A12 and it would suggest traffic will now flow from Boreham through to Whittam with the new highways when busy on the A12.</p>	<p>a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appear to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J21/096	Alternative Highways / Access (General) / Land Take / Walking, Cycling and Horse Riding /	143053			✓		HE then held a presentation for representatives of Hatfield Peverel Parish Council in the Village Hall on 5th March 2020 at which plans for a new junction 21 were disclosed.  Regrettably this meeting was poorly attended as it was arranged on a working day, when many councillors were unable to attend. However the	In accordance with the feedback the Applicant received at statutory consultation, and as shown in the General Arrangement Plans [TR010060/APP/2.9] released for supplementary consultation, the updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Public Transport						<p>general consensus of those who could be there was that full replacement of the Wellington Bridge to provide a link road to the north of the A12 would be preferable to one on the south side. The advantages being:</p> <p>(a) There would be no need for a link road on the south side, with a saving in the costs of land acquisition and building such link.</p> <p>(b) It is understood the Department for Transport already has interests in some land on the northern side and it would be more sensible to construct a two-way road there, to act as a link between the village and junction 21, rather than the planned cul-de-sac just to provide access for the handful of houses at The Vineyards. Also, would the road to The Vineyards be 1 lane with passing points or 2 lanes? Please confirm if you will be purchasing/adopting the current access road. In addition to that, would the walking/cycle lane to Witham from</p>	<p>this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH), but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure.</p> <p>Access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can also be seen in the Land Plans [TR0/10060/APP/2.7].</p> <p>A holistic assessment of how traffic from Hatfield Peverel interacts with the proposed J21 was undertaken prior to the statutory consultation in June 2021, with the southern link road being selected as the preferred option due to concerns about the alignment of the existing northbound merge slip of J20B being re-used for two-way traffic. Since this assessment, noise modelling using more</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>J20b be separate from the Vineyards access road or part of it?</p> <p>(c) Residents entering and exiting the 'golf' estate on the north-eastern edge of the village, where an additional 100 dwellings are currently under construction, would not be faced with a heavy flow of two-way traffic passing the top of Gleneagles Way.</p>	<p>recent traffic forecasting has predicted that a number of residences would have experienced a significant increase of noise that could not be realistically mitigated by physical means. The technical team reassessed whether the northern link road would be a better performing option against this new modelling, and although this option requires a more complex replacement of Wellington Bridge, and results in a slight increase in noise for some residences north of the existing J20a, this was selected as the best performing option.</p> <p>Several meetings have taken place with the parish council both before and since the statutory consultation, arranged in collaboration with the Clerk, with suitable dates and times agreed in advance.</p>	
J21/097	Infrastructure / Hatfield Bypass / Maldon Relief Road / Will Worsen (Hatfield Peverel)/	143076			✓		To have the least effect on The Street would mean replacing Wellington bridge and using this as the link to junction 21 in both directions. This however does not reduce the concentrated pollution levels at this junction, provide an alternative route	In accordance with the feedback the Applicant received at statutory consultation, and as shown in the General Arrangement Plans [TR010060/APP/2.9] released for supplementary consultation, the updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Access (General) / Access (Reduced Access Points)						<p>or reduce the amount of through traffic.</p> <p>But to improve air quality, reduce congestion and pave for the future. Wellington bridge should be replaced and used as the proposed link to junction 21 and a bypass link from this junction to a junction near Maldon Road / Wickham Bishop Road should be incorporated into the scheme. This new bypass link will enable the replacement of Wellington bridge by giving a diversion route and give a much-needed relief of HGV's and daily commute currently cutting through the village.</p> <p>At the public consultation the Highways England team were unable to show any proof of how this may reduce traffic either in Hatfield Peverel or on the A12 and it would suggest traffic will now flow from Boreham through to Whittam with the new highways when busy on the A12.</p> <p>How are residents in Bury Lane, and the new developments at Sorrells Field</p>	<p>road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH), but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys the Applicant proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure.</p> <p>The new design at J21 will improve air quality for most residents on The Street (east of Maldon Road). For The Street (west of Maldon Road), there will be no change in air quality to what was reported in the statutory consultation.</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and Bury Farm to gain access to the village if there is no bridge in Bury Lane over the A12 at Junction 20a. My understanding that ECC Highways would not allow traffic through the new Arla Development from the slip road or existing or new developments to again access to Station Road. What are the proposals for these residents please? Highways England are removing three isolated access points and grouping them together as one road using the fourth existing 20b south entry point. To do this Highways England are not removing junction 20b south, but merely repurposing it. There may well have been strong support for merging the junctions with Witham junction, but not at the expense of creating a funnel effect in the centre of our main through road. The adequacy of the slip road mentioned is such that it is in fact already connected to Witham and only poses a problem if there's an incident on the A12 or The Street/Maldon Road. Increasing the capacity of the</p>	<p>operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NO<sub>x</sub>), nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter less than 10µm (PM<sub>10</sub>) and less than 2.5µm (PM<sub>2.5</sub>).</p> <p>A number of options were assessed to improve the traffic capacity at what is historically a poor junction at the B1019 / B1137. It is important to note that the performance of this junction at present and into the future is poor with or without the proposed scheme. All options for improvement at this junction resulting in acceptable performance in the design year 2042 would require signalisation and multiple traffic lanes on approach, which would have significant effects on the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							A12 will just make these roads congest with one third more traffic.	<p>surrounding land. As space is currently very constrained at the junction, provision of additional lanes and footways which will accommodate signalling equipment requires significant land take and vegetation clearance. The impact of this to the residents in the immediate surrounds and the wider community was considered disproportionate and too severe to warrant the proposals.</p> <p>The Applicant's proposals include the replacement Bury Lane overbridge.</p>	
J21/098	Land Take	139483			✓		<p>In the meeting [named] stated that the intention would be to return the compound to farming use after the Scheme was over. Can you confirm this and explain how this will be achieved and what is the timeframe?</p> <p>[Named] stated that the future use of the Borrow pit was uncertain, please can you investigate further and offer a range of acceptable and unacceptable uses within the objectives of the overall A12 widening scheme. A small local wildlife park with ponds would be lovely.</p>	<p>The compound area will be reinstated to its original condition when all works are completed and the office area is no longer needed. The compound offices will need to remain in place until a full handover of the road is completed. The actual date for decommissioning of the compound area could be around six months after the new A12 becomes operational.</p> <p>The final land use of the proposed borrow pits is subject to further assessment and discussion with stakeholders. The community liaison team will continue to liaise on the Borrow Pit Report,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/7.8] along with the illustrative restoration plans and associated documentation issued with the Development Consent Order application.	
J21/099	Impact on Properties / Landowners (Daily Life)	142976			✓		<p>Area of Concern Land Use Plan CH 16800 to 18300 Drawing 6 – Compound running directly under the powerlines</p> <p>Description of Concern It is currently marked to utilise the area of the field which has residential powerlines running over it for the Compound. We have significant concerns over the impact on the power to our property if these need to be rerouted underground to make access to the compound safe.</p>	All work on services that are required to be diverted or buried will follow a strict works protocol. If required, works will be carried out by specialised company and all reasonable attempts will be made to ensure there is no disruption to supply.	
J21/100	Agriculture	142988			✓		The highways does also not seem to take into account gravity, as an existing lake is not being utilised where it is at a low point and productive farmland is being destroyed in an attempt to make water go uphill.	<p>Please note the use of existing waterbodies/lakes as attenuation ponds is generally not recommended for a number of reasons:</p> <ul style="list-style-type: none"> <li>One major concern is the potential sediments/pollutants associated with highway routine runoff. Therefore, there</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>A separate point for consideration would be the size of modern farm machinery given the need for efficient food production. Straight lines are preferable to corners along field boundaries. Land use and productivity have been oversimplified.</p>	<p>will be a need to treat the highway routine runoff before it is discharged to such waterbodies/lakes to avoid an adverse impact on their current use (whether these are potential reservoirs, fisheries, irrigation ponds, etc., for which the Applicant has very limited information at this stage). The level of treatment would vary depending upon the size of highway drainage catchments (assessment on associated sediments/pollutants) and nature of receiving waterbodies. Furthermore, the proposed attenuation ponds required for the management of highway routine runoff may need to be lined to achieve the required treatment efficiency and/or to mitigate any risks associated with local ground conditions. These interventions would not be feasible and would prove to be extremely complex for the large waterbodies that currently exist on the land in question.</p> <ul style="list-style-type: none"> <li>The existing waterbodies/lakes are potentially already at capacity and may</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>not offer any additional attenuation storage.</p> <ul style="list-style-type: none"> <li>There could be a risk associated with the existing condition of these waterbodies/lakes that would need a review of as-built information and a significant geotechnical assessment prior to considering their enhancement for use as balancing ponds. Also, the enhancement of these existing waterbodies/lakes may require them to be registered as reservoirs under the Reservoirs Act 1975.</li> </ul> <p>An alternative location for the pond was considered. This open space was found to be inadequate and a separate attenuation pond would still be required at the current pond location (to drain other parts of the road), therefore this alternative location was discounted.</p> <p>In regard to the query relating to farm machinery, the Applicant can assure the consultee that a suitable access for farm machinery will be provided to any land retained by the landowner. Specific details of the access will be agreed in detail by the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								community liaison team in discussions with the landowner.	
J21/101	Impact on Properties / Landowners (Blight)	142976			✓		<p>Area of Concern Highly likely the houses would be blighted during the works</p> <p>Description of Concern Having taken legal advice we have been informed that there is likely to be significant temporary blight to the properties during the time the compound is in existence. This is likely to be significantly more for The Vineyards than general residents along the route due to the borrow pit and compound.</p>	<p>The Applicant notes the points that have been made concerning the impact of the borrow pit and compound surrounding J21. The compound will have the following mitigation measures in place to minimise impacts from light, noise and dust pollution:</p> <ul style="list-style-type: none"> <li>• Flood lighting will be directed away from properties.</li> <li>• A 2m-high soil bund will be placed strategically to the west and south boundaries of the compound to shield residents from the activities carried out at the compound.</li> <li>• Noisy activities associated with concrete and asphalt plants have been placed further from the residents, at the north-east corner of the site.</li> <li>• The surface will be a bound surface to reduce dust from moving vehicles. Where this is not possible, the surface will be subject to dust suppression measures. Speed limits will be</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>implemented which will help to reduce noise, dust and carbon emissions.</p> <p>Regarding the borrow pit, the nearest boundary of Borrow Pit E is located 500m away from The Vineyards, therefore mitigation in relation to these properties has not been investigated. The proposed access routes to and from the borrow pit are also located over 500m from The Vineyards.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given the Applicant the ability to purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from when the Preferred Route Announcement is proposed through to the first year after it has opened to traffic.</p>	
J21/102	Will Worsen (Local Traffic)	143053			✓		At Witham South some 750 dwellings are under construction at Lodge Park, with a further 450 planned for the	The Applicant used transport modelling software to estimate the number of vehicles or people that do or shall use a road. Traffic	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>adjacent Wood End Farm. Both sites are very close to junction 21 and will create even further pressures for drivers needing to access the A12 at this point.</p> <p>A new junction 21 combining existing junctions 20a, 20b and 21 might seem advantageous for an improved A12 but may well become a nightmare for drivers to negotiate, particularly when traffic demands are high.</p> <p>HE needs to give this matter further consideration.</p>	<p>surveys were used and traffic data analysed over a large area covering the roads between Chelmsford, Colchester, Braintree, Maldon and beyond to create traffic models. The traffic model also uses Local Plan data for Local Authorities surrounding the scheme which include both adopted and emerging allocations, and also committed planning applications (submitted to the local authority) when taking future developments into account. The committed development log is available on the Transport Assessment [TR010060/APP/7.2], the log contains all the developments considered on the traffic assessment to generate traffic flows. This follows DfT Transport Analysis Guidance. Following liaison with CCC and ECC in 2021, the proposed 3,000 homes in north-east Chelmsford and the proposed 450 homes North of Broomfield have been included within the core scenario. In terms of the Lodge Park development and Wood End Farm development, these proposals have been taken into account in the traffic modelling to ensure that the new J21 can deal with the increased traffic demand at the proposed scheme operational year of 2042.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The current design for J21 and tie-in with local roads does take into consideration the mentioned developments and their layout.	
J21/103	Will Worsen (Local Traffic)	142920			✓		The village is becoming increasingly overwhelmed by housing developments which seem set to continue with no thought or consideration for infrastructure. The Highways England brochure predicted if the scheme didn't go ahead (page 37 fig 4) by 2027 traffic would be the same as it is today (I personally counted it, and no incidents on A12). So these figures will be far in excess of what they want us to believe.	The Applicant used transport modelling software to estimate the number of vehicles or people that do or shall use a road. Traffic surveys were used and traffic data analysed over a large area covering the roads between Chelmsford, Colchester, Braintree, Maldon and beyond to create traffic models. The traffic model also uses Local Plan data for Local Authorities surrounding the scheme which include both adopted and emerging site allocations, taking future developments into account. The modelling also includes planning applications which have either been submitted or are expected to be submitted imminently for large-scale developments to ensure that the road provides suitable capacity for these proposals.	
J21/104	Climate Change	142902			✓		When you add up the miles that each vehicle will make over time it does not seem to be environmentally friendly or cost effective for the driver?	The overall total of miles travelled both with and without the proposed scheme has been used to inform the economic analysis outlined in Chapters 10 and 11 of the Combined Modelling and Appraisal	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								(ComMA) Report [TR010060/APP/7.3], and the environmental impact described in the Environmental Statement including Chapter 6: Air Quality and Chapter 12: Noise and Vibration [TR010060/APP/6.1].	
J21/105	Will Not Improve (Local Traffic)	142920			✓		The Highways England brochure (page 41) says, ' <i>By reducing traffic on The Street, more traffic will now turn right to go to our new junction 21</i> '. If you turn right from Maldon Road you are still turning onto The Street, so therefore Highways England have not reduced traffic on The Street, but simply changed its location on The Street. Improvements to The Street/ Maldon Road junction will not reduce volume or effectively increase flow.	The Applicant notes the consultee's comments. The point noted in the brochure referenced the main section of The Street. As a result of consultation feedback between 9 November and 19 December 2021, a supplementary consultation was held sharing the new proposal for J21 access to and from Hatfield Peverel.	
J21/106	Access	140192			✓		Creating a vehicular access route through the two new developments to the station. These two new developments must have been granted permission within the last couple of years whilst these plans were being drawn up and I cannot fathom why this issue wasn't	The junction between the Station and the Arla Site is substandard (visibility splays towards the bridge). The junction therefore has capacity to accommodate only a small amount of movements. The existing Bury Lane next to Bury Farm has Tree Preservation Order trees that restrict the width of the road and therefore the number of movements that a through road should	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							considered then and an access route be highwysed in.	accommodate. The local planning authority and the developers made the decision to limit movements towards that junction and narrow road at Bury Lane by not allowing a through road, as well as to support sustainable travel. The proposed scheme is currently liaising with the developers to allow for a change to the original plans that would allow for a maintenance/emergency access through the two estates. The A12 would make use of the link temporarily while Station Road Bridge and Bury Lane Bridge are out of service. This link would be built with access restriction (such as bollards) and would be accessible for residents only. Please refer to the Outline Construction Management Plan for further details [TR010060/APP/7.7].	
J21/107	Safety / Walking, Cycling and Horse Riding	140205			✓		I am concerned about the volume of traffic and the safety of pedestrians/bus passengers in the area of the mini roundabout at the junction of The Street (B1137) and Maldon Road (B1019).	Safety is one of the priorities of the proposed scheme and is specifically evaluated through the road safety audit and walking, cycling, and horse-riding (WCH) review which identifies safety issues to be addressed in detailed design stage.  This will consider route design, speed limit, WCH routes and other factors to reflect	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								appropriate design, safety and accessibility. A further road safety audit will be undertaken on completion of the design which represents and additional comprehensive independent check.	
J21/108	Walking, Cycling and Horse Riding / Public Transport	142976			✓		The footpath should be kept in existence and not interrupted. If needed a temporary rerouting should be put in place to ensure residents can always get to the train bridge and footpaths beyond.	A new dedicated footpath leading to the railway line and a temporary carpark area will be built along the western boundary of the compound. This will allow residents and the wider village to access the existing track and bridge over the railway line. Very short interruptions may be necessary to facilitate the works to connect the new route but these will be kept to a minimum.	
J21/109	Walking, Cycling and Horse Riding / Public Transport	143547			✓		Removal of current WCH path to be replaced with WC path. Full use of paths should be reinstated for all users not just two! Not only should this scheme be improving traffic flow but also considering the environment. All forms of non-motorised travel should benefit.	The proposed scheme does not propose to remove any usage which currently exists. The Applicant's remit is to address historical severance and enhance provision where it is able to. The Applicant will continue to work with Essex County Council to identify opportunities for walking, cycling, and horse-riding.	
J21/110	Complex / Confusing	140598			✓		It is not quite clear to me from your highways as to whether the joining lanes to the A.12 will be long enough.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Bridges, the standard used for design on major highway schemes across the UK. This provides guidance on the length required for slip roads and has been applied to J21.	
J21/111	Safety (General) / Will Worsen (B1137 Main Road)	142878			✓		This will increase safety risks on the Main Rd, especially if it stays at national speed limit.	<p>To further encourage traffic to travel to the A12 via J21 rather than via Boreham and junction 19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and junction 19.</p> <p>The setting of speed limits follows strict criteria and the final decision will take into account many factors, such as the design speed of the road, the environment through which the road passes, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 40mph limit is being considered for Main Road between A12 J19 and the southern end of Boreham village. The Development Consent Order will set out the proposed speed limits being applied for, and this will be considered during the examination process.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/112	General / Walking, Cycling and Horse Riding / Public Transport	139483			✓	✓	We commented in the last consultation about the removal of access to the A12 at J20b and do not in principle have an issue with this. No objections to the proposals for walker/cyclist/horse rider provision via an improved Duke of Wellington bridge.	As a result of feedback, between 9 November and 19 December 2021 a supplementary consultation was held sharing the new proposal for access to J21 to and from Hatfield Peverel. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	Y
J21/113	Safety	139910			✓	✓	Several years ago, a row of cottages facing the A12 at the Hatfield Peverel slip road onto the A12 were demolished. The result? - no cottages and virtually no difference to the dangerous slip road for vehicles. This major work need to be carried out as soon as possible, the visibility joining the A12 is dreadful. All changes should enable abnormal loads to negotiate all hazards contained in this junction.	The Applicant recognises there are problems with the existing network including slip roads. The removal of these substandard slip roads and replacement with better quality clear junctions is proposed to improve safety and move these junctions away from the residential areas so far as practicable.	
J21/114	Hatfield Bypass / Maldon Relief Road / Lack of Detail	142902			✓	✓	So why is it then you cannot construct a spur off the roundabout at Junction 21 to hand over to ECC Highways to facilitate a future bypass? There is no evidence anywhere that	Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							provision has been made for a future relief road either here or at junction 22 to carry the heavy traffic volumes from the Maldon/Heybridge conurbation coming through Hatfield Peverel via Maldon Road for access to the A12.	junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction, possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options. This extensive work allowed the project to conclude has concluded that, given its advantages and disadvantages, as well as the performance of the existing Maldon Road and The Street junction with and without the A12 scheme, a bypass should not be part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].	
J21/115	Will Worsen (B1137 Main Road) / Will Not Improve (Long Distance Traffic)				✓	✓	Some of the consultees are concerned that the closure of Junctions 20a and 20b will increase traffic on the B1137 Main Road and through Boreham.	A holistic options appraisal for the proposed position for the new J21 and the closure of the existing junctions 20a, 20b and 21 was undertaken. The proposed J21 seeks to combine the traffic movements served by these three closed junctions into one junction that will be constructed to modern safety standards and is fit for purpose. It is	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Safety / Traffic Calming Measures							<p>recognised that the A12 often conveys both long-distance and short-distance journeys and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys, without unnecessarily increasing pressure on the local road network.</p> <p>To further encourage traffic to travel to the A12 via J21 rather than via Boreham and junction 19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and junction 19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] provides further details on the predicted increase in traffic along Main Road in the AM peak hour.</p> <p>This proposed change to the speed limit was reported in the supplementary consultation which ran from 9 November to 19 December 2021. For responses to that consultation</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].	
J21/116	Access / Hatfield Bypass / Maldon Relief Road					✓	<p>There appears to be a missed opportunity in the highways of this junction. Surely, it would be a good idea to build a short link road from the SE of this junction to the B1018 at its junction with Howbridge Hall Road where there should be a roundabout. This would allow direct access from J21 to Wickham Bishop's by turning left and using Blue Mills Hill or direct access to Heybridge and Maldon by turning right to continue onto Maldon via the B1018. This would avoid all such traffic from having to go through Witham via Gershwin Blvd and the rather narrow Maltings Lane.</p> <p>An added benefit would be that Heybridge and Maldon traffic could be routed this way rather than using the B1019 via Hatfield Peverel. This would avoid the rather difficult turn at the mini roundabout at the junction of the B1019 and the B1137 and would potentially remove a lot of through</p>	<p>The strategic traffic model has allowed the impact on local roads to be factored into the decision-making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads.</p> <p>While the Applicant understands the need for further improvements to address historical issues and rat-running on the wider local network, this is outside the scope for the proposed scheme to address.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							traffic from the B1019 in Hatfield Peverel village.		
J21/117	Access (General)					✓	If the bridges at Hatfield Peverel (Station Road and Bury Farm Lane) are to be replaced, (strengthened) how will traffic management be communicated to those communities north of A12.?	<p>An Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part of the Development Consent Order documents. This plan provides details about specific traffic management arrangements including all proposed diversions for the demolition works at Bury Lane Bridge and Station Road Bridge. Refer to Chapter 3 of the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>Further local and wider community engagement will take place ahead of any closures being implemented. Dedicated community liaison personnel will be available to those communities affected by the closures.</p> <p>Information about the proposed scheme will be available throughout its construction and afterwards via the Applicant's dedicated @HighwaysEast digital and social media channels including the website, Facebook, Twitter, YouTube and LinkedIn. Customers can also request regular email updates.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/118	Landscape & Visual Impact / Access (Reduced Access Points)					✓	<p>The Parish community is directly affected by the closure of junctions 20a and 20b which presently provide access and egress to A12 at Hatfield Peverel (HP). This has been the preferred route for most village residents north and south of the A12. Terling Fairstead Fuller Street and Ranks Green as well as Greta Leighs and Notley Garden Village will become increasingly remote from the A12 artery at Junction 21.</p>	<p>A holistic options appraisal for the proposed position for the new J21 and the closure of the existing J20a, J20b and J21 was undertaken. The proposed J21 seeks to combine the traffic movements served by these three closed junctions into one junction that will be constructed to modern safety standards and is fit for purpose. It is recognised that the A12 often conveys both long-distance and short-distance journeys and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>The assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the impact of the combination of loss of vegetation, visual intrusion and effects on landscape character and tranquillity. Chapter 8: Landscape and Visual also assesses the effects of the proposed scheme on landscape character (including changes</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								caused by encroachment of the proposed scheme on the wider landscape) and on visual receptors at representative viewpoints.	
J21/119	Safety (Maintenance & Lighting)					✓	<p>Will a condition survey both prior to and after these temporary routes be made to buildings roads etc and reinstatement made to banks and road pavements?</p> <p>Please note some of these lanes are not gritted by ECC highways.</p>	<p>Prior to start of works, the proposed scheme will carry out a condition survey of road pavements being used by the construction team and its supply chain. Where required, the proposed scheme or the maintaining authority might carry out preventive maintenance to ensure the assets are in suitable condition.</p> <p>While the proposed scheme endeavours to put a number of mitigation measures in place, the Applicant recognises the impacts from construction traffic and plant on properties closer to working areas. The proposed scheme will continue to liaise with residents and other stakeholders to discuss the best mitigation measures to alleviate these impacts. Site-specific control measures can be found in the Environmental Management Plan [TR010060/APP/6.5].</p> <p>During construction, if impacts are likely, then possible mitigation measures will be</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								considered as described in Chapter 12 (Noise and vibration) of the Environmental Statement [TR010060/APP/6.1]	
J21/120	Cultural Heritage					✓	Will Terling Hall Road (which has a height restriction under the railway bridge, as well as load restrictions on its various bridges and culverts) be the natural redirected route? If so this will have to flow through and by a great number of listed buildings, come through the heart of Terling which is a very constricted route especially outside Terling Village Stores.	The Applicant is conscious of the disruption that a diversion delivers on the public and will aim to minimise these. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] will be issued as part of the Development Consent Order documents, where more information will be available around the proposed diversions. At the time of writing this report, Terling Hall Road has been deemed as an excluded route for construction vehicles. Any required diversions will be discussed with all relevant stakeholders and communicated to the public with sufficient advance notice.	
J21/121	Infrastructure					✓	Access to Hatfield Peverel (HP) station from The Street in will not be possible with the removal of the A 12 bridge. What are set to be the temporary access arrangements? Are these to be via existing country lanes, which in places are single lane with passing places? At night these could be particularly dangerous if unfamiliar	The Applicant is conscious of the disruption that a diversion delivers on the public and will aim to minimise these. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] will be issued as part of the Development Consent Order documents, where more information will be available around the proposed diversions. Any required diversions will be discussed with all	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							heavy goods and articulated traffic are routed through these lanes.	relevant stakeholders and communicated to the public with sufficient advance notice.	
J21/122	Safety (Maintenance & Lighting)					✓	Is junction 21 to be lit for the extent shown on page 14 of the brochure?	The proposed J21 will be lit. The extent of street lighting is shown on the General Arrangement Plans [TR010060/APP/2.9].	
J21/123	Safety / Walking, Cycling and Horse Riding					✓	The right turn from The Street to Station Road shouts out for improvement and pedestrian crossing.  Please note in granted residential planning permissions for larger schemes in HP, Essex County observed that children could walk to school in Witham alongside the A12 footpaths, even at dusk. How is this requirement going to be addressed in HE highways?	The Applicant appreciates this comment. This issue is outside the scope of this proposed scheme. The Applicant will of course make every effort to minimise its impact on local roads and communities as much as possible. While The Street is outside the scope of the proposed scheme, the route from the eastern end of The Street to Witham will be substantially improved for walking and cycling. This will provide a safer and more attractive walking and cycling route for education and other journey purposes.	
J21/124	Safety / Traffic Calming Measures					✓	We suggest there needs to be clarity between ECC highways and HE on the traffic treatment of Maldon Road and Station Road junctions. Is there an opportunity for controlled crossings and traffic lights to bring forward a comprehensive scheme using the	Opportunities for designated-funds-supported measures in these areas are being developed to investigate scope for works to further enhance provision for pedestrians and cyclists.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							highway sated funds available within HE's budget?		
J21/125	Lack of Detail					✓	We would like more information on how the works will be conducted to reduce habitat loss, river pollution, and loss of wildlife in the reserve.	<p>The Environmental Management Plan [TR010060/APP/6.5] details the standard mitigation during construction works which will prevent habitat loss and pollution of watercourses. Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] outlines measures specific to how impacts of habitat loss at Whetmead LNR/LWS would be mitigated. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] includes the assessment on river pollution and measures to minimise impacts.</p> <p>The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
J21/126	Landscape & Visual Impact / Access (Reduced Access Points)					✓	The overwhelming scale of this new junction is such that the open space separating Hatfield Peverel and Witham is effectively filled and urbanised by a complex interchange. This will have further negative impacts by promoting coalescence and opening up land for development to fill the gap between the two settlements.	<p>A holistic options appraisal for the proposed position for the new J21 and the closure of the existing J20a, J20b and J21 was undertaken. The proposed J21 seeks to combine the traffic movements served by these three closed junctions into one junction that will be constructed to modern safety standards and is fit for purpose. It is recognised that the A12 often conveys both long-distance and short-distance journeys and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>The assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the impact of the combination of loss of vegetation, visual intrusion and effects on landscape character and tranquillity. Chapter 8: Landscape and Visual also assesses the effects of the proposed scheme on landscape character (including changes</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								caused by encroachment of the proposed scheme on the wider landscape) and on visual receptors at representative viewpoints.	
J21/127	Walking, Cycling and Horse Riding / Public Transport					✓	<p>4a) The current proposals include the demolition of the southern on-slip road Woodend bridge at the west end of Witham (map sheet 6). Before the construction of the A12 Witham bypass there were four routes south &amp; east from the old A12 - two roads and two footpaths - plus more further north around Witham. The demolition of the bridge, removes the one remaining WCH connection for people living on the north side of the A12 in this area to connect directly with the countryside on the south side and east side of the A12 bypass. The historic severance will be made worse at a time when many new homes have been built and are due to be built in this area.</p> <p>The demolition of the Woodend bridge, means that WCH users from Witham have to go west to the new all-</p>	<p>Woodend Bridge, which lies to the east of the new J21, cannot be retained with the proposed scheme and has to be demolished.</p> <p>The replacement of the bridge with another structure in the same area could not be justified for the very small numbers of users who travel to the immediate area on the south side of the bridge so alternative routes have been identified; these are described below.</p> <p>Woodend Bridge removal creates a diversion for users of the bridge. Those travelling between Witham and Hatfield Peverel can use the continuous segregated route between the west side of the B1389 Hatfield Road, alongside the foot of the embankment north of J21, and alongside the B1137 over Wellington Bridge to enter Hatfield Peverel. This route is continuous and segregated from the road throughout.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>movement J21, cross 3 slip roads and the dumbbell connection to return east to the one remaining PROW - Hatfield Peverel PROW 29 [90_29]. This is a detour of about 1.5km. By comparison, Hatfield Peverel PROW 29 is currently accessed immediately from the south side of Woodend bridge. A WCH bridge is therefore requested in the general area of the Woodend bridge - all the land in the vicinity is pink wash HE permanent acquisition land.</p>	<p>Those travelling between Witham and the immediate area to the south of the bridge, for example to or from the kennels or public rights of way (PRoW) in that area, have two options:</p> <ul style="list-style-type: none"> <li>• Via the overbridge of J21, which involves crossing the access road to the kennels; the southbound diverge slip road from A21, the road connecting the two roundabouts of the junction, and the slip road and access road on the north side.</li> <li>• Via the walking-cycling link connecting the south side of J21 to the area east of Wellington Bridge (B1137), crossing B1137, and continuing on the west side of the road connecting to J21 north roundabout and to B1389 Hatfield Road.</li> </ul>	
J21/128	Walking, Cycling and Horse Riding / Public Transport					✓	<p>The western re-alignment of the A12 end of Hatfield Peverel PRoW 90_40 is noted. If topographically achievable, the WCH route shown alongside the south side of the southern access road should be separated from the carriageway onto the adjacent pink wash HE permanent</p>	<p>As a result of feedback from consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							acquisition land for safety, pollution & amenity reasons especially as HE forecast a 140% /169% increase in traffic on this local link.		
J21/129	Walking, Cycling and Horse Riding / Public Transport					✓	Hatfield Peverel Sports Ground and in due course Hatfield Peverel Country Park are on land south of Woodend Bridge & Junction 21. The provision of an inclusive sustainable transport off-road WCH route south to these facilities would provide amenity & healthy living benefits to the increasing number of people living in Witham & Hatfield Peverel.	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	
J21/130	Walking, Cycling and Horse Riding / Public Transport					✓	There is pink wash HE permanent acquisition land and also green wash HE temporary possession of land north /NW of the A12 between the Wood End farm track and the footbridge to the east/NE over the railway on Hatfield Peverel footpath 2 [90_2]. A connection across this land - which is due to be developed - would provide the burgeoning population with access to	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the countryside north off the railway line.		
J21/131	Walking, Cycling and Horse Riding / Public Transport					✓	The retention of a Wellington bridge link north across the old / widened A12 to Hatfield Peverel PROW 90_2, which links across the railway line, is welcome. The route either side of the replacement Wellington bridge is labelled as a WCH route with the bridge providing access to the PROW and to the northern Cycle Route / Access Road. As such the new Wellington bridge must be a ramped WCH bridge as per brochure page 14 and not just a footbridge as per the label on the GA sheet 6.	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	
J21/132	Walking, Cycling and Horse Riding / Public Transport					✓	A controlled WCH crossing must be provided near the southern access road / Wellington bridge / Maldon Road (B1019) junction to enable safe north-south crossing of the Southern Access Road, which is only shown as having WCH provision on the south side. HE forecast a 140% /169% increase in traffic on this local link (brochure page 37).	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021. Please see Chapter 6 of the Consultation Report [TR010060/APP/5.1] for responses to that consultation.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							The Maldon Road junction is already busy now - there appear to be no improvements envisaged to this junction.		
J21/133	Walking, Cycling and Horse Riding / Public Transport					✓	Boreham- Hatfield Peverel – Drawing Sheets 2-5 Improvements in the cycling facilities along the old A12 - now the B1137 (Boreham) Main Road - would be of benefit as a safer sustainable transport link. The closure of the south on and north off accesses at the south end of Hatfield Peverel will increase vehicular traffic on the B1137 Main Road.	The Applicant will continue to work with Essex County Council on opportunities within the local road network for cycling facilities. In addition, the Applicant is proposing to reduce the speed limit on Main Road within the village and on the section connecting to J19.	Y
J21/134	Impact on Local Communities (General)					✓	Langford & Ulting Parish Council is seriously concerned about the effect the closure of junctions 20a and 20b will have on the local roads and villages on the approaches to the A12, particularly Boreham, Hatfield Peverel, Langford and Ulting.	The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appear to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>Note that the predicted increase on Main Road is not mainly due to traffic coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway. In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.</p> <p>In accordance with the feedback received at statutory consultation, and as shown in the map books released for supplementary consultation, the Applicant's updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer be only for walkers, cyclists and horse riders (WCH) but will now allow motorised vehicles as well as WCH to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								allow for the same WCH journeys proposed as part of statutory consultation. Further details of this proposal can be seen in the supplementary consultation brochure. As such, access to The Vineyards will be maintained from Hatfield Peverel via Wellington Bridge and from the A12 via the proposed J21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7] released for supplementary consultation.	
J21/135	Support					✓	Some of the consultees note that the existing junction design has caused issues with large traffic delays and big volumes of traffic. They also note some safety concerns of the existing junction noting cars are too close to one another with cars accelerating and decelerating within close proximity of each other.	The Applicant thanks the consultee for the feedback, which will help improve understanding of the local area and any potential impacts the A12 widening may have on the community. The Applicant has considered everyone's feedback.	
J21/136	Walking, Cycling and Horse Riding / Public Transport					✓	Wellington Bridge: either side of this is labelled a WCH route but the bridge is labelled a WCH bridge in the brochure but a footbridge on the General Arrangements maps. We request that this bridge is constructed for all WCH	This response has now been superseded by the targeted consultation which changes the purpose of Wellington Bridge.  Supplementary consultation between 9 November and 19 December 2021,	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							users. Furthermore, a WCH crossing should be provided at the bridge junction with Maldon Road B1019 as this is also a very busy road.	included the purpose of the Wellington Bridge. For responses to that consultation, and the proposed scheme's response to them, please see Chapter 6 of the Consultation Report [TR010060/APP/5.1].	
J21/137	Will Worsen (B1137 Main Road)					✓	The closure of the south on and north off accesses at the south end of Hatfield Peverel will increase vehicular traffic on the B1137 Main Road.	To further encourage traffic to travel to the A12 via J21 rather than via Boreham and junction 19, the Applicant is now proposing to reduce the speed limit on Main Road between Hatfield Peverel and junction 19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.  Appendix C of the Transport Assessment [TR010060/APP/7.2] provides further details on the predicted increase in traffic along Main Road in the AM peak hour.	Y

## 1.3 Junction 22

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Junction 22.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.6 Consultation Responses – Stat Con J22**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/001	Junction 23	Essex County Council - Highways & Transportation Service	✓				Kelvedon, Crucially, ECC ask for clarity about the future of J23 - a junction which will be removed under the scheme proposals, but which will need to be reinstated when the new A120 is built. This is seen as being fundamentally short sighted.	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development with Preferred Route Announcement expected shortly at the time of writing.	
J22/002	De-trunking	Essex County Council - Highways & Transportation Service	✓				Why is de-trunked section of A12 between Junction 22 and Braxted Road still a dual carriageway? 2-way flow of around 1300 per hour predicted in AM and PM peaks.  Needs a section specific approach to the use of the old lanes on the existing A12. We don't want to see just painted out lanes -in some locations a rapid transit	Two bypass sections for the A12 mainline are proposed, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%)	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>bus lane might be appropriate, in others a single carriageway with 2-way cycle lanes on other carriageway might be appropriate</p> <p>Witham North/Rivenhall End. Here the de-trunking proposals need further work to ensure that they tie in with local road connections adequately. Further information is required to ensure that the minor roads and the proposed new access road from Braxted Road will work with the trunk road to avoid 'rat-running' and lorries traversing the area particularly given the busy and growing industrial estate located in the immediate area. We will be happy to work with the A12 team to review the ongoing design development in this immediate area.</p>	<p>expressing it as their preferred route option. The second most popular option was Option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum, <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf</a>.</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout will provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the A12 de-trunking, however</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout.</p> <p>Access to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.</p> <p>East of J24 the following is proposed in the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24 will provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Wishingwell Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishingwell Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</li> <li>The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council, works may take place and would be managed by National Highways. Subject to further engagement with the County, this might include:</p> <ul style="list-style-type: none"> <li>Resurfacing of sections of the carriageway</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gully clearance</li> </ul> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
J22/003	Walking, Cycling and Horse Riding / Safety	Essex County Council - Highways & Transportation Service	✓				<p>Colemans Junction –The cycle crossing is a staggered crossing. There is a need to reassess with straight-across (LTN1/20 compliant) crossing.</p> <p>Northern side of cycle bridge across A12 –Should be one long ramp, rather than a fold back one.</p>	<p>It is acknowledged that Local Transport Note (LTN) 1/20 states that staggered crossings should not be used at cycle crossings at junctions and across links. However, LTN 1/20 does acknowledge that these are used on wider roads and busier junctions where provision of a straight across crossing and the associated signal timing will negatively affect the performance of the junction to an unacceptable level. Furthermore, the J22 link to the proposed Eastways (Colemans) junction is a wide road where provision of a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>two stage, straight across crossing would require a central refuge width of up to 7m, which is not possible to provide within the site constraints. The Applicant has sought to make all crossings LTN 1/20 compliant and is confident that the proposed solution provides the best balance between traffic needs, site constraints and walking, cycling and horse riding provision.</p> <p>With regard to straightening the northern ramp of the Braxted Road walking and cycling bridge, this will be considered at detailed design.</p>	
J22/004	Little Braxted Lane	Essex County Council – Highways & Transportation Service	✓				<p>A number of responders have inquired for more detail around traffic usage as predicted by the modelling and select link analysis data for Little Braxted Lane.</p>	<p>The traffic modelling of Little Braxted Lane has been updated as part of the Development Consent Order submission. This better reflects the fact it is a single track with passing places for a significant part of its length and therefore would become over capacity and slow with relatively low levels of traffic.</p> <p>The updated traffic model predicts that Little Braxted Lane would have a slight decrease (11 vehicles/hr) in the AM peak, and a slight increase of 22 vehicles/hr in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the PM peak. In total across the day, it would experience a decrease of 137 vehicles. Full details are provided in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>The impact on Little Braxted Lane was considered in the overall assessment and optioneering process for J22 and has been assessed using a strategic traffic model. There is an existing 2.0m width restriction at the commencement on Little Braxted Lane and a 3T maximum gross weight restriction located a half mile down the lane at a weak bridge. These restrictions would be kept in place and signed accordingly, to be compatible with the relocated Brice Aggregates access. This will restrict heavy goods vehicles from accessing Little Braxted Lane beyond the quarry access.</p>	
J22/005	Oak Road	Rivenhall Parish Council	✓				The 2027 predicted traffic flows for Rivenhall End appear to make no sense, showing an increase in HDR yet a large decrease in Oak Road. Traffic on the stopped-up section of Oak Road will fall greatly and will be likely much less than shown as it will become a cul-de-sac and	The traffic data for Oak Road provided in the 2021 consultation material referred to the stopped-up section of Oak Road. Updated traffic information, including on the section of Oak Road between the railway line and the village, is provided in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							local access only. But traffic on Oak Road between the railway line and the village of Rivenhall to the north will presumably be similar to traffic levels on HDR as they are directly connected.	Appendix C of the Transport Assessment [TR010060/APP/7.2].	
J22/006	Borrow Pits	Rivenhall Parish Council	✓				<p>Why are borrow pits being proposed on the north side of A12 when there is a large operational quarry already in situ on the south side of A12 ? The relationship between the A12 works and the quarry continues to be vague and the quarry has recently applied to expand its working area, to increase HGV movements and to import waste. The quarry application states there is uncertainty on the future access for the quarry given the A12 works. Surely HE needs to be much clearer on all these issues and what impact will an expanding quarry have on the timing of the A12 works at Rivenhall End given the new junction 22 and part of the route is within the quarry ?</p> <p>(Subsequent to the parish council meeting it emerged from the public consultation event at Rivenhall Hotel that the main borrow pits to the north of the A12 are for</p>	<p>The proposed scheme earthworks preliminary design shows a deficit of earthworks that will need to be compensated by sourcing (soils) from borrow pits. The exact figure required from each borrow pit is yet to be defined as the detailed design will be progressed in 2022 and 2023. The current locations of the borrow pits were selected after a long optioneering process, which took into consideration a large number of environmental factors. The access to the quarry will be maintained during the construction of J22. A borrow pit restoration plan has been prepared and submitted to Development Consent Order.</p> <p>Further details can be found in Chapter 2: The proposed scheme of the Environmental Statement [TR010060/APP/6.1] and the Borrow Pits Report [TR010060/APP/7.8].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							soils, not minerals. HE representatives said that the land would be restored but there was no clarity on what that restoration would be. The land is shown in the detailed consultation documents as being permanently retained by HE. So what will be the nature of the restoration and why is HE retaining ownership ?).	The return of ownership of these borrow pits to the original owner is subject to agreement with the Applicant.	
J22/007	Biodiversity	Rivenhall Parish Council	✓				Environmental mitigation areas are shown in the area around junction 22. But much of that is within the existing quarry which already has a restoration plan. How will the HE A12 plan fit with the quarry plan ? No mitigation areas are shown for losses of countryside and woodland that will occur at several location to the south and to the east of Rivenhall End village. Why is that ?	Biodiversity net loss/gain calculations use the consented restoration plan for the quarry as part of the baseline and therefore take into account impacts for the site. The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain. Losses of habitats south and east of Rivenhall village will be delivered within the Development Consent Order (DCO) Order Limits. The habitat compensation may not be directly linked to where the loss incurs, in order to maximise use of land within the DCO Order Limits required for	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								other purposes. The proposed landscaping design shown on Figure 2.1: Environmental Masterplan [TR010060/APP/6.2] will incorporate habitat impacted by the proposed scheme, including those in the quarry restoration plan, in order to provide like for like replacement.	
J22/008	Walking, Cycling and Horse Riding / Safety	Rivenhall Parish Council	✓				The parish council agrees that the new junction 22 is broadly in the right location but questions the safety of the proposed pedestrian crossings around the arms of the roundabouts.	The safety of any walking, cycling and horse riding proposals is an important factor assessed in the design decision making process. Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision on the trunk road and motorway network, a road safety audit shall apply. As such the proposals for J22 are subject to the road safety audit process.	
J22/009	Construction Traffic Management	Rivenhall Parish Council	✓				The timing of works for the A12 Witham to Kelvedon section are uncertain beyond HE saying it may be towards the start of the build period, which will not be before the whole scheme start of late 2023/early 2024. What measures are HE and Essex County Council proposing in order to relieve Oak Road Rivenhall End in the	An Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part of the Development Consent Order suite of supporting documents. This document will inform how traffic will be managed in specific areas and how those changes will be communicated to the local community.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							interim from HGVs, fast traffic and acute safety issues caused by the narrowness of the road ? Many damage impacts to property have been caused by vehicles leaving the A12 at speed and losing control, and vehicles also routinely run down the footways close to people's homes.	Further regular engagement with stakeholders and local communities will be put in place in future stages of the project. As the proposed scheme approaches construction, there will be a number of regular meetings set up with stakeholders and local community.	
J22/010	Walking, Cycling and Horse Riding	Rivenhall Parish Council	✓				<p>How is that compatible with its use (which Highways England (HE) is otherwise supporting) as part of the National Cycling Route 16 - and use by horse riders via the new bridge that links Witham to LBL ?</p> <p>The provision for PRoW connections to the east of Rivenhall End village are not set out clearly in the main consultation document. Will there be an improvement over the current situation?</p>	<p>Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum,</p> <p>[REDACTED]</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of detrunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout will provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the A12 de-trunking, however access will be available from Braxted road and Henry Dixon road via new Rivenhall End west roundabout. Access to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12 via Braxted road and the de-trunked A12 which will be safer than existing.</li> </ul> <p>East of J24 the following is proposed in the detrunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24 will provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</p> <ul style="list-style-type: none"> <li>Wishingwell Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishingwell Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</li> <li>The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council, works may take place and would be managed by National</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Highways. Subject to further engagement with the County, this might include:</p> <ul style="list-style-type: none"> <li>• Resurfacing of sections of the carriageway</li> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gully clearance</li> </ul> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
J22/011	Site Security	Essex Police	✓				<p>Design plan - has this incorporated a crime plan for the compound, would you be able to forward a copy of the site plan to Essex Police to understand where the entrance and exit points for the site are. Key area of crime, prevention of plant theft from site.</p>	<p>On a project of this scale, it is expected that the overall security management will be carried out by an expert on the matter. Security plans will be produced before construction starts and will be discussed in advance with Essex Police. The Applicant will continue to liaise with Essex Police on other security related matters.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/012	Little Braxted Lane	Little Braxted Parish Council	✓				We would urge that Highways England and Essex County Council ensure that signage at that junction is strengthened to ensure that HGV's can only access the quarry and not beyond that entrance.	<p>The impact on Little Braxted Lane was considered in the overall assessment and optioneering process for J22 and has been assessed using a strategic traffic model. There is an existing 2.0m width restriction at the commencement on Little Braxted Lane and a 3T maximum gross weight restriction located a half mile down the lane at a weak bridge. These restrictions would be kept in place and signed accordingly to be compatible with the relocated Brice Aggregates access. This will restrict heavy goods vehicles (HGVs) from accessing Little Braxted Lane beyond the quarry access.</p> <p>Advanced signing has been provided on all approaches to J22 to inform HGV drivers of the restrictions in place on Little Braxted Lane.</p>	
J22/013	Support			✓	✓	✓	The scheme received a number (91) of comments of support on multiple parts of Junction 22 including the design, connectivity, proposed WCH routes and traffic	Thank you for your feedback.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/014	Domsey Brook	Braintree District Council		✓			We note that two-way traffic going north on Inworth Road would be significantly reduced however Domsey Brook, which has no footpath, and Gore Pit Junction would continue to be a local highways issue.	Traffic is predicted to reduce on Inworth Road north of the A12. The performance of Gore Pit junction is expected to be significantly improved due to the traffic changes brought about by the proposed scheme but it would still be operating beyond capacity by 2042. Full details of the junction assessment are provided in Appendix E.12 of the Transport Assessment [TR010060/APP/7.2].  As such, this area is outside the scope of this proposed scheme. Local roads are a matter for Essex County Council.	
J22/015	Design	Braintree District Council		✓			Eastways junction should ideally be a free-flowing junction which is futureproofed for additional growth, currently planned and forecast background growth, at north Witham, Cressing and at Silver End.	While a completely free flowing junction, such as a fully grade separated junction, is not feasible at this location, the proposed improvements will provide an acceptable level of performance, better than the future scenario without the construction of the proposed scheme.	N
J22/016	Traffic Model	Maldon District Council		✓			The Consultation Brochure, pages 30-33 evidences 'current and future congestion [on the A12] if nothing is done'. With reference to Junctions 22, the diagram does not acknowledge that Little Braxted	The Applicant acknowledges that a significant proportion of the traffic using J22 starts or ends its journey in Maldon District.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Lane exists as a route for Maldon District residents and businesses to access and exit the A12 road network despite being considered as a destination / origin to and from the A12 national road network in the design of Junction 22. This is an unacceptable omission in the Consultation Brochure considering the input Maldon District Council officers and Members have given to the Project.</p> <p>The diagrams on pages 30 and 31 present the current AM peak and PM peak at existing Junction 22 at '85% close to or beyond capacity / 71% - 85% nearing capacity'. It must be acknowledged that the current congestion on the A12 at Junction 22 originates from the Maldon District.</p>	The Applicant notes the comments from the consultee and looks forward to ongoing engagement with the consultee.	
J22/017	Land	142946			✓		The land owner queried the size of the Red line boundary and requested Land Use Plans identifying both permanent acquisition and temporary rights in order to be able to identify the extent of the proposed permanent land take and subsequent accommodation works design. Temporary	The Applicant has reduced the amount of permanent acquisition in this area for drainage and ecological mitigation areas. The red line boundary limits include for the safe provision of both temporary and permanent works, including diversion of underground and overground services,	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>occupation of land for utility diversions will also require temporary accommodation works, but final design on the permanent accommodation works is necessary in order to mitigate the impact of the project post construction.</p>	<p>environmental mitigation features and access for future maintenance.</p> <p>Land use plans covering the entire proposed scheme have been released to the public, most recently in November 2021 for supplementary consultation and previously for public consultation in August 2020. Land Plans [TR010060/APP/2.7] are included in the Development Consent Order application.</p> <p>Temporary accommodation works will be discussed during the detailed design stage.</p>	
J22/018	Drainage Ponds	142946			✓		<p><b>Balancing Pond</b> We note that Highways England's position is that there are limited options available for the proposed attenuation pond locations but have agreed to take an action to investigate a couple of pond locations requested during the meeting held on 20th May 2021 and we await an update in that regard. The area of proposed permanent acquisition of land for balancing ponds beyond the carriageway footprint is of concern and contrary to the Clients'</p>	<p>A direct response to this query has been provided in a letter issued by National Highways dated 25 June 2021. Please note the drainage design has been updated subsequent to the response provided in the aforementioned letter which has taken into account potential land/areas that were previously raised as a concern for the proposed attenuation pond locations. The updated drainage design was discussed in a meeting/call on 10 November 2021 and the latest plans with the revised proposals for attenuation pond</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>agricultural interests and quarry restoration.</p> <p>We also note that Highways England are currently extrapolating survey data specific to the Clients' land interests for issue. This information is in addition to the current landowner Statutory Consultation documents, to assist the Clients' specific needs.</p>	<p>locations were presented. This discussion has indicated that there are no further concerns/issues raised with regards to the proposed attenuation pond locations.</p>	
J22/019	Access	142946			✓		<p>The land owner had a number of queries about access to their farmland:</p> <p>a) Can an access into the agricultural field be provided at the roundabout on the current A12 at Rivenhall End</p> <p>b) Access to other farmland during and post construction - including agricultural traffic of all sizes</p>	<p>During construction, traffic will be kept on the Braxted Road until the new Braxted Road Overbridge and road tie-ins are built. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>The proposed Rivenhall End East and West Roundabouts have been designed to accommodate large vehicles, in accordance with standard and best practice. A direct access from the J22 northern roundabout to the land to the north is not safe and feasible, given the layout of the junction, the expected traffic movements and the level difference to the adjacent land. Access will be provided from</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the improved link road to Rivenhall End, to replace any existing stopped up accesses.</p> <p>A direct access to the land to the north of the Rivenhall End West Roundabout is being provided, and will be shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p> <p>Access for agricultural vehicle will be maintained. At this moment in time the details around the sequence and methodology of works are still to be defined. Further discussions around these topics will be held with stakeholders in due time.</p>	
J22/020	Commercial	142946			✓		<p>The landowner was concerned about their Commercial Lets business at Appleford Farm including disruption during construction potentially leading to lose in revenue and loss of jobs. Access during and post construction was also a concern.</p>	<p>During construction, traffic will be kept on the Braxted Road until the new Braxted Road Overbridge and road tie-ins are built. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>Access to business and private properties will be maintained during daytime operational hours. However, there may be times where access is not feasible and these will be discussed well in advance</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								with the landowner. Where private property or businesses are found in close proximity to works, appropriate safety measures will be put in place. At this moment in time the details around the sequence and methodology of works are still to be defined. Further discussions around these topics will be held with residents, landowners and other stakeholders well in advance of any construction.	
J22/021	Construction Site Compound	142946			✓		<p>2.8. Compound</p> <p>a) We understand that this area is to be used for a compound, how are HE planning to access this?</p> <p>b) Will there be a slip road off the existing A12 heading north bound?</p> <p>c) Alternatively, will there be an access off the roundabout as pointed out in section 2.5 above?</p> <p>d) Our clients wish to retain ownership and are prepared to enter into suitable agreement with HE to facilitate this.</p>	<p>Access to the J22 compound will be off the A12 northbound carriageway, where a new on/off slip will be created to provide access from/to the existing A12. There will not be an access from the proposed roundabout.</p> <p>The Applicant will always endeavour to negotiate the use of land rather than acquisition.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/022	Colemans Reservoir Fishery	142946			✓		Besides irrigation, Colemans Reservoir is used as a leading coarse fishery with numerous large specimen fish contained within its waters. Any land take of the reservoir would irreparably compromise this fishery business.	Development plans have been realigned and no longer impact this reservoir.	Y
J22/023	Irrigation of Rivenhall Oaks Golf Centre	142946			✓		Rivenhall Oaks Golf Centre uses irrigation water from Colemans Reservoir, supplied via a private irrigation pipe running under the A12 and Eastern Mainline Railway. The continued supply of irrigation water is vital to business continuity at the golf courses.	The proposed scheme is aware of the irrigation main and will endeavour to keep the supply to the golf courses. Further surveys will be carried out to identify the exact location of the pipeline and it is expected to be diverted/protected to allow for the construction for the A12.	
J22/024	Vegetation and Biodiversity	142946			✓		<p>Environmental/Ecological Mitigation</p> <p>It is noted from the response by Highways England contained within Appendix 3 that the project team are happy to review any alternative suggested locations for environmental/ecological mitigation land.</p> <p>We would request an early meeting to further these discussions and consider alternatives. In particular the area of mitigation proposed around junction 22, as well as the proposed relocation of</p>	Following discussions with the [Named] family, changes have been made to the proposed scheme to move the ecological area from the land immediately east of Little Braxted Lane. This area has been relocated partially to the west of Little Braxted Road and partially north of the proposed A12 in land to be acquired for attenuation ponds.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							protected species to this location is unacceptable and is likely to materially prejudice the continued operations of Colemans Quarry.		
J22/025	Vegetation	142946			✓		<p>2.6. Grassland</p> <p>a) Why is the grassland required here?</p> <p>b) What is the purpose of the mitigation?</p> <p>c) Why this location?</p> <p>d) Can this be moved from our clients' land and if not, what is the approx. area we are able to move it to? E.g. XXX distance from the road?</p> <p>e) Have alternatives been explored and what were these?</p> <p>f) Is this indicative and depending on more surveys?</p> <p>g) Can the freehold be retained?</p>	Following discussions with the Brice family, changes were made to the proposed scheme to move the ecological area from the land immediately east of Little Braxted Lane. This area has been relocated partially to the west of Little Braxted Road and partially north of the proposed A12 in land to be acquired for attenuation ponds. The area of land required for permanent acquisition has been reduced following the changes to the location of the ecological area. Acquiring the land is progressing through ongoing negotiations. However, where the Applicant needs to locate an asset such as an attenuation pond, the Applicant will require the freehold of that land.	Y
J22/026	Commercial	142946			✓		<p>Commercial Shoot</p> <p>The Project will have a detrimental impact on the commercial game shoot that operates over the Clients' land interest</p>	The Applicant thanks the consultee for the information provided; this will be taken into account whilst it continues to develop the detailed design.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							both during survey; construction; and post completion of the Project. Further consultation is required in this regard.		
J22/027	Vegetation and Biodiversity	142946			✓		<p>Restoration of Quarry</p> <p>Whilst discussions have been progressing well and collaboratively regarding a revised restoration of Colemans Quarry, it is inevitable that some of the land available for the provision of Biodiversity Priority Habitats will be lost to the A12 land take. It is expected that there will be the flexibility to provide these habitats along the scheme corridor or within scheme borrow pits.</p>	The proposed scheme has been assessed and biodiversity net gain has been calculated on the basis that the consented restoration plan for Coleman's Quarry forms the existing baseline for the proposed scheme, therefore considering the reinstated land within the design. Priority habitats would be provided in an alternative location close to the quarry. Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3] explains the methodology used.	
J22/028	Land	142946			✓		<p>Following the adoption of the preferred route announcement between J19-23 in 2019, there has been welcomed communication with HE focused on the commercial deal with [Named] and HE to backfill the land that is currently being extracted for minerals. In relation to the data and reasoning which forms the A12 Scheme design, the communication and</p>	<p>Land use and General Arrangement plans covering the entire scheme have been released to the public, most recently in November 2021 for supplementary consultation and previously for public consultation in August 2020. Land Plans [TR010060/APP/2.7] are included in the Development Consent Order application. The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							transfer of information has been less forthcoming.	<p>ensure that business continuity can be achieved both during and post construction. Relevant detailed information will continue to be shared as and when it becomes available.</p> <p>Meetings have been held in November 2021 with the landowner to discuss the gas main and ecological mitigation. Monthly meetings are now held with the landowner to discuss ongoing concerns.</p>	
J22/029	Quarry	142946			✓		<p>2.2. Access to Quarry</p> <p>a) HE have sent us a screenshot of the 'design freeze II' plans which does show an access from Little Braxted Road into the quarry but this is lacking in detail to enable meaningful comment. Can further design detail be provided, to include the access dimensions?</p> <p>b) It is essential that a suitable access is provided onto the trunk road network throughout the construction program for HGV access into the quarry for business continuity purposes.</p>	<p>Access to the quarry is provided through a link road from the southern roundabout of J21. The proposed access has been designed to accommodate heavy goods vehicles. Further details of the proposed arrangement at J22 can be seen in the November 2021 supplementary consultation brochure and the associated General Arrangement Plans [TR010060/APP/2.9].</p> <p>As detailed design progresses the land owners will be kept up to date with decisions taking place.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/030	Quarry	142946			✓		<p>Operation of Quarry</p> <p>We acknowledge discussions regarding this matter are ongoing but reiterate the importance of being able to establish a new aggregate processing yard and weighbridge / access where existing facilities will be within the A12 land take boundary. The successful resolution of this matter is again critical to business continuity.</p>	<p>The Order Limits at this location and the land use plans have taken into consideration these requirements as far as reasonably practicable. The Applicant can confirm that both the aggregate processing yard and the weighbridge are outside of the Order Limits.</p> <p>As per the ongoing discussions on this matter, the Applicant continues to work with [Named] in development of proposals to relocate/re-provide existing facilities and maintain business continuity.</p> <p>Please refer to the Land Plans [TR010060/APP/2.7].</p>	
J22/031	Quarry	142946			✓		<p>3.1. Quarry</p> <p>3.1.1. As set out in our previous representations in 2017, we have provided HE with an estimate of the capital values and likely claim for compensation if the A12 Scheme intersects the quarry operations. Noting that the business has grown substantially in the intervening period, would</p>	<p>During construction for the new J22 some impacts are expected on the access of the quarry. Nevertheless, the Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction.</p> <p>The construction phasing is being developed to ensure access to [Named]</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>HE want us to provide an up to date estimate of the loss and compensation if [Named] is not able to trade during and post construction? We hope this can be fed back to the design and construction team to ensure that their construction programme accommodates the quarry operations.</p> <p>3.1.2. We have not been provided any undertaking or clarity from HE that [Named] operations onsite will be able to continue during the A12 construction. Are HE able to confirm if the quarry will be able to operate during construction and if there will be any temporary impact which needs to be mitigated against?</p>	<p>operations can be maintained during normal operating hours.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code</p>	
J22/032	Impact on Local Businesses	142946			✓		<p>5.2. While our clients welcome further discussion on the proposed A12 Scheme with HE to consider and implement requested changes, our clients continue to strongly object to the A12 Scheme proposals as they currently stand in</p>	<p>Since statutory consultation, engagement with the landowner has increased and the design has been updated where practicable to address their concerns.</p>	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>relation to Junction 22. This is on the basis that the A12 Scheme significantly undermines the continued business operations with the quarry, farm and commercial lets.</p> <p>5.3. Amendments are required to allow greater flexibility for continued operations and design to mitigate the impact. If further clarity and design changes are adopted it will allow the removal of these objections.</p>		
J22/033	Impact on Local Businesses	142946			✓		<p>The landowner believed they had received a lack of information to be able to fully understand and be able to provide sufficient feedback and suggest alternative design options. We hope to have continued correspondence focused on this to ensure the impact on our clients' assets and businesses are mitigated as best as possible.</p> <p>Concerns were also raised that more focus and consideration on the design of the scheme was needed on the landowners property and collaboration to allow business and access continuity.</p>	<p>During construction for the new J22 some impacts are expected on the access to the quarry. Nevertheless, the Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction.</p> <p>The construction phasing is being developed to ensure access to [Named] operations can be maintained during normal operating hours; the Applicant will continue to work together with [Named]</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and will provide detailed information when it becomes available.</p> <p>Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order (DCO).</p> <p>Land use and General Arrangement plans covering the entire scheme have been released to the public, most recently in November 2021 for supplementary consultation and previously for public consultation in August 2020. Land Plans [TR010060/APP/2.7] are included in the DCO application.</p> <p>Relevant detailed information has been and will continue to be shared when it becomes available. Monthly meetings are now held with the landowner to discuss ongoing concerns.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/034	Impact on Local Businesses	142946			✓		<p>We also attach at Appendix 2 a letter from the Former Agent dated 4th May 2021 setting out further detail relating to the impact of the project on the clients' freehold and business interests. The content of the letter dated 4th May 2021 remains relevant and sets out in detail the ongoing concerns with the current preliminary design and insufficient detail for the Clients to mitigate impact of the Project and further expresses the concern at the lack of information provided to date.</p>	<p>This is noted. The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction. Relevant detailed information will continue to be shared as and when it becomes available.</p> <p>The Applicant has addressed a number of the concerns expressed in the letter they refer to. Monthly meetings are now held with the landowner to discuss ongoing concerns.</p>	
J22/035	Impact on Local Businesses	142946			✓		<p>As freehold and business owners who are directly affected by the Project, the Clients currently object to the Project and reserves the right to formally object to the application proposed for the Development Consent Order both at the time of application and at any subsequent Pre-examination, Examination and Post Examination Procedures.</p> <p>We would request ongoing engagement with Highways England, with the ability to further influence and understand the</p>	<p>This is noted. The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction. Relevant detailed information will continue to be shared when it becomes available.</p> <p>The Applicant has addressed a number of the concerns expressed in the mentioned letter. Monthly meetings are now held with the landowner to discuss ongoing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							proposed design of the Scheme prior to conclusion of the consultation report that will be submitted with the anticipated application for the Development Consent Order in February/March 2022.	concerns. It is hoped these discussions and design amendments help to address their concerns and reduce the need for [Named] to object to the proposed scheme.	
J22/036	Impact on Local Businesses	142946			✓		<p>4.5. Having regard to the Sedley principles and although arguable, in our view, the consultation to date has been inadequate.</p> <p>However, we are willing to work with HE to rectify this. As such we request again, that the design proposals are shared in full, specifically the micro drainage design model, phasing for construction, design layouts and calculations? This can then enable our client to have a fully informed understanding, provide feedback and input and allow us all to move forward.</p>	<p>During construction for the new J22 some impacts are expected on the access to the quarry. Nevertheless, the Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction. The construction phasing is being developed to ensure access to [Named] operations can be maintained during normal operating hours; the Applicant will continue to work together with [Named] and will provide detailed information as and when it becomes available.</p> <p>With regard to the Sedley Principles, the Applicant believes it has consulted adequately in the following ways:</p> <ul style="list-style-type: none"> <li>Proposals are still at a formative stage – the Applicant first consulted in early</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>2017 on four route options for the proposed scheme. The Applicant also consulted in late 2019 on four alternative route options from J23 to J25, which was to take into account the proposed Colchester Braintree Borders Garden Community (this proposal was eventually dropped and the proposed scheme reverted back to the 2017 options). A statutory consultation was held in summer 2021 and this was followed by a supplementary consultation in late 2021.</p> <ul style="list-style-type: none"> <li>• There is sufficient information to give 'intelligent consideration' – all information relating to the consultations was posted on the website for the duration of the consultation (and beyond). For the statutory and supplementary events, the Applicant hosted a Virtual Exhibition site from the consultation webpage. All relevant information was sent to landowners at the start of the consultations and in-person and virtual events were held for all consultations.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• There is adequate time for consideration and response – the 2017 options consultation ran from 23 January to 3 March; the 2019 alternative options consultation ran from 21 October to 1 December; the 2021 statutory consultation ran from 22 June to 16 August; and the supplementary consultation ran from 9 November to 19 December 2021. The Applicant also carried out engagement with landowners following the announcement of the Preferred Route (J19–J23 on 21 October 2019 and J23–J25 on 28 August 2020) and continues to meet regularly.</li> <li>• ‘Conscientious consideration’ must be given to the consultation responses before a decision is made – for some of the consultations the Applicant has provided information on how it has taken onboard previous comments from interested parties, or stakeholders, and amended the proposed scheme design accordingly. The Consultation Report for each</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								consultation is available on the website and the Report for Consultation gives detailed responses to all comments received for the 2021 statutory consultation.	
J22/037	Impact on Local Businesses	142946			✓		1.5. We would like to meet with you in May 2021 to discuss the contents of this letter which outline design queries in chapter 2, business continuity concerns in chapter 3 and how we address the issue with sharing information going forward in chapter 4. We are concerned that the opportunity to address concerns relating to these with current plans and proposals of the A12 works has been absent. In particular, we have to date been unable to make suitable representations against the scale of ancillary land take for drainage and ecological mitigation on our clients' land, the scale of which proposed they consider unacceptable.	Ongoing meetings have taken place with [Named] throughout the development of the proposed scheme and where practicable feedback and concerns have been reflected in the design of the project. The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction. Relevant detailed information will continue to be shared as and when it becomes available.	
J22/038	Communication / Impact on Local Businesses	142946			✓		5.4. Given our clients' standing objections, we wish to be contacted and involved with any upcoming sessions relating to the DCO process.	The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>construction. Relevant detailed information will continue to be shared as and when it becomes available.</p> <p>The Applicant has addressed a number of the concerns expressed. Monthly meetings, as well as topic specific meetings such as environment and drainage, are now held with the landowner to discuss ongoing concerns. The Applicant is keeping [Named] up to date with the Development Consent Order application.</p>	
J22/039	Impact on Local Businesses	142946			✓		<p>1.3. HE's proposed route and works for the A12 scheme will have various severe detrimental effects on our clients' land and this letter aims to identify the issues with communication and design before HE plan to go to Statutory Consultation in June/July 2021. The main concern is the lack of information our client has received to be able to fully understand and be able to provide sufficient feedback and suggest alternative design options for HE to consider. We hope to have continued correspondence focused on this to ensure the impact on our clients' assets and</p>	<p>The Applicant continues to work closely with [Named] to ensure it fully understands the site operations and programme and to ensure that business continuity can be achieved both during and post construction. Relevant detailed information will continue to be shared as and when it becomes available.</p> <p>The Applicant has addressed a number of the concerns expressed. Monthly meetings, as well as topic specific meetings such as environment and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							businesses are mitigated as best as possible.	drainage, are now held with the landowner to discuss ongoing concerns.	
J22/040	Noise	143074			✓		In our opinion it would be better for a purpose built noise attenuating fence to be installed in this location. A fence would require less land than a bund and should provide better sound and visual pollution than a soil mound in our opinion.	It is acknowledged that a noise barrier in the form of a fence would require less land, although it should be noted that the foundations required for a proper noise barrier are greater than a standard garden fence and so the land take is not small. From the point of view of reducing the noise, a noise barrier or an earth bund would provide the same noise reduction if at the same height. However, the advantage of an earth bund is that it offers the opportunity for planting, and so once established it would appear more natural and provide additional screening due to the height of any vegetation.	N
J22/041	Noise	143074			✓		To the north of the realignment there is a bund proposed. It is not clear as to why this is to be built, but with the road, already at a partly raised height along this section of road, it seems unnecessary to take further land to bund the road. This bund will have little impact on noise and	The advantage of an earth bund is that it offers the opportunity for planting, and so once established it would appear more natural and provide additional screening due to the height of any vegetation, thus minimising the visual impact on nearby dwellings. It is acknowledged that a noise barrier in the form of a fence would require less land, although it should be noted that	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							will require unnecessary importation of material to build.	the foundations required for a proper noise barrier are greater than a standard garden fence and so the land take is not small. From the point of view of reducing the noise, a noise barrier or an earth bund would provide the same noise reduction if at the same height.	
J22/042	Land Take	143074			✓		My client objects to the proposed consultation documents and proposals affecting their land to the southwest of Kelvedon. The land should not be taken for environmental mitigation.	The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain. The land required to achieve this target has been carefully calculated and these calculations will continue to be refined throughout detailed design. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>scheme, noting that the detailed design of the proposed scheme has yet to be undertaken.</p> <p>The proposed scheme has looked to minimise the impact when selecting the location of proposed ecological mitigation and accommodate landowner requests where practicable.</p> <p>The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. The ecological mitigation has also been amended in this area following discussions with the landowner and tenant.</p>	
J22/043	Maldon Road	143074			✓		<p>The proposed consultation documents show that of my client's land, located to the south of the A12 at Witham South and to the east of the Maldon Road is to be used for water attenuation, and Environmental measures.</p> <p>Consideration has not been given to the impact the land take will have on the viability for my client to continue farming their remaining land, and the ability to access some of this.</p>	<p>The Applicant has had meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property on 16 March 2020 and 20 July 2021. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>In particular a large pond is proposed to the south of the A12 at Witham and north of Maldon road. We are aware that the road will be widened by one land in each direction on the Witham bypass, but disagree of the requirement for such a large pond. Further the land surrounding the pond is proposed for environmental mitigation.</p> <p>The land forms part of a larger field, which if the proposals proceed will have limited access. Although the remaining part of the field abuts the Maldon Road, there is no existing access that is safe and suitable for modern and large agricultural machinery.</p>	<p>as tightly as possible in order to avoid unnecessary land take.</p> <p>With regard to the requirement for a large pond, this has been designed to attenuate/store the surface water runoff as a result of the implementation of the proposed scheme. The proposed drainage catchment associated with this attenuation pond is significantly large (in an excess of 10ha) and would need to be drained and the excess runoff (from the widening of the existing carriageway) would need to be attenuated to mitigate any potential increase in flood risk, to ensure the safety of road users. Sizing of the attenuation pond is based on the required attenuation storage volumes that have been determined based on the Design Manual for Roads and Bridges design criteria, which includes the storage of flows up to and including the 1 in 100yr storm event plus a 20% climate change uplift factor and limiting the discharge rates from the attenuation pond to existing site condition runoff rates to ensure no increase in flood risk. There is also mitigation proposed to meet the water quality/treatment criteria for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the surface water runoff drained from this large catchment which includes the provision of bunds within the attenuation pond. Whilst this introduction of internal bunds would provide more retention time of the surface water runoff to achieve the required treatment benefits, they have contributed to an increased footprint for the attenuation pond. It should be noted that the proposed attenuation pond location has been informed largely as a result of the proposed highway geometry and topography levels to ensure the highway drainage systems can be drained by gravity (without requiring pumped discharge solution) and to retain the existing highway drainage outfall arrangement.</p> <p>With regards to the field access, a suitable access has now been incorporated into the design which accommodates the access requirements and ensures the continued functioning of the farming business. The Applicant will continue to engage with the landowner and more information on the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								new access will be shared during the detailed design stage.	
J22/044	Accommodation Works	142845			✓		Satisfactory landscaping and drainage at the interface between the Witham/Rivenhall End link and the Poultry Farm Lands.	The Applicant will replace landscaping and other matters including fencing and hedging which are lost because of the proposed scheme. Agreement on the specifics of accommodation works will be addressed as part of the detailed design and with the contractor through the Applicant's community liaison team.	
J22/045	Land Take	142845			✓		The satisfactory development of the Poultry Farm lands for the industrial/distribution purposes allocated in the emerging Braintree Local Plan in accordance with the terms of planning application reference 21/00031 under consideration by Braintree District Council and as reviewed and approved by Highways England.	The Applicant is aware of [Named] Estates' proposed development and have been in contact to understand their proposals to ensure each application works in conjunction with the other. A meeting was held with [Named] Estates on 10 October 2021 where it was agreed Aquila Estates would provide plans of their proposed development so these could be considered as part of the proposed scheme. The Applicant continues to have ongoing discussions with [Named] Estates.	
J22/046	Access	142845			✓		Support is provided on the understanding that the proposed scheme can facilitate:	Private means of access will be provided to access any parcels of land that are severed or isolated from their current	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							1) Continued access to the existing Burghey Brook Poultry Farm for such time as this remains in place ( as shown on A12 Link East -Engineering Drawing S2/J22/RR/C/004)	access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6], submitted as part of the proposed scheme's Development Consent Order.	
J22/047	Braxted Road	142676			✓	✓	There should be a connection from the North of Appleford bridge to the Commodity Centre on the Braxted wall route to Tiptree Heath to take out that bottleneck and encourage vehicles to use that route to the A 12 if going to or from the A 12 south of Kelvedon .This would take away some of the extra traffic on Inworth road between Tiptree and Feering.	The proposed scheme is predicted to reduce traffic on Braxted Park Road.  The realignment of Braxted Road was assessed and discounted on the grounds that it would attract unsuitable levels of traffic and heavy goods vehicles to the route. The current proposal for Braxted Road and J22 can be seen in the General Arrangement Plans [TR010060/APP/2.9] released for Development Consent Order.	N
J22/048	Junction 23	142649			✓		From where we live this means we have a 6 mile round trip to get back where we are so as you are doing away with Junction 23.	The removal of J23 is expected to improve a number of areas of safety, reduce adverse environmental impacts as a result of a reduced scheme footprint and reduced impact on listed buildings, and improve the construction programme without having significant impacts on economics or traffic. Further details of the assessment investigating the removal of J23 are	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								recorded in Appendix B of the Scheme Assessment Report Addendum which is available on National Highways' website.	
J22/049	Walking, Cycling and Horse Riding	143547			✓		Removal of current WCH path to be replaced with WC path. Full use of paths should be reinstated for all users not just two! Not only should this scheme be improving traffic flow but also considering the environment. All forms of non-motorised travel should benefit.	The proposed scheme proposes to keep walking, cycling and horse riding (WCH) routes available to all users where they are existing. The proposal for a WCH bridge offset in the area of J22 allows for future opportunity outside of the proposed scheme to enhance these current routes and connectivity whilst removing desire lines from J22 itself, where safety issues of crossing slip roads would have been realised. The current route that is available from Little Braxted Lane to the B1389 Colchester Road at the junction with Motts Lane will be enhanced via the proposed scheme, with the future opportunities to expand usage as noted. The current route that runs alongside the A12 from J22 to Rivenhall End is a walking/cycling route and the design proposes to retain this facility, with localised enhancements where they reside within the proposed scheme's scope.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/050	Air Quality					✓	A few consultees are concerned about potential impacts on local air quality resulting from proposed scheme Junction 22	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOX), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								As a result of the proposed scheme, there will be air quality improvements for receptors alongside the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.	
J22/051	Air Quality					✓	My parents already suffer from chest and breathing issues and I am aware that current medical research suggests that living within 200 metres of a major road has a notable impact on the health and well-being of local residents. What assurances can you give us on this point (quite obviously we are also concerned about the effect of the new road's vehicle emissions on our children and on ourselves).	The impact of emissions from roads are generally assessed at sensitive locations within 200m of those roads that have been triggered for assessment according to criteria included in the Design Manual for Roads and Bridges. For the Preliminary Environmental Information Report, modelling of the annual mean concentration at this location (within 200m of a trigger road) was estimated to be 20µg/m <sup>3</sup> which is well below the 40µg/m <sup>3</sup> threshold air quality objective. The proposed scheme contribution was approximately 1µg/m <sup>3</sup> . The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agrees with the Preliminary Environmental Information Report and shows that there are no	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								exceedances of air quality objectives as a result of the proposed scheme.	
J22/052	Noise					✓	I am concerned about the effect of noise and disruption on the Little Braxted church, river & Mill area.	The Preliminary Environmental Information Report (PEIR) reported that there could be a significant increase in noise along Little Braxted Lane that is caused by an increase in traffic. Since PEIR, the traffic prediction model has been updated to better reflect the narrow nature of the road and the likelihood of drivers wishing to use the road. This has now resulted in a predicted reduction in traffic, and hence noise, along Little Braxted Lane although this reduction would generally not be noticeable. Along the A12 itself there is predicted to be an increase in vehicle speed and flow which will cause an increase in noise. However, this will be mitigated by the provision of a surface with better noise reducing properties than a conventional low noise surface along this section of the proposed scheme. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/053	Noise					✓	Additional noise created closer to my listed property.	At a location this distance from the A12, no changes in noise are anticipated. With the concrete around the Kelvedon bypass being resurfaced, if any change in noise is noticed it is likely to be a reduction. Further details can be found in Chapter 12: Noise and Vibration of the Environmental Statement [TR010060/APP/6.1].	
J22/054	Noise					✓	We are concerned about the significant increase in noise levels at our homes from the new A12 which will be little more than 20 metres away. You explained that a noise barrier will be installed beside part of our yard. I am still concerned that the future noise levels will be a significant increase on those from the current, relatively distant A12: can your specialists put our minds at ease on that point?	As well as installing a noise barrier at this location, a road surface with increased noise reducing properties is being considered. With these in place, the detailed noise assessment indicates no significant noise effects will be caused by the proposed scheme in this location. Further details on this can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
J22/055	Noise					✓	Not clear what the noise barriers location or height or material design would be.	The locations and heights of the current proposed noise barriers are described within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The barrier at J22 is proposed to be 3m above local ground	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								height. The Applicant will work with the supply chain to choose the appropriate material to ensure it meets the necessary requirement and this information will be made available at a later stage.	
J22/056	Noise					✓	Majority of winds in this area is South, South West, and critical will be to shield houses and future developments, as they will appear, at north of A12. I would strongly suggest to propose good size hill, banks and bunds, planted with several rows of shrubs can dramatically reduce road noise along side the road. This to be proposed early staged with ground works, and will hugely improve noise pollution and surely reduce compliant and worries from Rivenhall area. This will need to be done same along Kelvedon, and all the way to new Junction 24. Offering village noise protection greater as it is now will result with more positive feedback. Please for example visit Kelvedon - London Road to hear A12 noise on any even little South, South-West windy day (almost every day)	As part of the proposed scheme it is intended that the concrete surfacing around Kelvedon will be replaced with low noise surfacing. For any future development it would be the responsibility of the developer to consider existing noise levels when determining the location of houses.  Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.	
J22/057	Noise					✓	Could the noise barrier be thick bushes or other eco-friendly materials (e.g.	The material of the noise barriers has yet to be decided. However, it is unlikely these	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							compacted waste plastic) rather than cement.	<p>would be concrete. The most common products are made of timber or recycled plastic. The decision will be finalised during detailed design.</p> <p>Bushes are not used by National Highways as a measure to reduce noise. To be effective at reducing noise, a row of bushes would need to be around 10m in depth and have thick growth for the entire height of the vegetation. When close to a highway boundary this type of foliage can also be difficult to install and manage.</p>	
J22/058	Noise					✓	Also, there is no noise barrier currently shown adjacent to our home caravans at the rear of our yard - can the noise barrier be extended further north-eastwards? Our mobile homes are not as sound-proof as conventional buildings so any increase in noise levels would be very noticeable.	For the noise assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] it has been assumed that there are four occupied caravans on the site, and these are all towards the front of the yard. It is for these four caravans that the Applicant has attempted to mitigate the increase in noise by the provision of the barrier. While the noise barrier has been designed to provide protection for the caravans that are currently occupied, it will provide some protection for the north-east side of the site. In addition to the noise barrier, it is	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								proposed to use a road surface with better noise reducing properties than a conventional low noise surface. No significant noise effects have been calculated at this location.	
J22/059	Vegetation					✓	There is a very large specimen Walnut tree in the field headland very close to the Witham-facing side of the Old Fox Inn and it appears to be extremely close to your new Braxted Road roundabout. Please can you ensure this Walnut tree is unharmed by your works (I believe it to be the largest Walnut tree in Rivenhall parish.)	<p>The Retained and Removed Vegetation Plans [TR10060/APP/2.14] show the walnut tree does not have a Tree Preservation Order and is at risk of removal. It is assessed in the Environmental Statement [TR10060/APP/6.1] as lost to represent the worst case, however existing vegetation within the proposed scheme boundary and within temporary works areas will be retained as far as reasonably practicable.</p> <p>Particular attention would be given to the retention of mature vegetation, including the following:</p> <ul style="list-style-type: none"> <li>• Ancient, veteran and notable trees (both verified and potential)</li> <li>• Trees subject to Tree Preservation Orders</li> <li>• Specimen trees</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Category A and B trees</li> <li>• Important hedgerows</li> <li>• Ancient woodlands</li> </ul> <p>All trees to be retained would be protected throughout the construction period in accordance with BS 5837:2012: Trees in Relation to Design, Demolition and Construction – Recommendations.</p>	
J22/060	Biodiversity					✓	Where possible please keep mature tree and shrub lines intact. It can take decades to recreate these areas and their removal is always a loss to local wildlife. Should they need to be removed and replaced, please replace them with trees and shrubs that support the wildlife in the local area.	<p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p> <p>Habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	
J22/061	Vegetation and Biodiversity					✓	Substantial new planting will help with noise and air pollution mitigation as well	Where practicable, the design minimises the loss of vegetation. Where vegetation loss is unavoidable, mitigation is provided	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							as re-providing habitat for vulnerable species such as bats and owls.	in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. The impacts of the proposed scheme on vulnerable species, including bats and owls are assessed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
J22/062	SUDs Ponds					✓	Please make sure that drainage ponds have graduated sides so wildlife can get out if they fall in.	Ponds will be designed to be sympathetic to wildlife. These will be developed further at detailed design.	
J22/063	Lighting					✓	More detail is needed on environmental mitigation and lighting.	Operational lighting is restricted to the junctions only. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of the effects of lighting, both day and night-time changes, for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/064	Business Impacts					✓	A small number of consultees have raised concerns over the business impacts to the local community	The proposed scheme recognises the need to minimise the impact to local businesses during construction and to ensure that such work is delivered in a sustainable manner, in terms of environmental, social and economic factors, in order to secure the long-term prosperity of the area. The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of the road investment strategy, as this road plays an important role at a strategic, regional and local level. The Government's £27.4 billion funding for the 2020–2025 second road period allows National Highways to make more improvements to the strategic road network. This work creates £2.50 of value for every £1 invested and benefits the economy, road users, communities and the environment. It stimulates employment and supports housing and business developments. The Applicant will work to minimise impact on business as much as possible during the construction period.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/065	Local Community					✓	A small number of consultees have concerns regarding the impacts of those living in the local area	<p>Thank you for your feedback. The Applicant is sorry that you feel unable to support the proposed scheme. National Highways strives to improve the major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. National Highways wants to make sure all the major roads are more dependable, durable and, most importantly, safe. The Applicant has listened to and considered everyone’s feedback.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of the road investment strategy, as this road plays an important role at a strategic, regional and local level. The assessment of land use in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers these aspects. However, matters of compensation for impacts on business viability or blight are dealt with, without the Environmental Impact Assessment</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>process. Further information on compulsory purchase can be found on National Highways' website:</p> <p>[REDACTED]</p>	
J22/066	Braxted Park Road					✓	<p>My only concern is changes to local traffic flows. High levels of traffic currently use the Rivenhall End junctions to access and leave the A12 and use Braxted Park Road to get to Tiptree, Maldon, and Tollesbury etc. Has the impact of this new design of junction with a link between this junction and Braxted Road been considered re changes in local traffic flows? Will more traffic come off at the new Junction 24 instead or continue to use this junction as before?</p>	<p>The impact of the proposed scheme has been assessed in a traffic model, which includes local roads over a wide area. This includes traffic coming to/from areas such as Tiptree, Maldon and Tollesbury. Predicted changes in traffic patterns caused by the movement of junctions are therefore considered within the scheme assessment.</p> <p>The relocation of J24 means that a lot of traffic from the Tiptree area would start to use J24 to access the A12 to head south, instead of via Braxted Park Road to join the A12 at Rivenhall End. Further details of the predicted changes in traffic patterns due to the proposed scheme are shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/067	Appleford Bridge					✓	A number of the consultees have expressed concerns regarding the Appleford Bridge and have asked for consideration of upgrading to allow two way traffic	The proposed scheme is predicted to reduce traffic on Braxted Park Road and therefore no improvements are proposed to widen the Appleford Bridge in order to accommodate an increase in traffic. This is an existing local roads issue that the A12 is not worsening and any potential improvements to the bridge are a matter for Essex County Council.	N
J22/068	Access to Little Braxted					✓	A number of consultees want to ensure that access to the Little Braxted from the A12 is maintained during and after construction.	Upon completion of the works, a permanent link from the new J22 southern roundabout will be available as a replacement for the existing access to Little Braxted Road. Temporary access restrictions will be in place for the period of construction for the new junction which will include limitations on the access to the premises located at Little Braxted Hall when accessed from the A12/north. Access from the south, via Little Braxted Road will remain available.	
J22/069	Access to Little Braxted					✓	The road which is anticipated to see the most significant increase in traffic as a result of the widening scheme is Little Braxted Lane. Hopefully this does not	Within the extents of the proposed scheme, all off-road and on-road cycle routes and facilities will safely tie into other parts of the proposed routes and network as per the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>come to pass as it is enjoyed by many walkers and cyclists as a quieter route and somewhat less steep than Blue Mills Hill.</p> <p>Many cycle routes end abruptly and as a cyclist really bugs me that there often appears no responsibility or care to ensure the cyclist is able to re-join the road safely when the dedicate route ends. I would be grateful if this could be considered both at Junction 22 but also where new cycling provision is being created.</p>	<p>published standards. Consultation with Essex County Council will ensure that all new, improved and existing routes will tie into those provided and maintained by the local highway authority. The walking, cycling and horse riding assessment/review will consider all cyclist desire lines and trip generators. The detailed design proposals will be subject to an independent road safety audit.</p>	
J22/070	Little Braxted Bridge					✓	<p>A number of the consultees wanted to ensure appropriate restrictions were in place to protect the Little Braxted Lane Bridge and restrict HGV access</p>	<p>The access to J22 from Little Braxted will be maintained. The impact on Little Braxted Lane was considered in the overall assessment and optioneering process for J22 and has been assessed using a strategic traffic model. There is currently a 2.0m width restriction and a 3T maximum gross weight restriction on Little Braxted Lane beyond the Brice Aggregates access. This restriction would be kept in place in a way that is compatible with the relocated quarry access. This will restrict heavy</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								goods vehicles from accessing Little Braxted Lane.	
J22/071	Construction Site Compound					✓	The compound presents a minor concern with the plant and heavy equipment impacting on the village.	<p>The operation of the compound near J22 on the north side of the A12 will include any measures required to mitigate risks to the public and environment. A safe access and egress to and from the compound will be put in place. Aspects such as noise, pollution and other potential risks to the environment will be carefully mitigated within the compound.</p> <p>Traffic needing access to the compound will be using the A12. Regular meetings will be put in place with the local authorities to discuss the wider traffic management plans for the proposed scheme. Details of the traffic management plans can be found in the Outline Construction Traffic Management Plan. [TR010060/APP/7.7].</p> <p>The proposed scheme's traffic management strategy is to keep all traffic within the current A12.</p> <p>Potential impacts related to the siting and operation of the construction compounds are assessed within Chapter 12: Noise and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Vibration and Chapter 13: Population and Human Health of the Environmental Statement [TR010060/APP/6.1].	
J22/072	Construction Site Compound					✓	Your plan indicates a small "Compound / Laydown Area" just to the south-west of my parents' home on the opposite side of the current Braxted Road. Any compound there is directly in line with the prevailing south-west winds and we have concerns about dust and noise (particularly with my parent's current medical conditions). Can you give us any assurances regarding the use(s) of that compound?	The Applicant acknowledges your concerns and will deal with impacts arising from the set-up of the compound. These will be subject to specific mitigation measures. Dust control measures will be put in place as required. These will be detailed in the Environmental Management Plan. For further information please see Appendix D: Air Quality Management Plan of the first iteration Environmental Management Plan [TR010060/APP/6.5].	
J22/073	Quarry					✓	The interaction between the A12 works and the quarry at Colemans Farm  The A12 works should not be used as a pretext for the quarry developer, Brice Aggregates, to import waste and increase the number of permitted lorry movements at the existing junction (which according to your own staff is substandard). If imports are required, this work should be carried out more safely as part of the A12 works themselves.	The proposed scheme does not impact any restrictions that may be in place on Coleman's Quarry regarding the number of lorry movements permitted or their ability to import waste.  Any proposals to import materials into the quarry site and/or to vary the quarry restoration proposals ahead of the proposed scheme's Development Consent Order are subject to obtaining the necessary permissions and consents from	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							The A12 widening should not result in any degradation of promised plans for a biodiverse restoration - which is still essential - nor should it result in an extension of the quarry's life. Local residents would like reassurance on both points.	<p>the local authority and other relevant bodies such as the Environment Agency. Any comments on proposals such as these for works in advance of the proposed scheme would need to be raised with the local authority as part of their Planning Application approval process.</p> <p>The assessment and subsequent mitigation discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] ensures no net loss of habitats through vegetation planting.</p> <p>Impacts to the proposed restoration plans would be mitigated through habitat creation within the Order Limits.</p>	
J22/074	Land Take					✓	The plan you sent us for the meeting did not include all the land we currently own / rent. We need all the land we currently use to remain to be a viable family business. Can you move your red boundary line back to the rear of our rented land?	Following a number of meetings with the landowner, the environmental mitigation area has been removed from the tenanted land and an access track proposed to service this area as requested. The Order Limits have been amended accordingly.	Y
J22/075	Land Take					✓	But there are several local fields subject to Compulsory Purchase Orders, and post-	Following a number of meetings with the landowner, it was agreed that the best	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>construction there will be several detached elements of these fields which are not required by the proposed new A12 infrastructure. I sincerely ask you to look at these sites as a matter of urgency and identify one where we could go about our Showman activities as normal, where we can continue to associate with our Rivenhall End friends, and we can live our family lives in our own home village. We do feel strongly that this needs to be explored. We are Showmen, not Travellers, not Gypsies, not Diddycoys, but only too often we are assumed to be one of the same. We do pay our taxes and our Community Charge Rates, but for us to find and successfully apply for Planning Permission for a new site is near impossible.</p>	<p>solution was if Fair Rest remained at its current location with the potential to relocate residential accommodation in the land removed from the Order Limits to the north and further from the proposed road. This would be a private agreement with the landowner.</p>	
J22/076	Design					✓	<p>A number of consultees have concerns that the geometry of the proposed design of Junction 22 is not appropriate and might be dangerous. Some also question the need to upgrade this junction.</p>	<p>A microsimulation traffic model was used to assess the capacity of J22. The J22 proposal provides capacity to allow the junction to cater for the anticipated increased traffic for the design year 2042. All junctions proposed under the proposed scheme have been designed in</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>accordance with the Design Manual for Roads and Bridges. This standard provides guidance on horizontal and vertical geometry, slip roads and roundabouts, and has been applied to J22. The new alignment under the proposed J22 allows for the existing at-grade junction of Rivenhall End to be bypassed. The existing arrangement is not to these standards and requires the negotiation of tight bends on the south-facing slip roads.</p> <p>Further, in 2017 the Applicant surveyed the need for upgrading the junctions. Of the 742 who responded to the question on J22, 558 (75%) felt that improvements to J22 were required.</p>	
J22/077	Traffic					✓	<p>We have especial concerns as to the traffic to and from Maldon continuing to enter the HP road infrastructure. We suggest it is a missed opportunity to resolve traffic management in HP as presently configured</p> <p>Perhaps this is an opportunity to focus HE "designated funds" on a c21st comprehensive improved traffic</p>	<p>Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction and consideration of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							management design in this area, which we believe is set to become even more congested with the expansion of Maldon District Local Plan	possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options. Taking into account the benefits and impacts of the bypass options, as well as the performance of the existing Maldon Road and The Street junction with and without the A12 scheme, it has been concluded that a bypass should not be included as part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].	
J22/078	Access to the A12					✓	A handful of the consultees wanted to have improved access from Tiptree to Junction 22 to be able to access the A12	The proposed scheme bypasses Rivenhall End, which will bring great benefit to the residents of Rivenhall End and provide the necessary space to accommodate the widened A12, as well as remove the unsafe and sub-standard direct accesses through Rivenhall. The existing A12 through Rivenhall End will be de-trunked and handed to Essex County Council. As part of the proposals, the existing Oak Road access will be closed to the existing	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								detrunked A12, however access will still be available from Braxted Road and Henry Dixon Road via the new Rivenhall West Roundabout. Access to the new A12 will be available via the de-trunked A12, and the new J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12, which will be safer than the existing route.	
J22/079	A120 / A12 Connections					✓	A few members of the public have raised their concerns about whether the proposed A120 improvement scheme has been considered in the design of the A12 scheme	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development with Preferred Route Announcement expected shortly at the time of writing.	
J22/080	A12 Travel					✓	When the new A12 is completed I would suggest the following: 1. HGV's should be banned from using the outside lane at all times and only use the middle lane for overtaking. 2. There should be a variable speed limit with maximum of 60 mph during rush hours morning and evening, say 7.30 - 9.00 am and 4.30 - 6.00 pm. 3.	Within the section of the proposed scheme between J21 and J25, vehicles with an operating weight exceeding 7.5 tonnes should be prohibited from entering or proceeding in lane three.  A variable speed limit can be brought into place to alleviate congestion, as well as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							As there does not seem to be lay byes there should be lane display gabtries to indicate any obstruction.	variable message signs to inform drivers of obstructions ahead.  The proposed scheme is seeking to provide additional capacity and improve safety, which is expected to result in a more resilient road with reduced reliance on the surrounding local road network in the case of breakdowns and collisions. Emergency laybys are proposed at regular intervals to help mitigate live-lane breakdowns.	
J22/081	De-trunking					✓	A couple of the consultees look to ensure that the access to the de-trunked section of the existing A12 will be maintained from Junction 22	The northern dumbbell roundabout of J22 contains a link to the de-trunked A12, allowing access between the proposed A12, J22 and the de-trunked A12.	
J22/082	Access					✓	We were uncertain what your proposed short new curved road was meant to be (at the cut-off Braxted Road by our yard). You explained that this was intended to allow us to drive past the yard then reverse into our yard. Unfortunately such a manoeuvre is not possible with multiple units connected by draw-bars.	Access to the yard referred to has been reworked following consultation and discussions with the landowner. The updated proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9] created for the Development Consent Order application.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/083	Access					✓	Our access drive to Braxted Road was deliberately aligned to give optimum access to the (current) A12, both northbound and southbound). Much of our Showman travelling is done with a generator lorry pulling a 45-foot amusement ride, in turn pulling a kiosk trailer. The turning circle and road width to navigate tight bends is critical to our business. Firstly (under your current proposals) we couldn't possibly turn 340 degrees to the left to turn onto the truncated spur of the old Braxted Road from our yard. Next we could not possibly turn our road-trains 330 degrees to the right to access your proposed new Braxted Road.	Access to the yard referred to has been reworked following consultation and discussions with the landowner. The updated proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9] created for the Development Consent Order application.	Y
J22/084	Access					✓	At present our private yard and its entrance are accessed from the illuminated through-road (Henry Dixon Road). The yard is relatively secure and it has cctv cameras. Your proposals would mean that we would need to enter our yard from a dead-end spur which we fear will be a target for fly-tipping, antisocial behaviour and general nuisance. Can this	Access to the yard referred to has been reworked following consultation and discussions with the landowner. The updated proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9] created for the Development Consent Order application.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							"dead-end spur" become a non-public road and a fob-activated security barrier be installed (say, by Braxted Road Cottage)? This would give us much peace-of mind. Obviously Anglian Water would need a fob to access their sewage treatment plant, our families would need fobs, and the other Hedges family on the site would need fobs		
J22/085	Access					✓	Bearing in mind our minimum turning circle, if your new stub-end road was extended further between the new A12 and our yard, then taken around the rear of our current yard, that might enable us to access the yard with our vehicles from the rear. Is there scope to explore this?	Access to the yard referred to has been reworked following consultation and discussions with the landowner. The updated proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9] created for the Development Consent Order application.	Y
J22/086	Walking, Cycling and Horse Riding					✓	Our families wanting to remain part of our Rivenhall End village, and your plans really do cut us off on the opposite side of the new A12 from all our friends. My father often sees his village friends who are only a few minutes away (via Braxted Road then Henry Dixon Road by walking or using his mobility scooter. When this route is severed by the new A12, the only way to access our friends is by a	A safe and accessible connection for walkers and cyclists over the A12 is being provided at Braxted Road. The diversion route will be designed to current standards in terms of width and in line with the Equality Act to ensure that it is accessible for all users. This includes the controlled crossings that will be provided.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>circuitous additional half-mile route of new roads involving road crossings, two of which (the new limb of Braxted Road and the new limb of Henry Dixon Road) will be rat-runs. This remains a concern.</p> <p>If there cannot be a footway underpass under the new A12 on the on current Henry Dixon Road alignment, can there not be a footbridge over the new road to avoid the long dangerous proposed alternative footway connection?</p>		
J22/087	Walking, Cycling and Horse Riding					✓	Jct 22: we welcome the safer WCH proposals at the north end of Little Braxted Lane but again, the new bridge should be a WCH bridge (it is noted as such in the brochure but not on the maps).	The bridge will be designed for walking, cycling and horse riding usage. The Applicant continues to work with Essex County Council regarding tie-in with the wider Public Rights of Way and connected routes.	
J22/088	Walking, Cycling and Horse Riding					✓	We also note that a PROW is proposed to be stopped up leaving a dead end on the eastern side. We ask that this dead end is extended into a circular bridleway route around the existing lakes which will connect with Rivenhall bridleway 29.	The Applicant continues to work with Essex County Council with regards to the opportunities for walking, cycling and horse riding within the wider network.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J22/089	Walking, Cycling and Horse Riding					✓	New (and existing ) paths should be set back a few metres from the road to reduce wind gusts from large vehicles, water spray and noise affecting horse riders, cyclists and walkers.	The design of the routes will continue to be developed in line with current standards. They will be designed to be attractive for all users who would be permitted to use them.	
J22/090	Braxted Road					✓	The pink wash HE permanent acquisition land on both sides of Braxted Road extends from the proposed attenuation pond opposite Colemans Reservoir in the south to the new roundabout on the old A12 to the north. An off-road north-south WCH (bridleway) route is requested rather than a foot-/cycle-way alongside the newly aligned Braxted Road. An off-road WCH (bridleway) extension south on the west side of Braxted Road, past Colemans Reservoir, to link up with Rivenhall bridleway 29 [105_29] would provide a safe enhancement of network connectivity in keeping with the NPPF. Braxted Road is busy and narrow with no significant verge.	While the comment is noted, the works proposed as part of the proposed scheme do not extend to this location to the south and therefore an improvement of this nature is outside of the scope of the proposed scheme. Provision of a separated walking, cycling and horse riding route west of Braxted Road to bridleway 105_29 would not be feasible given the proximity of the reservoir, and would require extensive additional land take and vegetation clearance adjacent to the reservoir.	N

## 1.4 Junction 24

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Junction 24.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.7 Consultation Responses – Stat Con J24**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/001	Public Transport	Essex County Council - Highways & Transportation Service	✓				There is reference to possible new bus stops around old j24 of A12 – locations and spec needs to be agreed with IPTU Infrastructure Team, to enable them to better serve residents of Feering.	The Applicant will continue to engage with Essex County Council on such matters, including with the IPTU Infrastructure Team.	
J24/002	Support	Essex County Council - Highways & Transportation Service	✓				We support the location and siting of the junction since it removes the anomalies of earlier south and north facing slip roads either side of Kelvedon and Feering whist affording access for Tiptree traffic.	Thank you for your support for the location of J24.	
J24/003	Bypass	Essex County Council - Highways & Transportation Service	✓				It is considered that there is a case to consider supplementing the proposed new junction J24 with a short stretch of new road to better connect it to the local network, accommodating growth	The Applicant notes the comments from Essex County Council. In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							from proposed development at Tiptree.	consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.	
J24/004	Planning	Essex County Council - Highways & Transportation Service	✓				<p>But there are many unknowns here and as at J21 the ability of local country roads to work efficiently with the new junction is questioned.</p> <p>Our concerns are:</p> <p>Insufficient information on traffic flows and routings especially since the Crown Estates development proposals will add large amounts of traffic onto the road network and teasing out the routes that will be used to reach J24 from those used by existing traffic will be a complex matter. We do want to see the use of the High Street in Kelvedon as a means of accessing the A12 substantially reduced if not eliminated and this has not yet been demonstrated.</p>	<p>Only the first phase of The Crown Estate development near Feering is specifically included within the traffic model. The second phase is not yet far enough into the planning process to be considered certain enough for inclusion.</p> <p>Detailed information on which routes vehicles are predicted to take to access the A12 has been provided to Essex County Council.</p>	
J24/005	Planning	Messing Cum Inworth Parish Council	✓				In addition, there are major increases in housing planned in this part of Essex over the next 10 years and beyond. This includes increases in	The Applicant has produced a computer model to predict future traffic levels. This takes into account committed future residential developments. A list of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>housing in Tiptree, Kelvedon, Feering and possibly more housing in Maldon District and Colchester Borough. As a result, this will lead to further increases in traffic flows over and above those envisaged in the Highways England figures, adding to the problems on the Inworth Road.</p> <p>The proposed removal of J23 will mean that traffic from Tiptree to the A12 will have to use the B1023 to access J24 thus increasing traffic considerably.</p>	<p>developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3]. Developments which have a submitted planning application and which meet a minimum size threshold are included within the traffic model.</p> <p>The proposed scheme has been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The proposals for the widened A12 and its junctions – including J24 – have been designed to cater for the anticipated increased traffic in the design year 2042.</p> <p>Under the proposed scheme, traffic from Tiptree to the A12 towards London could either travel to J24 via the B1023, or to J22 via Braxted Park Road and Rivenhall End.</p>	
J24/006	Traffic Model	Messing Cum Inworth Parish Council	✓				<p>The figures that these statistics are based upon are several years old and a number of significant housing developments have been completed since then.</p>	<p>The list of future developments included in the traffic modelling has been refreshed ahead of the Development Consent Order submission. The list now takes into account information provided by local planning</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>authorities, as well as new planning applications submitted during 2020 and 2021. Developments must have a submitted planning application and meet a minimum size threshold to be included within the traffic model.</p> <p>Further details are provided in Chapter 8 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p>	
J24/007	Messing Traffic	Messing Cum Inworth Parish Council	✓				<p>Messing is a small village lying between the B1023 and the B1022. Access to the village is via narrow lanes and the centre of the village is a designated Conservation Area. Currently, there is a relatively small element of the village being used as a 'rat-run' between the two B-roads. The Highways England proposal that the A12 slip road terminates directly opposite one of the Messing access roads, will undoubtedly lead to a strong increase in the traffic using Messing to travel between the two B-roads (see Appendix E). This is in direct conflict to one of the aims stated</p>	<p>In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>in their letter dated 22nd June 2021 that launched the Consultation:</p> <p>“.....so that local roads aren’t used as rat runs, affecting local villages and their communities”</p> <p>It’s clear that Highways England have not considered the impact on the Messing Conservation Area when formulating their plans and, even now, refuse to believe that they will be generating a Messing ‘rat-run’.</p>		
J24/008	Hinds Bridge	Messing Cum Inworth Parish Council	✓				<p>Hinds Bridge is a small grade 2-listed structure that carries the B1023 over Domsey Brook. It occupies a strategic position in facilitating traffic flows on a key local transport route. It is very narrow, being only wide enough for one HGV or bus to cross at a time. In 2018 Essex Highways reported that the bridge (which is an old brick arch construction) was in a worse state of repair than expected and in need of urgent strengthening work. While this work was being carried out a weight limit was imposed on the bridge but as</p>	<p>The proposed scheme’s technical teams have looked at Hinds Bridge in detail and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The traffic model shows that the proposed scheme would not increase traffic flows over the bridge, so the Applicant is not proposing any interventions at this location.</p> <p>Hinds Bridge is just downstream of the A12 western crossing of Domsey Brook. The proposed scheme would result in negligible changes to flood levels and in-channel flows</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>many drivers ignored the limit the B1023 had to be completely closed for several weeks in the summer of 2018 until work was completed in October. The road closure caused chaos for local and through traffic.</p> <p>The Highways England proposal is that all A12 traffic to/from Kelvedon, Feering, Coggeshall etc should approach the A12 by using Hinds Bridge. We believe that this structure is not fit for this purpose.</p> <p>HE has released documents within their Consultation detailing water environmental figures and drawings (PEIR chapter 14 section 1 &amp; 2) The Parish Council have concerns that the water level rise shown around Hinds bridge and the impact it could have has not been taken into consideration by HE.</p> <p>Work needs to be carried out to ascertain whether Hinds bridge is able to cope with predicted traffic flows in both direction and it's structure is</p>	<p>downstream of the A12 western crossing of Domsey Brook. As such, the Applicant is not proposing any interventions at this location.</p> <p>Any maintenance queries or upgrade proposals should be raised with Essex County Council.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							resilient against environmental changes.		
J24/009	Inworth Road	Messing Cum Inworth Parish Council	✓				<p>Inworth Road is one of the main roads which drivers and HGVs use when travelling from parts of Colchester Borough and Maldon District, including the Tiptree, Tollesbury and Mersea Island areas, to connect to and from the A12. This creates high traffic volumes on a road that already struggles to cope with current traffic flows. The Scheme Assessment Report Addendum</p> <p>(HE551497-JAC-HGN-S3 J24-TN-C-0001) acknowledges that the section of the Inworth Road south of where the A12 crosses over it would see a serious, and we believe, an unsustainable increase of more than 1,220 traffic movements in the peak hour as part of these proposals. This will add to congestion in this part of Inworth enormously as well as creating safety concerns where some houses have their driveways and</p>	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							entrances backing onto the Inworth Road.		
J24/010	Inworth Road	Messing Cum Inworth Parish Council	✓				We believe that the proposals that Highways England are currently consulting on are fatally flawed. We support the need for the overall A12 rebuild project but feel strongly that use of the B1023 is very much an expedient, short-term solution that does not contribute to the overall project aim of providing a local road network that can cope with the predicted increase in traffic from more jobs and homes in the area. In exploring mitigation, Highways England are now admitting that the road is not currently fit for purpose. Mitigation may possibly improve it to a level where it can handle current traffic, but the costs of carrying out this mitigation have yet to be made public and mitigation would not provide for the traffic growth that is expected in the area over the next few years.	The Applicant welcomes the support for improving the A12. In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/011	Inworth Road	Messing Cum Inworth Parish Council	✓				As it approaches Inworth, the B1023 narrows so that, at points, it measures only 4.7 metres, less than the width recommended for 2 rigid vehicles to pass. Through Inworth the road bends, at times quite sharply leading to visibility issues and problems with large vehicles passing each other (see Appendix A). We have told Highways England that the road is sub-standard (see Appendix B) and that space for improvement is very limited through the village many times during the gestation of their current plans but they have chosen to ignore these reports and have gone to Consultation without carrying out a full evaluation. This leads us to believe that they will take whatever measures are necessary to make the B1023 fit for purpose as an A12 feeder road, regardless of the effect on the locality and without fully evaluating alternative possibilities.	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/012	Heritage	Messing Cum Inworth Parish Council	✓				<p>Heritage buildings</p> <p>There are 7 grade 2 listed structures and 1 grade 1 listed places of worship located an average of 12 metres from the existing road. Whilst the impact of the main A12 route on Heritage topics has been widely considered, this does not appear to be the case on feeder routes, and we have seen no evaluation of the effects of the proposals on Heritage structures along the B1023 (Appendix C)</p>	<p>With regard to the grade 1 and 2 listed buildings, during the construction and operational phases the works along Inworth Road would affect the settings of one grade I listed building and 11 grade II listed buildings: Parish Church of All Saints, Inworth Hall, Churchman's Farmhouse, Gates and gate piers to Inworth Hall, Thatched Cottage, 1-6, The Street, Harborough Cottage, Weatherboarded Outbuildings to Prince of Wales Public House, Prince of Wales Public House, Well Cottage, Hill House and Hill Farmhouse.</p> <p>The activities which would primarily affect them would be visual intrusion from construction traffic, dust, vibration and noise as well as the enlargement of the roadside layby and removal of the boundary hedge in front of All Saints Church. During operation, there would be some visual intrusion from new storage ponds and additional traffic along Inworth Road. These works are assessed as resulting in a minor magnitude of impact on high value heritage assets resulting in effects of slight significance. The boundary in front of All Saints Church such</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								as the fence and the gate would be reinstated after construction. The Applicant will also be considering if the trees on the boundary could be retained and would be happy to discuss this during the detailed design stage.	
J24/013	Impact on Local Communities	Messing Cum Inworth Parish Council	✓				c. Social severance While baseline traffic flows on the B1023 are already relatively high, this major increase in flows will further increase severance, both actual and perceived within Inworth, which will result in reduced social interaction within the village.	Impacts on the wider community severance and social networks are assessed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The assessment considers the effects on this determinant on a community-by-community basis. In addition, impacts on public rights of way (including beneficial impacts from addressing past severance) are also assessed in Chapter 13, of the Environmental Statement.	
J24/014	Inworth Road	Messing Cum Inworth Parish Council	✓				There is, though, an alternative that Highways England have only partially considered but discarded for unspecified reasons.  2. Community bypass We believe that the current flaws in the proposal can be resolved by	In November 2021, the Applicant launched its supplementary 2 which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of this Consultation Report.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>providing:</p> <ul style="list-style-type: none"> <li>- A link road to the B1023 north of the A12 (previously put forward by Highways England in document number HE551497-JAC-HGN-S3_J24-TN-C-0001)</li> </ul> <p>And</p> <ul style="list-style-type: none"> <li>- A short road from Junction 24, taking advantage of the disused railway line and joining the B1023 between Inworth and Tiptree</li> </ul>		
J24/015	Messing Traffic	Messing Cum Inworth Parish Council	✓				<p>Messing is a small village lying between the B1023 and the B1022. Access to the village is via narrow lanes and the centre of the village is a designated Conservation Area. Currently, there is a relatively small element of the village being used as a 'rat-run' between the two B-roads. The Highways England proposal that the A12 slip road terminates directly opposite one of the Messing access roads, will undoubtedly lead to a strong increase in the traffic using Messing to travel between the two B-roads (see Appendix E). This is in</p>	<p>Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place, the model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak time as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>direct conflict to one of the aims stated in their letter dated 22nd June 2021 that launched the Consultation:</p> <p>“.....so that local roads aren’t used as rat runs, affecting local villages and their communities”</p> <p>It’s clear that Highways England have not considered the impact on the Messing Conservation Area when formulating their plans and, even now, refuse to believe that they will be generating a Messing ‘rat-run’.</p>		
J24/016	Junction 24	Messing Cum Inworth Parish Council	✓				Messing cum Inworth Parish Council expresses its deep concerns with the proposals for the new junction 24 proposed as part of the A12 widening scheme between the Boreham Interchange and Marks Tey.	The Applicant notes the comments from Messing Cum Inworth Parish Council. The proposals for Inworth Road were updated and included in the supplementary consultation.	
J24/017	Construction	Essex Police	✓				<p>New Junction 24 - Waste Centre</p> <p>Regarding the existing waste centre located on the A12 north, and the traffic associated with this business, can Essex Police see a copy of the TM plans to manage the HGV vehicles</p>	Access to the Rivenhall Waste Centre (by the old Rivenhall airfield) will not be affected by the A12 construction works. The site has a direct access to the A120, so no impact is expected from the works on the A12. Further details around traffic management can be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							in and out of the site whilst construction is underway.	found on the Outline Construction Traffic Management Plan [TR010060/APP/7.7].  Correspondence with the police has confirmed that this location was incorrectly given and that no existing waste centre is present in this area. The location confirmed by the police is the Veolia Waste Transfer Site in Braintree. This is just to the south of the A120, which would be along the heavy goods vehicle diversion route, but is considered not to be affected by the A12 construction works.	
J24/018	Support	Wood Group UK Limited on behalf of The Crown Estate	✓				A series of discussions have taken place with the Highways England team on the design of the A12. Support has been expressed for improvements and specifically a new all-direction junction at Feering (J24).	Thank you for the feedback and support for J24. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	Y
J24/019	Drainage	Wood Group UK Limited on behalf of The Crown Estate	✓				Land take along the Domsey Brook north of Inworth Road (Parcel B)  The A12 plans currently include a section of the Domsey Brook as permanent land take which will interfere with our ability to make future	This is noted and was discussed in a recent meeting. This land has since been changed from permanent to temporary acquisition. It is required temporarily to accommodate vegetation clearance of the river upstream of	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>drainage outfalls into the watercourse. The ability to drain to this section of the Domsey Brook is crucial to the delivery of LPP22 and it is not clear why the land needs to be part of the DCO as no works are proposed. Surface water discharge to the Domsey Brook for LPP22 must be retained.</p> <p>Requested Change: Remove this section of Domsey Brook from the DCO boundary.</p>	the structure if required by the Environment Agency.	
J24/020	Access	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>Access to retained land east of the proposed A12 route at Feering (Parcel E)</p> <p>Plans show a new field access off the Prested Hall access road, via a turning head at the base of a ramp, that doesn't quite connect to retained Crown land. The proposed turning head at the base of the ramp is also too tight for agricultural vehicles and a 45-degree alignment is preferred extended to the boundary.</p>	<p>The Applicant acknowledges the request from The Crown Estate, and the design of the proposed scheme presented in the Development Consent Order (DCO) application provides adequate and secure access to the land parcel referred to. The access is designed to accommodate agricultural vehicles and can be seen on sheet 15 in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>At all private means of access, including those of shared use, gating will be provided as necessary to protect the interests of each</p>	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Confirmation is required that access will be available from the turning head to the DCO boundary to allow access to the retained field. There would also need to be a gateway with shared access to prevent unauthorised access.</p> <p>Requested Change: Amend the DCO design to provide adequate and secure access to retained Crown land.</p>	<p>party. The exact location and type of gate or bollard and the locking arrangements are expected to be determined based on the needs of the relevant parties and the use of the access. While each location may be slightly different based on the particular circumstances, gating is expected to reduce the risk of fly-tipping and unauthorised access, improve security and address the needs of the affected parties.</p>	
J24/021	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>The level of permanent land take should be reduced to the minimum necessary to accommodate improvements to pedestrian and cycle facilities along the London Road frontage (3-4m). Other planting areas and associated land should be removed from the scheme.</p> <p>Any land taken must become adopted highway to ensure the delivery of access and services to LPP22 is not frustrated. More detail on the timing of</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the statutory consultation the land take in the area along London Road referred to by The Crown Estate has been reviewed and adjusted as far as possible. The land acquired from The Crown Estate along London Road will be permanently acquired and owned by Essex County Council once</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the works will be required in due course.	<p>the works are complete. Please refer to the Classification of Roads Plans [TR010060/APP/2.4], which show the Applicant intends to classify the realigned London Road and New Lane as public highway.</p> <p>The Applicant has addressed this request as demonstrated by the reduced extent of land take presented at the supplementary (2021) and targeted consultation (2022). Those consultations helped optimise the design and reduce both the overall footprint of the proposed scheme and permanent land take where feasible in line with this comment.</p>	
J24/022	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>Land take adjacent to the old A12 and severance of The Crown Estate development site LPP22 (Parcel B) This point should be considered with point 8 [J24/023] below as they are connected.</p> <p>The DCO boundary west of the old A12 includes an area of land proposed as tree planting, a drainage pond and a linear section of land/field ditch running south to the Domsey Brook.</p>	<p>The attenuation pond and outfall have been moved onto the section of the existing A12 proposed to be decommissioned, the Order Limits have been reduced and, where possible, the acquisition has changed from permanent acquisition to temporary possession to ensure the maximum amount of land can be handed back to the landowner.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>This impacts on the developable area of LPP22 in locations that are required for development purposes (Parcel B).</p> <p>It is not clear why planting is proposed in this location, or its purpose, and why it is not located on the old A12 decommissioned route instead. It appears that the drainage pond could also be accommodated on the decommissioned A12 route connecting to collector ditches already proposed in that area. The additional acquisition of land under 8. across the centre of the site to Threshelfords also serves LPP22 (Parcel B) and will prevent comprehensive master planning and delivery of the site, delivery of the Inworth Road Link and necessary drainage and service infrastructure.</p> <p>The acquisition of land under 3 and 8 appears unnecessary and will frustrate delivery of LPP22.</p> <p>Requested Change:</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Amend the DCO design and remove areas 3 and 8.		
J24/023	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				Land take adjacent to the old A12 and severance of The Crown Estate development site LPP22 (Parcel B)	This land is required to improve the walking and cycling facilities and also to construct a cut-off ditch. It is intended for this land to be owned and maintained by Essex County Council following completion. Only land required for the proposed scheme will be acquired and, through detailed design, reduced where possible. The Applicant will continue to engage with the landowner to reduce the impacts of the proposed scheme where possible.	
J24/024	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				Land take along London Road and southwest of New Lane (Parcel A)  The DCO boundary extends up to 40m into Crown land for a strip of circa. 500m. This land take appears excessive, it is unclear why so much land is required or whether it is permanent land take, as the land use plans do not match the scheme designs. It appears to be more than the 3-4m needed for proposed pedestrian and cycle mitigation	This land is required to improve the walking and cycling facilities and also to construct a cut-off ditch. It is intended for this land to be owned and maintained by Essex County Council following completion. Only land required for the proposed scheme will be acquired and, through detailed design, reduced where possible. The Applicant will continue to engage with the landowner to reduce the impacts of the proposed scheme where possible.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>measures alongside the London Road. Proposed planting areas could be located elsewhere within the old A12 corridor.</p> <p>Therefore, the DCO impacts the developable area of LPP22 between the edge of Feering and New Lane (northern land parcel A). It also covers the full extent of London Road frontage creating problems (ransom) for future access, for service connections in London Road itself and for the conveyance of future surface water on to Crown land east of London Road as part of the strategic drainage strategy, therefore compromising the delivery of LPP22.</p>		
J24/025	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>Prested Hall Access Road and Overbridge (Parcel E)</p> <p>Clarification of design, weight and width restrictions of the road and bridge is required. Needs to be sufficient for modern farm machinery with appropriate road markings for turning. Gradient of access road off</p>	The proposals will consist of the structure designed up to and including SV80 LM3 loading (maximum gross vehicle weight of 80 tonnes), and the deck width and access roads will be sufficient to accommodate modern farm machinery.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the bridge needs to be clarified and detail as to whether it is to be maintained as public highway.</p> <p>Requested Change: Detail of design is required.</p>		
J24/026	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>4. Extent of land take east of the proposed A12 route at Feering (Parcel E)</p> <p>The extent of land take in this area has been reduced which is welcomed. However, it is not clear why the permanent land take is still so extensive, for example north and east of the pond and along the Domsey Brook, when works are not proposed in this area.</p> <p>Requested Change: Refine the DCO design to minimise the land take. If the full extent of works is yet to be determined, then as a minimum land take should be temporary in nature.</p>	The land to the east of the attenuation pond has been removed from the Order Limits as it is no longer required for flood mitigation.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/027	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>Prested Hall Revised Access and Northern Development Access to LPP22 (Parcel B)</p> <p>The A12 scheme has been amended and a new access for Prested Hall is now proposed in the location of the former embankment on to London Road. It would also provide access to retained Crown land east of the A12</p> <p>The new access road and junction on London Road potentially compromises our ability to provide the northern development access in to LPP22 (proposed as a new four arm roundabout in the same location, see Appendix B). This access is also an important aspect of Policy LPP22 which requires a new link road connection running south through parcel B to the Inworth Road. This development funded infrastructure has the benefit of bypassing Gore Pit junction, improving connectivity and is therefore an important local benefit</p>	<p>The proposed new T-junction at London Road will reduce the land take by reducing the roundabout size and number of arms. This will also help to design a compliant roundabout design. The T-junction is intentionally proposed to be limited to the existing highway boundary to minimise impact on the potential residential development. The existing bridge would be demolished and the embankment height to the north of the A12 carriageway reduced substantially as the result of the new road layout. The proposed connection road through the embankment has been designed with a minimum gradient to connect both existing roads. The intention is to transfer the de-trunked 'old' A12 and the local roads to Essex County Council.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>aimed at creating a more resilient network.</p> <p>Delivery of the new link would be complicated further by ancillary works, such as the location of a new crossing facility on the London Road, and the Prested Hall access road being in a cutting. The revised design therefore interferes with the delivery of LPP22 and the associated Inworth Road Link and should be amended.</p>		
J24/028	Planning	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>The scheme be amended to remove the current Prested Hall junction by reverting to the earlier design solution connecting further to the north.</p> <p>If this is not possible, it will be necessary to confirm that the A12 scheme can be subsequently amended as part of the development process to enable delivery of LPP22 and the associated Inworth Road Link. A preliminary design will need to be agreed with HE and ECC to demonstrate feasibility. It is also essential that any A12 works in this</p>	<p>The Applicant has reviewed the proposal by Wood Group. The Applicant's proposal would use the existing A12 and J24 footprint to provide local access to Prested Hall business and residents, accommodation access to farmers and walking, cycling and horse riding route. This road is proposed to be a partially (northern section) adopted highways by Essex County Council. The current proposed preliminary design has been shared and discussed with Essex County Council. The Applicant has engaged with Wood Group in discussions, and in early 2021 Wood Group showed a draft Masterplan which did not foresee the J24 on</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>location are adopted as public highway to ensure delivery of LPP22 is not frustrated.</p> <p>More detail on the timing of works would be welcomed to determine if abortive highway works can be avoided.</p>	<p>its proposed location nor the decommissioning of the A12. Based on that information, Wood Group took the A12 proposal to review their masterplan, which the Applicant has not seen. The Applicant is willing to work with Wood Group to minimise the proposed scheme's impact on the draft masterplan, but there is very limited scope to make significant design changes once the Development Consent Order is submitted to the Examining Authority for examination.</p>	
J24/029	Planning / Noise	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>Noise and Environmental Issues (Parcels A, B, C)</p> <p>There is a general concern regarding LPP22 and the impact on suitability for residential uses west of the A12, as little detail is available, and the site is likely to be formally allocated before the DCO is submitted. The current information is being considered and it is noted that noise is expected to increase significantly around the Inworth Road area and the southern LPP22 development parcels B and C where the A12 retains its existing alignment.</p>	<p>Unless the land has planning approval for housing, the Applicant would not consider providing noise mitigation. The Applicant is unable to provide additional measures where there is no certainty that a development will be consented.</p> <p>It is expected that the land to the west of the new A12 will receive a reduction in noise due to the road moving slightly further away and being surfaced with a low noise surface as opposed to concrete.</p> <p>Additional planting has been included in the design where practicable in this area, but the Order Limits are quite tight to the existing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>There would appear to be opportunities for enhanced screen planting along the line of the old A12 to minimise impact on Feering and LPP22. This should be investigated to enhance the scheme design and as part of the Environmental Statement.</p> <p>Requested Change:</p> <p>Further mitigation should be considered in the scheme development process to minimise impact on both existing and proposed dwellings. We would welcome additional dialogue on this point.</p>	<p>highway boundary so opportunities for widening the depth of planting are limited. Due to the relocation of a drainage ditch, there are limitations on additional planting over the redundant carriageway.</p>	
J24/030	Land Take	Wood Group UK Limited on behalf of The Crown Estate	✓				<p>However, until the scheme is actually amended significant issues remain. These relate broadly to the extent of permanent and temporary land take, impact on the deliverability of the strategic allocation at Feering under Policy LPP22 and access to retained land for management and maintenance.</p>	<p>Following several meetings with representatives of the landowner, numerous changes have been made to the proposed scheme where concerns have been made and to reduce the impact on the potential development site. Land acquisition has been changed from permanent to temporary, attenuation ponds moved, junction arrangements improved and the Order Limits reduced where possible. The Applicant will continue to engage with the landowner to</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								reduce the impacts of the proposed scheme where possible.	
J24/031	Access	Feering Parish Council	✓				From the consultation documents it is not clear how the proposed new access road to Prested Hall at New Lane / London Road will interact, if at all, with the link road through Crown Estates Land (Feering Strategic Growth Location FEER233B) which is included in the Braintree District Council Local Plan.	There is currently no application for the full development of The Crown Estate land that has a masterplan that shows The Crown Estate's proposed relief road. The Applicant cannot accommodate a design that does not exist and is not committed (i.e. has an active planning application) as per the Government's Transport Analysis Guidance (TAG). Through discussions with The Crown Estate, the Applicant is providing a design that does not preclude the future masterplan for The Crown Estate land, but there can be no active provision for an uncommitted development. The Applicant will continue to work closely with The Crown Estate.	
J24/032	Access	Feering Parish Council	✓				The current proposal for the existing Inworth Road between the roundabout to only be a foot/cycle way must be amended as houses on the East side of Inworth Road, including Stonefields Farm Shop, would appear to have no vehicular exit.	The Applicant notes the comments from the parish council. The proposals for Inworth Road were updated and included in the supplementary consultation.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/033	Inworth Road	Feering Parish Council	✓				Whilst Feering Parish Council support this junction improvement, with the forecasted increase in traffic on the B1023 south of the new junction 24, something has to be done with Inworth Road. Inworth Road struggles with traffic, particularly HGV traffic at the moment and is currently not fit for purpose now and with the forecasted 92% (am) and 57% (pm) increase in traffic, it will become totally unfit for purpose.	The Applicant notes the comments from the parish council. The proposals for Inworth Road were updated and included in the supplementary consultation. Please see Chapter 6 of the Consultation Report for responses to that consultation.	Y
J24/034	Inworth Road	Feering Parish Council	✓				Foot/Cycleway improvements on the B1023 (Inworth Road) are requested in accordance with the NPPF and sustainable transport policies and the increase in housing in Feering and Tiptree.	The mitigation proposed for Inworth Road includes a footway improvement. Further details can be found in the supplementary consultation brochure.	
J24/035	Inworth Road	Feering Parish Council	✓				The proposed bypass suggested by Messing-Cum-Inworth Parish Council could provide a positive solution. Feering Parish Council are not in support of any one way traffic system or traffic lights solution.	The Applicant notes the comments from the parish council. The proposals for Inworth Road were updated and included in the supplementary consultation. Please see Chapter 6 of the Consultation Report for responses to that consultation.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/036	Inworth Road	Feering Parish Council	✓				The BDC Local Plan link road is described as connecting London Road to Inworth Road whereas the Highways England access road stops at Threshelfords. Whoever provides the road must ensure that traffic from the B1024 London Road Feering to the new junction 24 bypasses Gore Pit Corner - which is the junction of the B1023 Inworth Road and the B1024 London Road / Feering Hill (drawing sheet 15).	The Braintree District Council (BDC) Local Plan link road is not being provided as part of the proposed scheme. The proposed scheme will combine accesses to Prested Hall and Threshelfords Farm where the widening/realignment of the current A12 would sever this access.	N
J24/037	Local Traffic	Copford with Easthorpe Parish Council	✓				<p>However we have significant concerns about a number of matters linked to the A12.</p> <p>The design of Junctions 24 and 25 does not seem to meet the needs of residents and seem likely to provide a worse situation regarding traffic flow on local roads in a number of areas.</p>	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. A holistic assessment into the position of J24 was undertaken prior to the Preferred Route Announcement for J23 to J25 of the proposed scheme in August 2020. Further details of this assessment, which concluded that the current proposal is the most favourable, can be seen in Appendix D of the Scheme Assessment Report Addendum available on National Highways' website.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/038	Inworth Road	Copford with Easthorpe Parish Council	✓				Alternatives including perhaps a by-pass should be considered.	The Applicant notes the comments from the parish council. The proposals for Inworth Road were updated and included in the supplementary consultation. Please see Chapter 6 of the Consultation Report for responses to that consultation.	
J24/039	Inworth Road	Copford with Easthorpe Parish Council	✓				Junction 24 which will lead onto the already very dangerous Inworth Road and significantly increase traffic flow with no mitigation measures in place as yet.	The Applicant notes the comments from the parish council. The proposals for Inworth Road were updated and included in the supplementary consultation. Please see Chapter 6 of the Consultation Report for responses to that consultation.	Y
J24/040	Support				✓	✓	The scheme received a number of comments of support on multiple parts of Junction 24 including the design, connectivity, proposed walking, cycling and horse-riding routes and traffic	Thank you for your feedback.	
J24/041	Noise	142943			✓		The noise and in particular dust caused by the scheme will only increase this and I fear could be fatal.	The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers would be installed alongside the A12. By providing noise barriers at this location, the predicted noise levels will reduce to ensure that receptors in this area experience a noticeable reduction in noise.</p> <p>During the consideration of measures to reduce noise, adverse environmental effects for other aspects are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation needs to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Vibration, of the Environmental Statement [TR010060/APP/6.1].  Dust control measures will be put in place as required. These will be detailed in the Environmental Management Plan. For further information please see the Dust Management Plan in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
J24/042	Objection	143070			✓		Having seen the design and details of junction 24 as well as attending HE's webinar on the 12th August 2021, I am objecting to the current design and location of Junction 24 because of the traffic volumes, noise, pollution and impact this junction will have on the buildings and residents within the hamlet of Inworth and those living within the vicinity of Inworth road, B1023.	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/043	Health				✓	✓	A number of the consultees have concerns on how living near the proposed scheme will impact their underlying health conditions	Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] provides an assessment in relation to impacts on distribution of disease and health trends	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								across the population in the study area, based on aggregated health statistics. This does not include comment on, or assess, the implications for individual's health, which is a clinical healthcare matter and beyond the requirements of the assessment.	
J24/044	Heritage				✓	✓	The hamlet of Inworth contains 17 structures of historical graded importance, including a Grade I listed place of worship. These buildings are situated within meters of the B1023 and have not been considered with the increase of traffic the junction will impose and the detrimental effect vibration, noise	All built heritage assets along Inworth Road are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. The effects along Inworth Road (B1023) are not considered significant, but mitigation measures for the main setting impact on the important grade II* All Saints Church have been devised.	
J24/045	Air Quality				✓	✓	A small number of the consultees were concerned about air pollution resulting from the proposed junction	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern in include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors siding the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p>	
J24/046	Construction	142871			✓		<p>Our house is located on the A12 between junctions 24 / 25. The proposed 6 lane will run at 50 - 65 metres at the back of our house as well as the flyover with a connection to Easthorpe Road at about 250 - 300 metres to the right of our property. We</p>	<p>Whilst the Applicant endeavours to put a number of mitigation measures in place, it recognises the impacts from construction traffic and plant on properties closer to working areas. The Applicant will continue to liaise with residents and other stakeholders to discuss the best mitigation measures to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>will not only experience disturbance through noise, dirt and pollution by the construction throughout the construction period estimated at 4 years but will also experience disturbance once the road has been built.</p> <p>Furthermore, there are several compound and soil storage areas very close to our property which will also add to the disturbance.</p>	<p>alleviate these impacts. Site-specific control measures can be found in the first iteration Environmental Management Plan. For further information please see the Dust Management Plan in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p> <p>During construction, if impacts are likely, then possible mitigation measures will be considered as described within Chapter 12: Noise and Vibration, and Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].</p>	
J24/047	Construction	143060			✓		<p>It is stated within the consultation document that residents of our property will experience adverse effects, particularly due to piling, overnight work, and movement of construction vehicles and machinery. As the studio is frequently used of an evening when many musicians visit, this will have an even greater impact on the viability of the studio.</p>	<p>Whilst movement of construction vehicles will be inevitable during construction, noise and dust mitigation measures will be put in place. During construction, any piling works near the property will be carried out during daytime only. Further information regarding mitigation is detailed in Chapter 12: Noise and Vibration of the Environmental Statement [TR010060/APP/6.1] and is summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/048	Businesses	143060			✓		Your document states that the area of the proposed scheme has been minimised to reduce the impact on businesses, farms, and private properties, clearly Wishingwell Farm has not been considered at all, as the businesses and property have already been severely impacted and inevitably that impact will become greater when construction begins.	<p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.</p> <p>The preliminary design for the proposed scheme took into consideration a very broad range of aspects when selecting the best route to build the new road. Unfortunately, it is not always possible to avoid some impacts to residents, and in those cases, National Highways seeks to find compensation for those. These are dealt with on a case-by-case basis.</p>	
J24/049	Land Take	142871			✓		Furthermore it is not quite clear what will happen with the farmland (currently) between the old A12 and the new bypass. According to your plans you intend to purchase the land, but were not forthcoming what will happen with it after and more importantly who will be maintaining it.	<p>The Land Plans [TR010060/APP/2.7] shows that some of the land in question is required for temporary possession for soil storage and a potential site compound. After construction, the land shown for temporary possession will be reinstated to its original condition and returned to the landowner. The land shown as being permanently required (pink) will be acquired and maintained by National Highways.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/050	Land Take	143115			✓		<p>We have recently been asked to advise the [Named] at Park Farm, Kelvedon Road, Inworth whose property is affected by the proposed scheme.</p> <p>It is noted that the latest consultation on this scheme closes later today, hence this e mail to lodge an interest on behalf of the owners in the pre-DCO process. These landowners are likely to be statutory objectors to any DCO application</p> <p>From the scheme drawings, Park Farm, especially Park Farmhouse is likely to be significantly affected by the proposed Junction 24 and the new roundabout on the Inworth Road. It is unclear whether any mitigation measures are in place to protect the property from the proposed scheme.</p>	The proposed J24 would be below the A12 mainline, reducing the impacts on residential properties in the area. There is proposed woodland planting along the boundary of Park Farm to screen the proposed works and also individual trees around the eastern side of the junction and road boundary.	
J24/051	Purchase	142676			✓		<p>For our farm business it is imperative that we can gain access to New lane, Feering, to and from our fields north of the A12 and East of New lane, direct to the proposed New Lane roundabout</p>	National Highways have met with the landowner to discuss the provision of an access to New Lane from the fields north of the A12 and east of New Lane. As a result of this engagement, a suitable access has now	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							and New lane without having to go on to the A 12 and travel north to the proposed Domsey chase roundabout and back to the New lane Roundabout. We are in discussions with Ardent about this but a solution must be found. We were given permission in 1983 to do this. Traffic on the de trunked A 12 will over a period of time increase and the last thing that is needed is Agricultural traffic that can be avoided	been incorporated into the road design as detailed in the General Arrangement Plans [TR010060/APP/2.9] which accommodates the access requirements outlined and ensures the continued functioning of the farming business. National Highways will continue to engage with the landowner, and more information on the new access will be shared during the detailed design stage.	
J24/052	Purchase	140559			✓		Give proper compensation to properties in the area directly affected. In particular those close to the construction work, piling, earth moving, borrow pits, haul roads, air and light pollution, heavy machinery and associated traffic etc. The proposed works will have a serious detrimental effect on the value of our property and it is unlikely that anyone will want to buy a house in the middle of a major road construction scheme. I am aware that two of our near neighbours have tried to sell and as	National Highways have engaged with the landowners and provided the relevant documents for discretionary purchase. For National Highways to consider an application for discretionary purchase, landowners must have made a reasonable effort to sell their property at a realistic price. This is National Highways' policy requirement and must be applied equally to all discretionary purchase applications and exceptions cannot be made.  Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							soon as the prospective buyer is made aware of the scheme they have withdrawn their offers. We should be offered discretionary purchase without having to go through the pointless exercise of trying to sell our property for a fair price.	reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.  Further detail about compensation can be found on National Highways' website: <a href="https://nationalhighways.co.uk/publications/">https://nationalhighways.co.uk/publications/</a>	
J24/053	Land Take	143116			✓		<p>Our holding objection response is specifically in relation to the proposed Highways works to the A12 bypassing Kelvedon, including a new Junction 24, and its impact on proposals for a mixed use development of the surrounding area.</p> <p>The proposed mixed residential and commercial scheme centred at 587313, 218637 or National Grid Reference TL 87313 18637 is on the land north and south of the proposed new Highways England (HE) Junction 24 of the A12 approximately 1.0km East of Kelvedon Village and approximately 6.9Km North-East of Witham Town. See Figure 1 below.</p>	<p>The Applicant has held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property, including with their professional advisers, on 29 November 2019, 15 September 2020, 30 September 2020, 16 November 2020, 10 February 2021, 28 June 2021, 16 December 2021 and 9 February 2022.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the aforementioned meetings, design modifications have been undertaken to accommodate requirements of all parties.</p>	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Modifications to the proposed Highways works are required in order to accommodate the proposed scheme on land north and south of the A12 at Kelvedon and we would welcome detailed discussions between ourselves and Highways England and its consultants in order to arrive at a highways and drainage solution that is acceptable by all parties.	National Highways will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.	
J24/054	Land Take	143060			✓		You have stated within your document that you are going to take the minimum amount of land possible however the situation Wishingwell Farm sin, with the redline boundary drawn along our perimeter shows no consideration of the extreme detrimental effects this scheme will have on the quality of life of our family who are residents of the property due the adverse effects of construction and the closeness of the location of the new road when completed.	National Highways maintains its intentions to minimise land take across the proposed scheme, and where land has been identified for the application, National Highways will attempt to keep adverse impacts on nearby landowners to a minimum.  There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, it may purchase properties using discretionary powers. Discretionary purchase applications can be submitted to National Highways from when	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Due to the above there is no doubt that Wishingwell Farm is blighted by this project.</p> <p>It is apparent that the residents of Wishingwell Farm have no choice but to try to relocate their home and businesses, due to the effect this is having on their physical and mental health and their now precarious financial situation. This relocation needs to be as soon as possible, but without any agreement from Highways on finances a relocation is not possible and thus the anxiety and trauma this is causing will continue to increase daily.</p>	<p>the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the below link to find out further information on National Highways' property policies, as you may be entitled to compensation:  <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
J24/055	Land Take	143060			✓		<p>The above property, Wishingwell Farm was purchased by us and our disabled son due to the remote location it held at that time, as it was an ideal location for our son to run his recording and music production studio. Our son's disability, Asperger's, and his diagnosed Post Traumatic Stress Disorder, means he lives with acute</p>	<p>National Highways notes that there is a right of way running off the current A12 to your property. As such, National Highways will be providing an alternative access off of the newly proposed A12. Details of this re-provided access is available on sheet 18 of Map Book 1: Updated General Arrangements plans (set 3 of 3) released during supplementary consultation, which</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>anxiety, stress, and fear of all authorities and thus this was also a perfect location where he could lead a peaceful and uncomplicated life.</p> <p>Wishingwell Farm is located just off the southbound A12 between junctions 25 and 24, with the only access being straight off the existing A12 down a sealed farm track over which we have a legal right of way which is registered with the land registry. Our property is approximately a third of a mile from the existing A12, with current decibel levels averaging 65</p> <p>Whilst we accept that the A12 needs upgrading to accommodate future traffic growth and whilst we recognise this will be of benefit to residents of Colchester etc, we believe that it is totally unfair that we are having to suffer to such an extent without proper and fair consideration for the position we have been put in by Highways England.</p>	<p>can be found via the following link:</p>  <p>All feedback received has been considered throughout the consultation process since the proposed scheme's inception. While the Applicant appreciates that the design will impact individuals in different ways, the proposed scheme has been designed based on technical reasoning and has sought to achieve road safety improvements while delivering improved infrastructure.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>We are aware that neighbouring properties are being compulsory purchased even though their homes will not be as close to the new road position as Wishingwell Farm and will not be as affected or blighted.</p> <p>So why is this situation being forced upon us without any consideration for the effects on those who live at Wishingwell and their businesses?</p>		
J24/056	Land Take	143116			✓		<p>The scheme proposals are still at the concept stage, however there are some elements of the proposed Highways works that appear to require modification (subject to further clarification being provided by HE) to avoid negatively impacting upon the proposed mixed use scheme, as detailed above</p>	<p>The Applicant has held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property, including with their professional advisers, on 29 November 2019, 15 September 2020, 30 September 2020, 16 November 2020, 10 February 2021, 28 June 2021, 16 December 2021 and 9 February 2022.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>unnecessary land take. Following the aforementioned meetings, design modifications have been undertaken to accommodate requirements of all parties.</p> <p>National Highways will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.</p>	
J24/057	Land Take	143116			✓		<p>A review of the Highways England A12 Chelmsford to A120 Widening Scheme works bypassing Kelvedon has been undertaken based on the Statutory Consultation information provided. This work has revealed modifications may be required to future proof the junction and to avoid further highways works being required to accommodate our proposed scheme. This would also entail further discussions to be held with HE its consultants in order to arrive at a design that is acceptable to all parties. The work and discussions will be informed by early transport assessment analysing the impacts of</p>	<p>The Applicant has held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property, including with their professional advisers, on 29 November 2019, 15 September 2020, 30 September 2020, 16 November 2020, 10 February 2021, 28 June 2021, 16 December 2021 and 9 February 2022.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the proposed development on the new junction 24 and A12 which would specifically identify the nature of any transport mitigation measures required.	aforementioned meetings, design modifications have been undertaken to accommodate requirements of all parties.  National Highways will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.	
J24/058	Land take	143116			✓		In addition, and in relation to landscaping, the consultation drawings indicate throughout the length of the A12 widening scheme, specifically bypassing Kelvedon and including the new Junction 24, lands that have been designated for landscaping/ecological mitigation. These mitigation measures limit the area of developable land on the site adjacent to this section of the A12 and for this reason we have concerns and object to the extent and location of these mitigation measures.	The Applicant has held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property, including with their professional advisers, on 29 November 2019, 15 September 2020, 30 September 2020, 16 November 2020, 10 February 2021, 28 June 2021, 16 December 2021 and 9 February 2022.  The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the aforementioned meetings, design	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>modifications have been undertaken to accommodate requirements of all parties which have included agreed changes to the landscaping/ecological areas.</p> <p>National Highways will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.</p>	
J24/059	Land Take	143116			✓		<p>This representation outlines our holding objection response specifically in relation to the proposed Highways England A12 Chelmsford to A120 Widening Scheme works bypassing Kelvedon, including the new Junction 24 and any associated infrastructure relating to its impacts on proposals for development adjacent to Junction 24.</p> <p>At this stage further clarification is required in respect of the aforementioned elements, which we consider will require Modifications to the proposed Highways works in order to accommodate the promotion of land adjacent to Junction 24 for</p>	<p>The Applicant has held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowner's property, including with their professional advisers, on 29 November 2019, 15 September 2020, 30 September 2020, 16 November 2020, 10 February 2021, 28 June 2021, 16 December 2021 and 9 February 2022.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. Following the</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>development. Until such modifications have been incorporated within the scheme then we wish to register our holding objection to the proposed Highways works, on behalf of our client.</p> <p>We therefore would welcome detailed discussions going forward between ourselves and Highways England and its consultants in order to arrive at a highways and drainage solution that is acceptable by all parties.</p>	<p>aforementioned meetings, design modifications have been undertaken to accommodate requirements of all parties.</p> <p>National Highways will continue to engage with the landowner and their professional advisers. More information will be shared during the detailed design stage as and when it becomes available.</p>	
J24/060	Planning	143116			✓		<p>The new junction 24 would be provided as an all movements 'dumb-bell' layout and a link to Inworth Road from the southern roundabout. The new junction would be provided on land owned by the [Named].</p>	<p>A holistic options study was undertaken in Stage 2 – Option Selection, resulting in the proposal for J24 to be located to the west of Inworth Road and provision of an access to and from Inworth Road via a southern link road. As detailed in Appendix D of the Stage 2 Scheme Assessment Report Addendum,</p> <p>[REDACTED]</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site.	
J24/061	De-trunking	142871			✓		We were also told that the current A12 would remain a 4 lane road. We suggest that in addition to converting the current A12 into a 2 lane road only, as well as introducing a speed limit of 30.	The proposed scheme proposes two bypass sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option. The second most popular option was	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p data-bbox="1469 472 2058 638">Option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum,</p> <div data-bbox="1469 641 2058 813" style="background-color: black; width: 100%; height: 100%;"></div> <p data-bbox="1469 817 2058 1061">The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul data-bbox="1469 1069 2058 1398" style="list-style-type: none"> <li data-bbox="1469 1069 2058 1220">• Rivenhall End West Roundabout will provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li data-bbox="1469 1228 2058 1398">• The existing Oak Road access will be closed to the A12 De-trunking, however access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout. Access</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.</p> <p>East of J24 the following is proposed in the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24 will provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</li> <li>• Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</p> <ul style="list-style-type: none"> <li>The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council, works may take place and would be managed by National Highways. Subject to further engagement with the County, this might include:</p> <ul style="list-style-type: none"> <li>Resurfacing of sections of the carriageway</li> <li>White lining</li> <li>Vegetation clearance</li> <li>Planting and landscaping</li> <li>Road sweeping</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>New signs</li> <li>Drainage and gully clearance</li> </ul> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
J24/062	De-trunking	142672			✓		<p>The proposed new Junction 24 is fine but the traffic management at the Old Junction 24 is not. The de-trunked section of the existing A 12 from the proposed roundabout at the existing junction 24 should be used to connect to Inworth road Feering, between Threshelfords Business Park and the Domsey Brook road bridge on Inworth road with a roundabout there. This would facilitate traffic to and from the existing A 12 and from the Crown Estates development, both sides of the Inworth Road, wanting to connect to the new junction 24 not having to go through the Anchor junction. Bear in mind the fact that the Anchor Junction will be the centre of Feering village when all the Crown Estates 900</p>	<p>Access to Inworth Road from the proposed A12 will be via the new J24. The section of existing A12 between the proposed Feering East Roundabout at New Lane, and where the proposed A12 diverges from the existing A12, will be removed.</p> <p>The proposed scheme's location for the new J24 is forecasted to reduce traffic approaching Gore Pit Junction as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							homes are built and even with the proposed traffic lights at that junction why do we wish to clog up that area with polluting traffic when there is a simple answer to keep it clean. Surely this is a chance to design problems out NOT increase them for the future. We need to keep Feering like a village not a traffic junction. I do hope you take this suggestion very seriously, it is an opportunity not to be missed for the cost of a short new section of road from near the southern section of the de-trunked A 12 to the Inworth road, probably paid for via 106 agreement to facilitate the development. It was in the original design.		
J24/063	Inworth Road				✓	✓	A number of the consultees have asked for consideration of an "Inworth By-Pass"	The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.  In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/064	Inworth Road	143070			✓		Prested Hall, the Fire HQ building and a 'veteran tree' have all received preferential treatment over the planned widening of the A12, which has seen the scheme re-routed to negate construction issues the road widening will cause. The properties of Inworth have not been given the same consistent and fair attention these buildings have received.	The Applicant has thoroughly investigated the impact of the proposed scheme in Inworth. The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.  In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/065	Heritage					✓	As our property is a Grade II listed building we are unable to have any form of glazed windows and therefore, there is nothing we can do to mitigate the volume of noise.	Noise is not predicted to increase by a noticeable amount at this property. The full assessment is included in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
J24/066	Heritage					✓	As well as our property there are other buildings that are also listed. The increase of traffic, especially heavy duty vehicles, will over time cause	Vibration impacts resulting from construction activities would be controlled as much as possible, and these measures would be included in the first iteration Environmental	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>damage to these properties. There is a high chance of many accidents occurring on this road and the vehicles will be far too close to the properties.</p>	<p>Management Plan [TR010060/APP/6.5]. Construction HGVs will not be permitted through Messing. This will be shown in the Permitted and Excluded Routes drawings which are an appendix to the Outline Construction Traffic Management Plan [TR010060/APP/7.7]. Building damage is caused by individual high levels of vibration (or events), as opposed to a continuous level. If these events of high levels of vibration exist at present, then the number of events may increase during operation of the proposed scheme.</p> <p>The increase in traffic in Inworth is recognised and the concerns acknowledged. The anticipated future traffic flows including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme are within the flows that this route can accommodate safely. This does not mean no incidents would occur, but that this is not different to any other comparable route locally or nationally.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/067	Heritage					✓	Just take a look at some of the Grade 1 and Grade 2 properties bordering the B1023	The activities which would primarily affect them would be visual intrusion from construction traffic, dust, vibration and noise as well as the enlargement of the roadside layby and removal of the boundary hedge in front of All Saints Church. During operation, there would be some visual intrusion from new storage ponds and additional traffic along Inworth Road. Impacts on grade I and II listed buildings are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
J24/068	Biodiversity					✓	There will be an increase in water pollution through run off, increasing contamination levels in local waterways such as Domsey Brook and the Blackwater. This may affect local wild life such as fish, otters, newts and water voles.	The proposed scheme includes mitigation to ensure that the quality of receiving watercourses is not adversely affected. Mitigation measures to minimise impacts on wildlife are detailed in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
J24/069	Biodiversity					✓	This is currently a semi-rural area & increased vehicle traffic will have a negative and detrimental impact on the local wildlife.	Standard mitigation includes the control of noise and vibration from construction and operation of the proposed scheme using noise barriers or landscaping, for example bunding, around sensitive wildlife features.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/070	Biodiversity					✓	The proposals will result in a significant loss of farmland with no proposals to mitigate this at a time when we should be growing more of our own food and reducing food miles. This same farmland is home to several red listed species including barn owl and red kite.	The impacts on key habitats for farmland birds, such as arable edges and stubble fields, are assessed and presented within Chapter 9: Biodiversity of the Environmental Statement [TR010060/APP/6.1]. The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain	
J24/071	Vegetation and biodiversity					✓	A handful of consultees have raised concerns of the local vegetation and biodiversity impact of junction 24.	Where practicable, the design minimises the loss of vegetation. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	
J24/072	Vegetation					✓	It would be a positive move to included thick hedging and trees to reduce pollution. This would be helpful along the full length of the road	Where possible, planting is being considered along the whole route. National Highways will work with landowners where possible. Details on biodiversity enhancement are	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>enhancement in all areas. Addressing both air pollution and noise pollution and enhancing the areas affected.</p>	<p>discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Vegetation is not used by National Highways as a measure to reduce noise. To be effective at reducing noise, a row of vegetation would need to be around 10m in depth and have thick growth for the entire height of the vegetation. When close to a highway boundary, this type of foliage can also be difficult to install and manage. Where required, other noise mitigation measures have been implemented and this is detailed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] and summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments (REAC), which summarises the committed mitigation measures within the chapters and associated appendices of the Environmental Statement.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/073	Vegetation					✓	It seems to me it would be a wasted opportunity not to add in significant tree planting at the new J24.	The environmental design, including tree and shrub planting, is shown on the General Arrangement Plans [TR010060/APP/2.9], and described in Chapter 2: The proposed scheme, of the Environmental Statement [TR010060/APP/6.1].	
J24/074	Biodiversity					✓	The effect on local wildlife will be significant due to the increase in light pollution (there are known bat roosts in both Messing and Inworth) and 3 species of owl (Barn, Little and Tawny). Increased water pollution from run off will affect aquatic life including otters and water voles. This area is important for other red listed species including red kite and other farmland species. Mature trees and hedgerows will be lost and even if you replant with new trees and hedgerow it will take years to establish with much wildlife lost and displaced in the meantime.	Environmental mitigation is discussed in each of the aspect chapters of the Environmental Statement [TR010060/APP/6.1]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both day and night-time changes for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.  The effects of lighting on bats are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. Lighting has been designed in accordance with best practice guidelines to minimise its impact on	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>nocturnal species. Mitigation measures are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p> <p>Key habitats for farmland birds, such as arable edges and stubble fields, are common and widespread within the wider landscape. As such, any loss or alteration of these habitats would not be significant within a wider context. The biodiversity value of the proposed scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] considers the impact of delayed maturation of vegetation on wildlife and also assesses the effects of the proposed scheme on aquatic life.</p>	
J24/075	Local Environment					✓	The increase in traffic (92% as per your figures) increased noise, disruption, air and light pollution that will come with not only the build phase	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. The Environmental Statement [TR010060/APP/6.1] provides a detailed assessment on a number of aspects such as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							but the operational phase is unacceptable.	within Chapter 6: Air Quality, Chapter 8: Landscape and Visual and Chapter 12: Noise and Vibration.  As part of the development of the proposed scheme ahead of the application for development consent, the traffic model has been updated. The latest predicted traffic flow changes for Inworth Road near Inworth are increases of 42% in the AM peak hour, and 34% in the PM peak hour.	
J24/076	Carbon					✓	A small number of consultees are concerned by the increased Greenhouses Gases resulting from proposed junction 24	The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions is negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
J24/077	Environment					✓	A small number of consultees are concerned by the environmental impacts of moving Junction 24  Repairing and improving what we already have will have a much smaller impact on the environment.	The Environmental Statement [TR010060/APP/6.1] provides a detailed assessment on a number of aspects such as within Chapter 6: Air Quality, Chapter 9: Biodiversity and Chapter 12: Noise and Vibration. Chapter 3: Assessment of alternatives, of the Environmental Statement	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/6.1] provides a summary of the need for the proposed scheme and the optioneering work that was undertaken for the proposed scheme.	
J24/078	Environment					✓	A handful of the consultees have raised concern regarding potential overall environmental impact resulting from the Junction 24 proposals.	Impacts on the environment are assessed in the Environmental Statement [TR010060/APP/6.1].	
J24/079	Noise					✓	A number of the consultees had concerns over the noise pollution generated by the proposed junction	The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers would be installed alongside the A12. By providing noise barriers at this location, the predicted noise levels will reduce to ensure that receptors in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>this area experience a noticeable reduction in noise.</p> <p>During the consideration of measures to reduce noise, adverse environmental effects for other aspects are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation needs to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	
J24/080	Noise					✓	<p>I also note that you only propose noise reducing barriers in one area near Witham.</p> <p>The noise from the A12 can be heard constantly in Kelvedon also as it is on high ground.</p>	<p>The majority of houses in Kelvedon are over 400m from the A12. At this distance, a noise barrier alongside the A12 would be ineffective at reducing noise for these houses. The proposals include plans to reduce the noise at source by replacing the concrete surfacing with a low noise surface. This should provide a noticeable reduction in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								noise for the majority of Kelvedon. Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.	
J24/081	Noise					✓	A few of the consultees are concerned about Brockwell Nature Reserve and worry about noise and light pollution from the new junction.	<p>Brockwell Local Nature Reserve is 55m west of the proposed scheme, located south of Kelvedon between J23 and J24. It is therefore considered highly unlikely that any activities associated with the construction or operation of the proposed scheme would impact on this site, but indirect impacts to the site are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. Working areas would be clearly delineated through standard mitigation methods to avoid any encroachment of activities into this site.</p> <p>Proposals include plans to replace the existing concrete surfacing of the A12 with a low noise surface. This should provide a noticeable reduction in noise for the majority of Kelvedon, including the Brockwell Local Nature Reserve. Further details can be found in Chapter 12: Noise and Vibration, of</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the Environmental Statement [TR010060/APP/6.1].	
J24/082	Noise					✓	<p>To receive more of positive encouragement Critical will be to shield houses and future developments, as they will appear, at north of A12. If noise travel from South to North, so pollution. Shielding villages, and households would benefit in long run, for very little improvement compared to overall cost.</p> <p>SOLUTION: I would strongly suggest to propose good size hill, banks and bunds, planted with several rows of trees and shrubs (or screen noise reduction walls) can dramatically reduce road noise along side the road. This to be proposed early stage with ground works, and will hugely improve current noise pollution and widening will be seen as win-win solution, surely reduce compliant and worries from Kelvedon area, reduce the traffic and reduce pollution. This will need to be done along Kelvedon, and all the way from J22 or at least Junction 23 to new</p>	<p>Earth bunds and embankments are being considered along the route in order to reduce the visual and noise impacts of the proposed new alignment. However, due to issues such as space and land ownership, this is not possible everywhere. Along the Kelvedon bypass it is proposed to resurface the existing concrete with a low noise surface. This will provide a noticeable reduction in noise for the residents of Kelvedon. This is discussed further in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>For any future development, it would be the responsibility of the developer to consider existing noise levels when determining the location of houses.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Junction 24. Offering village noise protection greater as it is now will result with more positive feedback. Please for example visit Kelvedon - London Road to hear A12 noise on any even little South, South-West windy day (almost every day :)		
J24/083	Lighting					✓	A few of the consultees had concerns over the light pollution generated by the proposed junction	Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both day and night-time changes for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.	
J24/084	Lighting					✓	There will be an increase in light pollution which will affect peoples health as well as nocturnal wildlife such as bats and owls. There are known bat roosts in both Inworth and Messing. We need to maintain the dark skies we currently enjoy.	The effects of lighting on bats are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. Lighting has been designed in accordance with best practice guidelines to minimise its impact on nocturnal species.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/085	Air Quality					✓	A few of the consultees queried if there will be an increase in air pollution and whether it would have an adverse effect on people's health.	Air quality is estimated to improve and degrade across the proposed study area. However, there were no significant air quality impacts on human health receptors, according to Preliminary Environmental Information Report. The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agreed with the PEIR.	
J24/086	SUDs					✓	Drainage ponds need graduated sides to ensure wildlife can get out if they fall in.  Where possible please keep mature tree and shrub lines/woodland intact. It can take decades to recreate these areas and their removal is always a loss to local wildlife. Should they need to be removed and replaced, please replace them with trees and shrubs that support the wildlife in the local area.	Ponds will be designed to be sympathetic to wildlife. These will be developed further at detailed design. Existing vegetation will be retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration will be given to the species, pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further details are provided in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/087	Visual					✓	A few consultees have raised concern regarding damage to the local landscape	Impacts on the existing landscape are assessed in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1].	
J24/088	Health					✓	A couple of consultees raised concerns about the impact that the scheme would have on their daily lives and mental health.	Construction impacts will be kept to a minimum as much as possible. Appendix 13.4: Mental Wellbeing Impact Assessment [TR010060/APP/6.3] assesses the potential impacts of the proposed scheme on known protective factors for mental health, including engagement and participation. Communications with local residents is already underway and will be continued throughout the proposed scheme. The management of complaints process is outlined within the first iteration Environmental Management Plan [TR010060/APP/6.5].	
J24/089	Flooding					✓	It's going to be below ground level would there not be a risk of flooding which would cause the junction to close	An assessment of flood risk (from all sources – including groundwater) has been conducted. Where required, mitigation measures are incorporated such that the proposed scheme meets the requirements of the National Networks National Policy Statement, specifically that the proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>scheme will remain operational and safe for users in times of flood and not increase flood risk elsewhere.</p> <p>Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] provide detailed information about how flood risk has been considered.</p>	
J24/090	Warren Lane / Traffic					✓	<p>The obvious route for this traffic is to upgrade and improve the road and dangerous junction at Warren Lane which would join the A12 at Tollgate. Unfortunately, this doesn't seem to have been taken into account in the chaotic development there.</p>	<p>The proposed scheme's scope and extent was set out by National Highways and approved by the Department for Transport based on a business case following the Government's Green Book. The scope of the proposed scheme, which has received funding as part of the second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction. As such, improvements to J26, where vehicles join the A12 via Warren Lane and Tollgate Road, do not fall within the scope of the proposed scheme.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/091	Brook Road and Top Road / Traffic					✓	A number of the consultees are concerned about the predicted changes in traffic on Brook Road, Top Road and the B1023	<p>The Applicant's traffic modelling work predicts that there would be no significant change in traffic flows on the B1023 south of Tiptree, for example near Brook Road or Top Road. Although the proposed scheme is predicted to increase traffic on the B1023 north of Tiptree, this is due to Tiptree traffic changing how it accesses the A12. It is not driven by large amounts of extra traffic coming from south of Tiptree (e.g. Tollesbury and Mersea) changing routes to travel through Tiptree.</p> <p>The proposed scheme is therefore not expected to affect the Brook Road / B1023 junction.</p>	
J24/092	Tiptree / Traffic					✓	<p>The Inworth Road leading to Tiptree is intended to take increased traffic after the closure of the junctions at Rivenhall End. Will any traffic flow improvements to the intersection of B1023 and B1022 in Tiptree be made? This is already difficult to negotiate from the north travelling on the B1022 due to traffic entering the mini roundabouts from the Inworth road.</p>	<p>The route from Tiptree to the A12 southbound via Braxted Park Road and Rivenhall End will still be available. Traffic would use the de-trunked A12 to travel from Rivenhall End to J22 and join the A12 southbound there.</p> <p>At the double mini-roundabouts in Tiptree, the proposed scheme is expected to increase traffic along the B1023 but reduce traffic along the B1022.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/093	Tiptree / Traffic					✓	A few of the consultees have expressed concern that the proposed junction will increase traffic in Tiptree (including Church Road)	<p>Traffic is predicted to increase on Church Road in Tiptree by between 12% and 33% due to the proposed scheme. Traffic on Maypole Road is predicted to decrease by between 7% and 8%. Traffic on Maldon Road (south-west of the double mini-roundabouts) is predicted to decrease by between 22% and 25%.</p> <p>At the double mini-roundabouts, there is a mixture of increases and decreases in traffic on different arms. Overall, the junction is predicted to improve in performance slightly in terms of queues and delays due to our proposed scheme.</p> <p>The increase in traffic in Tiptree is recognised and the concerns acknowledged. The anticipated future traffic flows including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme are within the flows that this route can accommodate safely.</p>	
J24/094	Tiptree / Traffic					✓	A few of the consultees are concerned about safety implications for local walking, cycling and horse-riding users	The increase in traffic is recognised and the concerns acknowledged. The anticipated change in heavy goods vehicle flow is very	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							as a result of traffic increase on Church Road including increase in HGVs	low. The anticipated future traffic flows including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme are within the flows that this route can accommodate safely. This does not mean no incidents would occur, but that this is not different to any other comparable route locally or nationally.  Provision for walking, cycling and horse riding is very limited at present. The scheme does not change the status of this route and no changes to walking cycling or horse-riding are proposed in Church Road. Issues related to the existing shortfall in provision are a matter for the local highway authority.	
J24/095	Inworth Road					✓	A number of Consultees would like there to be a link road from the proposed northern dumbbell roundabout to Inworth Road.	The southern roundabout of the proposed junction was raised and repositioned to ensure adequate visibility for drivers leaving the A12 using the J24 southbound slip road. The previously presented design required the demolition of Brick Kiln Farm, and whilst this cannot be ruled out prior to the detailed design of the widening of Park Bridge and potential retaining walls in its vicinity, the proposed design allows the widening of Park	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Bridge to be significantly reduced whilst ensuring the proposed J24 remains below existing ground level.</p> <p>An additional link road, from the northern dumbbell roundabout of the proposed J24 to Inworth Road north of the A12, was investigated as part of the holistic option study undertaken in Stage 2 – Option Selection. The study covered a number of options for J24. The option with the northern link was referred to as Option E, and the current proposal was Option F. As part of the study, strategic traffic analysis was undertaken to compare Option E and Option F. This was factored into the decision-making process, which looked at how the options perform against supporting economic growth, providing a safe and serviceable network, a more free-flowing network, an improved environment, a more accessible and integrated network, customer satisfaction, value for money and deliverability/construction. Option F performed better than Option E in terms of cost and the drainage, structures and planning aspects of deliverability/construction. As a result of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								study, Option F was carried forwards and forms the current proposal.	
J24/096	Hinds Bridge				✓	✓	A number of the consultees had concerns about the Hinds Bridge being appropriate for traffic changes	The proposed scheme technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is not changing the traffic flows across the bridge. As traffic flows are not being increased, the Applicant is not planning any interventions at the bridge. It may be that as part of The Crown Estate development these concerns could be addressed, and the Applicant suggests this should be raised in the first instance with Essex County Council.	N
J24/097	Inworth Road					✓	A small number of the consultees suggest continuing using the existing junction 24 and adding a new link road between the junction and Inworth Road along the route of the then de-trunked section of the A12	A holistic options study, investigating the position and layout of J24, was undertaken in Stage 2 – Option Selection. This study included the investigation of a junction near the existing J24, with an additional link to Inworth Road, referred to as Option A. The investigation found that Option A was expected to be less attractive for traffic than a junction closer to Inworth Road. When	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>compared to a junction near the existing J24 with the additional link to Inworth Road, Option A required additional land take from The Crown Estate, increased the earthwork fill requirement and increased overall cost. On the other hand, the current proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site. As such, Option A was discounted, and the current proposal was brought forward as the preferred option instead.</p> <p>Further details of the study can be found in the J24 Strategy Technical Note, which forms Appendix D of the Scheme Assessment Report Addendum:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/098	Inworth Road					✓	A number of the consultees supported the proposed junction 24 and did not support the "Inworth By-Pass" idea.  "I am not in support of the Messing-cum-Inworth Parish Council's proposed idea which damages the environment, the community and the local farming industry."	The Applicant notes the consultee's comments. The bypass proposed by many consultees for Inworth Road has been subject to several detailed assessments. The conclusion of the Applicant is that it should not be a part of the proposed scheme.	
J24/099	Inworth Road	Tiptree Parish Council				✓	Consultees have requested more information on how the junction where Inworth Road meets London Road has been considered	The proposed scheme's location for the new J24 is forecasted to reduce traffic approaching Gore Pit Junction as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/100	Inworth Road				✓	✓	Many of the consultees have concerns that the Inworth Road is not appropriate for the increase in traffic and whether the road needs to be widened	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	Y
J24/101	Inworth Road					✓	A number of the consultees have concerns on the impacts and safety for walking, cycling and horse-riding usage on Inworth Road	The mitigation proposed for Inworth Road includes a footway improvement.  In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	Y
J24/102	Inworth Road					✓	A small number of the consultees have concerns over the Speed Limit on the Inworth Road	The existing 30mph speed limit through Inworth Village will be extended northwards, to include the proposed Inworth Roundabout junction. It is expected that the roundabout will act as a traffic calming feature, reducing vehicle speeds locally and particularly for traffic approaching and entering the village from the north. The Applicant recognises from engagement with the local community that existing traffic speeds from this direction	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>are a key concern, and the proposed scheme is expected to reduce these.</p> <p>The proposed scheme is not increasing traffic levels on Inworth Road to the north of the proposed Inworth Road Roundabout and therefore the Applicant considers it outside the scope of the proposed scheme to address speed limit concerns to Gore Pit Junction. A change to speed limits and its enforcement at this location is a matter for the local authority.</p> <p>A detailed speed limit review, at this location and more widely, will be developed in liaison with the local highway authority at the detailed design stage, using Department for Transport guidance such as Setting Local Speed Limits (Department for Transport Circular 01/2013).</p>	
J24/103	Inworth Road					✓	<p>Furthermore the proposed single roundabout is poorly designed, as it does not allow homes and businesses [illegible] to access the road. "So many problems that "HE" knew about the B1023 yet they decided not to address them before going to consultation"</p>	<p>The Applicant has taken these comments on board and introduced a preliminary design of an access for Stonefields Farm commercial business and farm shop which has been included in the supplementary consultation materials. The bends to achieve deflection on the approach to the roundabout on the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								B1023 are standard for the design speed of the road and are expected to slow vehicles, which should reduce the gap size required for vehicles accessing the B1023.	
J24/104	Inworth Road					✓	The road connecting the Inworth roundabout to the new A12 should be two lanes in each direction.	J24 has been designed in accordance with the Design Manual for Roads and Bridges, the standards used on major highways schemes across England. This includes the design of the link between the junction and Inworth Road. One lane in each direction on this link is expected to be adequate for the predicted traffic flows. Increasing the link to two lanes in each direction would have a disproportionate environmental and cost impact.	N
J24/105	Inworth Road					✓	A small number of the consultees have concerns over the Maintenance on the Inworth Road	It is not within the remit of the proposed scheme to address historic maintenance issues on the local roads network. However, in those direct locations where the proposed scheme would widen the road to address the projected increase in traffic, the existing carriageway surface will be assessed and improved where necessary.	
J24/106	Inworth Road					✓	A number of the consultees have concerns over the drivers safety on	In November 2021, the Applicant launched its supplementary consultation which	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the Inworth Road and how to safety access driveways	included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/107	Inworth Road					✓	A small number of the consultees have concerns over the Environmental impacts of increase in traffic on the Inworth Road	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.  The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.	
J24/108	Inworth Road					✓	A small number of the consultees are concerned about the existing drainage arrangement and flooding on the existing Inworth Road.	In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road, including flood risk mitigation. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/109	Inworth Road					✓	Instead of directing even more traffic through Inworth, it would more appropriate to apply a weight restriction to limit HGV's and trucks using this route instead	The proposed scheme is not currently proposing to introduce or change any weight limits on Inworth Road.	N
J24/110	Appleford Bridge				✓	✓	A number of the consultees suggested that traffic should continue to use Station Road and Braxted Park Road and also would like to see Appleford Bridge upgraded to encourage this.	<p>The proposed scheme is predicted to reduce traffic flows on Braxted Park Road, so no improvements are proposed to widen the Appleford Bridge in order to accommodate an increase in traffic. This is an existing local roads issue that the proposed scheme is not worsening, and therefore any potential improvements to the bridge are a matter for Essex County Council as the local highway authority.</p> <p>The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in as short a distance as possible. Mitigation measures are being proposed for Inworth Road to safely address the associated increase in traffic flows.</p>	N
J24/111	Braxted Park Road	Tiptree Parish Council				✓	Tiptree Parish Council makes the following proposals:	As discussed with the Parish Council on the 15 March 2022, the proposed scheme is predicted to reduce traffic flows on Braxted	N


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>1. The Braxted Park Road is upgraded to make it a viable alternative route for southbound traffic. This to include a modified crossing allowing two-way traffic over the River Blackwater at Appleford Bridge, roundabouts where Braxted Park Road meets Maldon Road and where it meets Grange Road and appropriate signage to direct traffic to and from West Mersea and other settlements to the east of Tiptree via this route.</p> <p>For this reason, also, we want to encourage this traffic to continue to use Station Road and Braxted Park Road to access the A12 south.</p>	<p>Park Road, so no improvements are proposed to widen the Appleford Bridge in order to accommodate an increase in traffic. This is an existing local roads issue that the proposed scheme is not worsening, and therefore any potential improvements to the bridge are a matter for Essex County Council as the local highway authority.</p> <p>The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in as short a distance as possible. Mitigation measures are being proposed for Inworth Road to safely address the associated increase in traffic.</p> <p>It is important to note that traffic from the south of Tiptree is predicted to continue to use Station Road and Braxted Park Road to access the A12 southbound.</p>	
J24/112	De-trunked A12					✓	<p>If a motorist from Kelvedon / Feering wants to travel to Marks Tey or Colchester, does he have to drive down the Inworth Road to join at the new junction? If so, this is a poor</p>	<p>The current proposed scheme would retain access between Kelvedon / Feering and Marks Tey or Colchester, via the existing A12. This road would be retained once the A12 bypass is built, but to be used as a local</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							arrangement, and will congest the Inworth Road unnecessarily.	road only. Traffic from Kelvedon / Feering could access J25 via this route.	
J24/113	Traffic Models					✓	A handful of the consultees were cautious that traffic numbers surveyed during Covid-19 lockdown periods wouldn't be appropriate to create the traffic models	<p>The base year traffic model represents 2019, and so reflects pre-COVID-19 conditions. The majority of traffic surveys used to develop the model were undertaken in 2019. The rest of the surveys took place between 2016 and 2019 and were factored up to 2019 predicted levels. Predictions of future traffic were based on government guidance of how the demand for travel will change in the future, as well as taking into account specific committed local housing and employment developments.</p> <p>Further details on the model development are provided in Chapters 6 to 8 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p>	
J24/114	Traffic Models					✓	The congestion will extend the rush hours, making longer working days for commuters. I went to London for 20 years for work. It's hard enough to do without a 20-minute delay every day to get to the Station. People at your presentation on the HA side said that	<p>Predictions of future traffic were based on the latest government guidance on how the demand for travel will change in the future, as well as taking into account specific local housing and employment developments.</p> <p>Further details on the model development are provided in Chapters 6 to 8 of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							working practices have changed and the need to go to the office will reduce. I have worked in the City for many years, they may be ok with that because of covid but once it's over everyone will be back in the office.	Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].	
J24/115	Traffic Models					✓	The traffic survey and forecasts for movements around the area of the proposed junction appear to have originally been prepared in 2017, and projected forward 25 years to 2042.	In line with standard traffic modelling guidance provided by the Department for Transport, a base year traffic model was developed to model traffic conditions as they were in 2019. From this, models were developed to predict future traffic conditions in two different years: 2027 (the expected year of proposed scheme opening) and 2042 (15 years after proposed scheme opening).  Further details on the model development are provided in Chapters 6 to 8 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].	
J24/116	Traffic Models					✓	The design will not work in practice. It requires considerable revision in relation to additional traffic.	Detailed traffic modelling has been undertaken to predict the future performance of J24. This shows that the junction is predicted to perform well in the future, with minimal queuing. Full junction modelling	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								results are provided in Appendix E.10 of the Transport Assessment [TR010060/APP/7.2].	
J24/117	Traffic Models					✓	Given the pandemic showed many people can work from home you also have to question if the magnitude and cost of this junction is warranted.	<p>A base year traffic model was produced to reflect existing traffic conditions. Due to the unusual traffic conditions during the COVID-19 pandemic, this base year model represents 2019 traffic conditions.</p> <p>Predictions of future traffic changes are based on national traffic growth predictions produced by the Department for Transport. These national traffic growth predictions take into account travel changes due to expected changes in economic growth and in fuel prices. However, the latest set of these national traffic growth predictions were produced before the pandemic, and therefore do not take into account post-pandemic changes in travel behaviour.</p> <p>However, monitoring of traffic conditions during 2021 and 2022 shows that overall traffic levels on the A12 are already close to or beyond the levels they were at before the pandemic. It is therefore expected that A12 will still be congested in future if the proposed scheme is not built.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/118	Easthorpe Road					✓	A small number of the consultees had concerns for the traffic in and around Easthorpe	In November 2021, the Applicant launched its supplementary consultation including responses on Easthorpe Road queries. For that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	Y
J24/119	Messing Traffic					✓	A number of the consultees had concerns about how the traffic and walking, cycling and horse-riding usage through Messing would be impacted	<p>Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place, the model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak time as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>Regarding safety, the small material increase in traffic is recognised and the concerns acknowledged. The anticipated future traffic flows, including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme, are within the flows that this route can accommodate safely. This does not mean no incidents would occur, but</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								that this is not different to any other comparable route locally or nationally. Issues related to the existing shortfall in provision are a matter for the local highway authority.	
J24/120	Junction 23					✓	A small number of the consultees queried if removing Junction 23 was the correct thing to do	A holistic options study was undertaken in Stage 2 – Option Selection, which resulted in J23 being removed from the proposed scheme. The removal of the junction is unlikely to have significant adverse impacts on traffic, economic growth and safety. Traffic modelling undertaken primarily focuses on strategic traffic. The removal of J23 will result in benefits including a reduction in adverse environmental impacts and addresses concerns raised by stakeholders in the public consultation held in 2017. Lastly, the removal of J23 will provide significant cost savings to the proposed scheme. This is detailed in Appendix B of the Scheme Assessment Report Addendum: 	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/121	Junction 24					✓	This should not become the main route onto the A12 from this area. The existing route via the Rivenhall junction should remain as the viable option with expansions added to that as required.	The proposed scheme would bypass Rivenhall End, which will bring great benefit to the residents of Rivenhall End and provide the necessary space to accommodate the widened A12, as well as remove the unsafe and sub-standard direct accesses through Rivenhall End. The existing A12 through Rivenhall End will be de-trunked and handed over to Essex County Council. As part of the proposals, the existing Oak Road access will be closed to the existing de-trunked A12, but access will still be available from Braxted Road and Henry Dixon Road via the new Rivenhall West Roundabout. Access to the new A12 will be available via the de-trunked A12, and the new J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12, which actually will be safer than the existing situation.	N
J24/122	Junction Location	Tiptree Parish Council				✓	Some of the consultees have questioned the positioning of the proposed Junction 24	A holistic options study was undertaken in Stage 2 – Option Selection, resulting in the proposal for J24 to be located to the west of Inworth Road and provision of an access to	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and from Inworth Road via a southern link road.</p> <p>This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site. This is detailed in Appendix D of the Scheme Assessment Report Addendum:</p> <div style="background-color: black; width: 100%; height: 100px; margin-top: 10px;"></div>	
J24/123	Junction Design					✓	Already large vehicles have to give way to one another because the road	The Applicant produced a technical note on Inworth Road as part of the supplementary	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							is too narrow but even so, they fit the trees on one side or mount the pavement on the other. It is all very well to improve traffic flow and reduce the congestion in Kelvedon but if you just shift the problem to another place, what have you achieved?	consultation which includes discussion on this pinch point. See Appendix 3.3 of the Environmental Statement [TR010060/APP/6.3]. for the technical note and see Chapter 6 of the Consultation Report.	
J24/124	Junction Design					✓	The design [of the junction] does not appear to help reduce congestion in any way.	<p>The proposed location of the new J24 was chosen based on consideration of many factors. In terms of congestion, as part of the overall scheme design it helps to provide significant economic benefits from a reduction in travel times, as detailed in Chapter 11 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p> <p>In terms of the design of J24 itself, all junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J24.</p> <p>A microsimulation traffic model was used to assess the capacity of the proposed J24 and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								in accordance with the Design Manual for Roads and Bridges, the junction has been designed to accommodate the anticipated traffic for the design year 2042.	
J24/125	Junction Design					✓	The junction seems to lack capacity for the likely levels of traffic coming from Tiptree and Kelvedon.	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J24.</p> <p>A microsimulation model was used to assess the capacity of the proposed J24 and in accordance with the Design Manual for Roads and Bridges, the junction has been designed to accommodate the anticipated traffic for the design year 2042.</p>	
J24/126	Existing Connection					✓	The existing connection northbound from Feering is dangerous.	The existing connection from Feering to the A12 will be removed as part of the proposed scheme. A new J24 will be provided, designed in accordance with the Design Manual for Roads and Bridges. This will be available for traffic from Feering to access the A12. Access from Feering to the de-trunked A12 between Feering and Marks	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Tey will be available via the proposed Feering East Roundabout.	
J24/127	Local Traffic					✓	My only concern is changes to local traffic flows. High levels of traffic currently use the Rivenhall End junctions to access and leave the A12 and use Braxted Park Road to get to Tiptree, Maldon, and Tollesbury etc. Will more traffic now come off at Junction 24 instead or continue to use the redesigned junction 22?	<p>This proposed scheme is predicted to reduce traffic flows on Braxted Road, so no improvements are proposed. This is an existing local roads issue that the proposed scheme is not worsening, and therefore any potential improvements to the bridge are a matter for Essex County Council as the local highway authority.</p> <p>The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in a short distance. Mitigation measures are proposed for Inworth Road to safely accommodate the associated increase in traffic flows.</p> <p>The proposed scheme would bypass Rivenhall End which will bring great benefit to the residents of Rivenhall End and provide the necessary space to accommodate the widened A12, as well as remove the unsafe and sub-standard direct accesses through Rivenhall End. The existing A12 through Rivenhall End will be</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								de-trunked and handed over to Essex County Council. As part of the proposals, the existing Oak Road access will be closed to the de-trunked A12, but access will be available from Braxted Road and Henry Dixon Road via the new Rivenhall End West Roundabout. Access to the new A12 will be available via the de-trunked A12 and new A12 junction. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.	
J24/128	Local Traffic					✓	It is important that southbound traffic continues to use the Braxted Park Road route and that northbound traffic uses junction 24. To ensure this outcome it requires improvements to Braxted Park Road and the siting of Junction 24 in its current position, far enough towards Colchester to be a disincentive to southbound traffic. In connection with this a new road through the new developments at Feering is needed to provide access to Junction 24 and remove the need to negotiate a T junction.	There is expected to be a reduction in traffic on Braxted Park Road due to the proposed scheme. Due to this expected reduction in traffic, it is considered outside the remit of the proposed scheme to provide improvements on Braxted Park Road, including to the bridge across the River Blackwater, but these concerns will be discussed with Essex County Council. The proposed scheme aims to bring strategic traffic to the A12 in as short a distance as possible, and traffic from Tiptree or immediately to the south is expected to access the A12 via the new J24, with	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							According to HE traffic predictions in 2019 (at the time of the consultation on the then proposed Marks Tey Garden Village) this would result in only a modest increase in Inworth Road traffic (only +26 or +9 depending on options A or B under consideration at the time) which would be far more acceptable to both Tiptree and Inworth residents.	improvements proposed for the B1023 Inworth Road to accommodate the expected increase in traffic.	
J24/129	Local Traffic					✓	Some consultees are concerned that the impact on local roads and communities needs to be taken into account, in order to gain a workable, safe and efficient outcome.	The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads. While the Applicant understands the need for further improvements to address historical issues and rat running on the wider local network, this is outside the scope for the proposed scheme to address. National Highways is working with Essex County Council to understand these issues and to address them where possible within the scope of the proposed scheme.	
J24/130	Junction 23					✓	Junction 23 notoriously difficult to enter the A12 on either carriageway. Very fast traffic, very short slip roads or none practically on the north bound. A lot of Tiptree traffic already uses that route past Braxted Hall as does a lot of commercial heavy haulage lorries. The road suffers big undulation damage from the use. The bridge was never meant for so many heavy	A holistic options study was undertaken in Stage 2 – Option Selection, which resulted in J23 being removed from the proposed scheme.  The removal of the junction is unlikely to have significant adverse impacts on traffic, economic growth and safety. Traffic modelling undertaken primarily focuses on strategic traffic. However, the removal of J23 does result in a potential local issue relating	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>vehicles. There is a large distribution centre/farm right before that bridge. This road and the Junction 23 should be the one being upgraded and improved</p>	<p>to access to the Essex County Fire and Rescue Service Headquarters. Engagement with Essex County Fire and Rescue Service will be carried in the future, and this will be taken into consideration during future Project Control Framework stages. The removal of J23 will however result in benefits including a reduction in adverse environmental impacts and addresses concerns raised by stakeholders in the public consultation held in 2017. Lastly, the removal of J23 will provide significant cost savings to the proposed scheme which must. This is detailed in Appendix B of the Scheme Assessment Report Addendum:  <a href="https://highwaysengland.citizenspace.com/h/e/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf">https://highwaysengland.citizenspace.com/h/e/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf</a>.</p> <p>The proposed scheme without J23 has been taken forward into Project Control Framework Stage 3 – Preliminary Design as the proposed solution.</p> <p>In addition to this, the proposed J24 position seeks to provide a more desirable route for southbound traffic from Tiptree and reduce</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								traffic undertaking those journeys from driving along Braxted Park Road and joining the A12 at Rivenhall End.	
J24/131	Kelvedon/Feering					✓	A few of the consultees are concerned about the volume of traffic through Kelvedon.	As a result of the proposed scheme, it is expected that traffic on Kelvedon High Street will decrease by up to 25% in the peak hours. This is as a result of providing a J24 that better serves Tiptree.  The improved capacity and safety is expected to reduce the number of incidents on the road, but when an incident does happen the road would be more resilient to it.	
J24/132	Coggeshall Traffic					✓	A few consultees have concerns that traffic will increase in Kelvedon (B1024) due to people travelling from Coggeshall to the A12.	As part of the statutory consultation brochure, the Applicant showed three locations of traffic flows in Kelvedon. The Feering Hill section of the B1024 showed a reduction in traffic as a result of the proposed scheme. As part of the development of the proposed scheme ahead of the application for development consent, the traffic model was updated, which reaffirmed the reduction in this location where the traffic is expected to reduce by 29% in the AM and 17% in the PM peak.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								With regards to the de-trunked section of the A12 between Kelvedon and Witham, the traffic flows are expected to reduce by between 75% and 91%.	
J24/133	Kelvedon/Feering					✓	Building will not help Kelvedon or Feering in the event of an accident/breakdown as the current A12 bypass is being widened. Depending on the potential A120 junction joining the A12 before Kelvedon (junction 23) this issue could be made even worse if road users are diverted through Kelvedon High Street and London Road (B1024).	<p>At present, incidents such as accidents can cause traffic problems on the A12 and surrounding roads. The proposed scheme is expected to reduce the frequency of such incidents, by reducing A12 congestion in general and by the third lane providing additional traffic management flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane. This would make traffic divert onto local roads less often.</p> <p>As a result of the proposed scheme it is expected that traffic on Kelvedon High Street will decrease by up to 25% in the peak hours. This is as a result of providing a J24 that better serves Tiptree.</p> <p>The improved capacity and safety is expected to reduce the number of incidents</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								on the road, but when an incident does happen the road would be more resilient to it.	
J24/134	Kelvedon/Feering					✓	<p>Limitation to one junction on the Inworth Road for Kelvedon/Feering from the north and south junctions will put a lot of traffic onto a narrow road not suited to this much traffic. It will also encourage northern Kelvedon/Feering traffic to travel along the old A12 to join the A12 at J25 putting significantly additional traffic into Marks Tey and the Old Rectory (A120) junction.</p>	<p>A holistic options study was undertaken in Stage 2 – Option Selection, resulting in the proposal for J24 to be located to the west of Inworth Road and provision of access to and from Inworth Road via a southern link road.</p> <p>This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site. This is detailed in Appendix D of the Scheme Assessment Report Addendum: <a href="https://highwaysengland.citizenspace.com/h">https://highwaysengland.citizenspace.com/h</a></p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>e/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf.</p> <p>As a result of consolidating the junctions either side of Kelvedon and the proposed location of J24, traffic on Kelvedon High Street is expected to reduce by up to 25% in the peak hours. The Applicant does acknowledge that this approach would result in traffic increasing on Inworth Road.</p> <p>In November 2021, the Applicant launched its supplementary consultation which included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.</p> <p>The consultee is correct that some traffic will continue to use the existing A12 rather than joining at J24. However, the existing A12 is expected to see a reduction in traffic of 90%, and the proposed scheme's improvements to Old Rectory (A120) junction would provide sufficient capacity for the design year 2042.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/135	Existing Junction 24					✓	I don't care what you do at the new junction 24! But I do care about the old junction 24 which is being removed.	The existing J24 will be replaced by the new Feering East Roundabout. This will provide access to the de-trunked A12 heading northbound, and also to the B1024 London Road, as well as New Lane and adjacent property access.	
J24/136	Construction					✓	<p>There will be 10 lanes of tarmac instead of 6 (or 8 if you are allowing for access lanes to properties that are not compulsory purchased).</p> <p>As mentioned by Highways England (HE) Representatives, the most environmentally friendly option is to build on-line as much as possible. It was also mentioned by HE representatives that heritage buildings and veteran trees are being avoided by the A12 being built off-line and whilst this is admirable, the HS2 project doesn't seem to worry about these issues and there are no ancient woodlands along this stretch to my knowledge.</p>	<p>A holistic route options exercise was undertaken prior to the proposed scheme's Preferred Route Announcement. The area between the existing J23 and J25 is described from page 9 of the Scheme Assessment Report Addendum:  <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf</a>.</p> <p>One of the proposed scheme's objectives as part of the Road Investment Strategy is to improve road user safety. There are a number of properties with existing access to the existing A12, some of which would not be physically compatible with widening the road to three lanes in each direction. Nonetheless, in the event that there is space</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								between the existing road edge and the existing property, each of these properties would need a private means of access to either J24 or J25 to be provided unless it could be demonstrated that there is no alternative to the existing arrangement.	
J24/137	Construction					✓	Our immediate concern are the potential implications the construction at J24 will have on services in and out of our Kelvedon depot. If the junction is closed for development, this will have profound implication on the running of our services.	The Applicant is not proposing the closure of the existing J24 during construction. The area would be subject to temporary traffic disruptions which would be communicated with appropriate notice via the Applicant's communication channels. For further details around the traffic management proposals, please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
J24/138	Flooding					✓	A small number of the consultees raised concerns over the lack of maintenance of culverts to prevent flooding	It is not within the remit of the proposed scheme to address historic maintenance issues on the local roads network. However, where changes are made to the Inworth Road width as part of the proposed scheme, new drainage will also be provided. The interventions will require some flood mitigation. Several flood and drainage mitigation areas have been proposed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/139	Access					✓	<p>The whole scheme is likely to destroy this community and also put local businesses at risk, such as the farm shop where access is going to be harder both during construction and after the junction is completed.</p> <p>The old B1023 road between the start of the slip road from Kelvedon to just beyond the road to Messing (marked in Orange) is being changed to Walking/Cycling. However, I was informed at the consultation that access will still be maintained for the properties along this stretch, namely Hillside and Stonefields. To prevent this strip becoming a rat run, access will need to be restricted. This could be achieved by blocking the current road and providing direct access to the new roundabout. Also given that Stonefields has two businesses, a farm shop and a reclamation business with a current O Licence there will be heavy traffic movement on this access, which will need to be accommodated.</p>	<p>The Applicant has taken these comments on board and introduced a preliminary design of an access for Stonefields Farm commercial business and farm shop which has been included in the supplementary consultation materials. The old B1023 alignment adjacent to the new Inworth Road Roundabout will be converted to a walking/cycling route. Access to businesses off the realigned B1023 will be maintained, and the walking/cycling route will be designed to not allow through-traffic to use it. Unfortunately, there is limited space on the roundabout to accommodate a direct access to the local businesses, but the access to Stonefields and others which require it will be designed to accommodate large, articulated vehicles.</p> <p>The Applicant will aim to provide access to properties and businesses at all reasonable times. There might be temporary access restrictions required to facilitate some works, but those will be discussed with residents and business owners well in advance of the works happening.</p> <p>In November 2021, the Applicant launched its supplementary consultation which</p>	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								included measures to improve Inworth Road. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/140	Access					✓	Access to the local farm shop is also likely to be harder due to increased traffic and no suitable footpath.	In November 2021, the Applicant launched its supplementary consultation which included access to the farm shop and adjacent properties. For responses to that consultation, and the Applicant's response to them, please see Chapter 6 of the Consultation Report.	
J24/141	Access					✓	<p>The permanent changes to the road network in proximity to the Hotel are of still greater concern. Ease of access and convenience is integral to the business viability of roadside facilities and it follows, also to their contribution to safety and welfare of drivers on the strategic road network.</p> <p>The Scheme will have the following effects on access to the Hotel and associated roadside facilities:</p> <p>Northbound – increase in distance from A12 from 0 miles to 1.65 miles.</p>	The proposed J24 can be accessed by both northbound and southbound traffic, ensuring a quick and convenient access to the Travelodge site. The distance from the proposed J24 will be just under 2 miles but will mean that users of the hotel can exit the A12 at J24 irrespective of which direction they are travelling. Furthermore, it is proposed that the existing A12 will continue to exist as a local road, and there is a proposed roundabout at the London Road junction which would ensure anyone travelling from Marks Tey (J25) could easily access the hotel. The distance from the proposed new section of A12 to the hotel	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Southbound – increase in distance from 0.5 miles to 2.7 miles (j.24) / 2.8 miles (j.25)</p> <p>In Travelodge’s significant experience, this increase in distance from the A12 is significant and will have a material impact on trade volumes and the viability of the roadside facilities here, including the Hotel. The associated reduction in driver convenience and reduction in visibility of the Hotel from the A12 will result in significantly reduced trade at the Hotel due to the Scheme. There is a risk the Hotel will not be viable following the changes.</p>	would be around 200m and there is limited proposed planting, so the hotel should still be visible to passing trade. The increase in distance from the proposed new section of A12 would mean a reduction in traffic noise for users of the hotel.	
J24/142	Access During Construction					✓	<p>The Scheme will widen, improve and in places re-route the existing A12 and associated junctions. Crucially the A12 will be re-routed between Junctions 24 and Junction 25, such that: There will no longer be direct access to the Hotel.</p> <p>Junction 24 will also be re-located approximately 1.4 miles to the west of the existing junction further from the</p>	National Highways will seek to maintain access to the Travelodge, Feering, throughout the construction of the works or provide alternative access arrangements if necessary. In some instances, it may be necessary to restrict access for limited periods, but National Highways would seek to minimise the number and duration of any such restrictions as far as reasonably practicable. The Principal Contractor will liaise with the affected landowners to ensure	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Hotel. There do not appear to be any physical works proposed to the existing A12 immediately adjacent the Hotel notwithstanding the existing A road will be de-trunked.</p> <p>Travelodge's concerns Travelodge are concerned that the disruption caused by Scheme works at junctions 24 and 25 will impact on trade volumes and seek assurances that access to the Hotel will be available throughout construction works.</p>	<p>that such disruption is minimised if it is necessary to limit access.</p> <p>The landowner has been offered a meeting by National Highways to further discuss and resolve their concerns.</p>	
J24/143	Access During Construction					✓	<p>Moreover, the reduced convenience of access to the Hotel and associated food and fuel services can be expected to reduce driver welfare and safety, particularly if the Hotel and associated roadside facilities become unsustainable due to the changes and are closed. The provision of adequate roadside services should be a material consideration in the design of the Scheme in accordance with government policy.</p>	<p>National Highways notes the points that have been made concerning the importance of service areas and the safety of road users. The Design Manual for Roads and Bridges suggests that services or fuel filling stations should ideally be no more than 28 miles (45km), or a 30-minute drive, apart.</p> <p>Additionally, National Highways will seek to maintain access to the hotel and associated food and fuel services throughout the construction of the works or provide alternative access arrangements if necessary.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							For this reason Travelodge oppose the Scheme in its current form and request urgent engagement with the Highways England to address their concerns.	The landowner has been offered a meeting by National Highways to further discuss and resolve their concerns.	
J24/144	Purchase					✓	Some of the consultees have concerns of the impacts on the liveability of their property and effect on the value of their property	<p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, it may purchase properties using discretionary powers. Discretionary purchase applications can be submitted to National Highways from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Further detail about compensation can be found on National Highways' website:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/145	Purchase					✓	I have applied to the highways for discretionary purchase via Holmes and Hills solicitors as I do not see any other way out of the trap that I am now in and hope that you consider the application and find in our favour at the earliest opportunity.	National Highways have engaged with Holmes and Hills solicitors on behalf of the landowners and provided the relevant information regarding appropriate compensation options and requirements for discretionary purchase. The landowner's discretionary purchase application will be considered in line with National Highways' policy requirement and accepted if the application fulfils the criteria.  Latest guidance on 'Your property and discretionary purchase' can be found on the National Highways website: 	
J24/146	Land Take					✓	When attending Messing Primary School one of your colleagues mentioned compulsory purchases of driveways and pathways, this would not only make the noise pollution even more unbearable for us as the traffic would be on our front doorstep but would also make it increasingly difficult to park.	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. The Applicant can	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								confirm that the proposed scheme's current order limits does not include the driveways and pathways of the properties in question.	
J24/147	Access					✓	As part of the Crown Land development, there is a commitment on them to provide an area of land east of the A12 for unspecified community use. I have shown this edged green on the plan below. Provision needs to be made for access to this land, currently reached over the Threshelfords Bridge which will be removed as part of your proposals.	Access to the retained land will be possible by the proposed replacement bridge with access rights granted to the landowner as detailed in the General Arrangement Plans [TR010060/APP/2.9]	
J24/148	A120					✓	A few of the consultees are concerned about the possibility of the A120 tying into the proposed junction in the future and how that would be possible	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly.	
J24/149	A120	Tiptree Parish Council				✓	In connection with the above point, the siting of the A120 connection to the	The A120 is not yet a committed development and National Highways is	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							A12 could be another factor affecting traffic in Inworth Road.	currently reviewing the option assessment to determine its preferred connection to the A12. The A12 project team has shared its most up-to-date design, traffic and environmental information to inform the A120 scheme. It is for the A120 to assess their impact on the local road network and mitigate those impacts in accordance with the guidance in place at the time.	
J24/150	A120	Tiptree Parish Council				✓	If the Essex Highways preferred route is adopted with the connection point at Junction 23 (Kelvedon south) then traffic from the Eastmay still be encouraged to take the Braxted Park Road route to the A120. This could be encouraged by such measures as allowing A120-bound traffic to access the A120 via the service road (old A12) from Rivenhall without having to negotiate junction 22 and by siting junction 24 in its current position north-east of Feering.	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly.	
J24/100	Planning	Tiptree Parish Council				✓	We are aware that Messing cum Inworth Parish Council have expressed concern with regard to the increase in traffic in Inworth Road	In November 2021, the Applicant launched its supplementary consultation including a response to this query on increased traffic in Inworth Road. For responses to that	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>resulting from a further 600 homes to be built in Tiptree. However, the increase in traffic generated by this construction is small compared to the anticipated increase in traffic resulting from a new 4-way, A12 junction (Jc 24) in Inworth Road. Both the fact that the new junction will be 4-way and that it avoids the need to negotiate the T-junction at the bottom of Inworth Road in Feering will make the new junction an attractive and easy option for all A12-bound traffic coming from the Tiptree direction. In 2020 Highways England predict an increase of 975 vph at peak times which represents a more than doubling of vehicle number in Inworth Road. Furthermore, the 2019 A12 consultation predicted an increase of +1032 or +1049 (depending on option C or D being discussed at that time) from the present 700 vph – this represents an increase of x2.5. Somehow these predictions have been reduced to +674 representing a 92% increase in the latest, 2021, consultation.</p>	<p>consultation, and the Applicant’s response to them, please see Chapter 6 of the Consultation Report.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							However this large increase in traffic creates a dilemma for Tiptree planners. On the one hand, we are aware that access to the A12 from the east is poor and needs improving. On the other hand Inworth Road is not designed for this volume of traffic and the local residents in Inworth are likely to be seriously inconvenienced.		
J24/101	Planning					✓	Some consultees were concerned there are increases in housing planned in this area including in Tiptree, Kelvedon and Feering. As a result, this will lead to further increases in traffic flows, adding to the problems on the Inworth Road.	<p>The Applicant has produced a computer model to predict future traffic levels. This takes into account committed future residential developments. A list of the developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].</p> <p>The proposed scheme has been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The proposals for the widened A12 and its junctions – including J24 – have been designed to cater for the anticipated increased traffic in the design year 2042.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/102	Planning					✓	New junctions tend to attract petrol stations and fast food outlets which will result in more litter and the complete destruction of the rural area. A ban on any further development around the junction would help mitigate this to some extent.	The J24 design does not include for or facilitate future developments at this location. Any future development would be a matter for the planning authority.	N
J24/103	Planning					✓	I do support the new junction. Sadly I think this will further open the door to further speculative housing development to fill in the space between the A12 and existing Kelvedon/Feering areas. There are already some 2000 homes being built or in planning with no provision for improved infrastructure whatsoever these will all have been built or be in progress by the time this improvement scheme is progress. Have you factored this in?	The A12 traffic model takes into consideration the adopted and emerging local development allocations in the forecast background traffic growth for the area. The traffic model core scenario takes into consideration current and approved planning applications as these have a level of certainty and details that allow the traffic model to run projections. The proposed scheme operational year is 2042 and the road layout is ready to accommodate traffic growth under the forecasts to that year. Any future development currently not committed or allocated will have to mitigate its impact on the road network. Furthermore, the local authority will be adopting a new local plan that has development allocations, and any development outside those areas is normally unacceptable and within the local authority's	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								powers to determine the adequacy of the proposed development.	
J24/104	Planning					✓	The area behind the current Bloor Home development in Feering is proposed to extend significantly as part of the strategic development plan around Feering (potential for another 1000 houses with access already provided) and it would make much more sense to provide access to the A12 (north and sound bound) using the space used for the existing Feering A12 junction with feeder roads linked directly to this significant development area forming off London Road/behind Thresholdfords industrial park north of Feering. This would remove all A12 traffic from the B1023 and junction with Feering Hill as well as provide north and southbound access directly to the strategic development area that will extend out from the current Bloor Home development/Thresholdfords towards the A12. There is space behind the development and Thresholdfords and	A new all movement at the response location (similar to the A12 J24 location at the options consultation in 2019) would be elevated (about 16m above ground) and would remove most of the Tree Avenue to Prested Hall (grade II listed building), having a significant impact to its setting and a visual impact to the surrounding area. The current J24 location was proposed by stakeholders (local authorities) and by the Applicant as a way to mitigate the significant impacts to listed buildings and improve the way strategic traffic accesses the A12, by addressing the impact on Hinds Bridge and Gore Pit Junction at Feering. The current junction also prevents the Tiptree traffic to reach Kelvedon Feering and avoids the construction of a bypass or loss of further greenfield.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the A12 to do this easily. This proposal would then link the strategic A12 upgrade to the strategic development plan for Feering. The A12 access (north and south) would then be pre-built into the next stage of the development behind the current Bloor Home development. Access from Tiptree to this new junction would need to be routed east of the B1023 instead of to a west junction. It is imperative that the strategic development planned behind Thresholdford is combined with the upgrade of the A12 and the exiting Feering north junction.		
J24/105	Planning					✓	Very concerned that the design suggests that there will be more development at Kelvedon. By increasing development, the gains made by widening the A12 will be very quickly lost	The Applicant has produced a computer model to predict future traffic levels. This takes into account committed future residential developments near Kelvedon. A list of the developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The proposed scheme has been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The proposals for the widened A12 and its junctions – including J24 – have been designed to cater for the anticipated increased traffic in the design year 2042.	
J24/106	Walking, Cycling and Horse Riding / Safety					✓	Many cyclists, walkers and horse-riders use these rural lanes throughout the week and weekend and lives will be endangered from excess traffic using the lanes as a shortcut from the B1022 (Maldon Rd) and the existing B1023 generally.	As a result of feedback from the statutory consultation, the traffic model for the application for development consent incorporated traffic flows for Kelvedon Road. The traffic model predicted an increase in traffic on the road. This has been considered by the Applicant.  Regarding safety, the small material increase in traffic is recognised and the concerns acknowledged. The anticipated future traffic flows, including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme, are within the flows that this route can accommodate safely. This does not mean no incidents would occur, but that this is not different to any other comparable route locally or nationally.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Issues related to the existing shortfall in provision are a matter for the local highway authority.	
J24/107	De-trunking					✓	I would like to see a the current combined footway/cycleway between Kelvedon and Witham split into two independent tracks. By removing one of the current carriageways, hatching-off part of it could provide the space for this facility. As electric scooters will become common place it is important to keep them away off footways.	Improvements on the former A12 corridor are the subject of discussions with Essex County Council.	
J24/108	De-trunking					✓	<p>The de-trunked road needs to be considered to render it difficult to be seen as rapid access or a short cut to junctions on the new A12.</p> <p>It needs to be considered principally as a sustainable transport corridor to include dedicated bus and cycle lanes using physical kerbs and coloured road surfaces.</p>	The proposed scheme proposes two bypass sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option. The second most popular option was Option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Scheme Assessment Report and Scheme Assessment Report Addendum, <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf</a>.</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout will provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the A12 de-trunking, however access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout. Access to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>via Braxted Road and the de-trunked A12 which will be safer than existing.</p> <p>East of J24 the following is proposed in the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24 will provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</li> <li>• Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishingwell Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>average speed on this stretch of de-trunked A12.</p> <ul style="list-style-type: none"> <li>• The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council, works may take place and would be managed by National Highways. Subject to further engagement with the County, this might include:</p> <ul style="list-style-type: none"> <li>• Resurfacing of sections of the carriageway</li> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gully clearance</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>The de-trunked sections of the A12, along with the rest of the proposed scheme, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</li> </ul>	
J24/109	Walking, Cycling and Horse Riding					✓	I would like to see better support for cyclists between Feering and Inworth. They need to be separated physically from the traffic approaching and departing J24.	The proposed scheme does not propose any walking, cycling and horse riding facilities at J24, owing to its positioning in relation to existing connections and routes. Existing connections would be redirected via Ewell Hall Chase.	N
J24/110	Safety					✓	Would want to see reassurance around suicide prevention in regard any of the bridges	National Highways has a suicide prevention strategy, and the bridges will be designed in line with the objectives set out in the strategy: <a href="https://www.gov.uk/government/publications/suicide-prevention-strategy">https://www.gov.uk/government/publications/suicide-prevention-strategy</a> .	
J24/111	Safety					✓	This is an extremely unsafe proposal. It is dangerous for the local residents. It will increase the risk of traffic accidents due to a lack of safe crossings.	The increase in traffic would reduce gaps and increase time to cross but would not prevent safe crossing of the road. A controlled crossing (e.g. zebra, puffin) would only provide a benefit where there is a defined crossing location on the desire line for pedestrians, and the small number of properties and lack of footway connections	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								to settlements in either direction means that this is not an appropriate location for a controlled crossing. A controlled crossing would require a footway on both sides and beacon and signal poles which would reduce available path width. There is no location where a crossing is likely to be beneficial even if it could physically be accommodated in the constraints.	
J24/112	Walking, Cycling and Horse Riding					✓	There are opportunities here to connect Tiptree, Feering and Kelvedon with high quality cycling infrastructure that just seem to have been completely overlooked.	The proposed scheme will deliver well designed and engineered facilities that will provide many safety benefits for walkers, cyclists and horse riders. It is likely that this observation would include roads and routes outside the scope of the proposed scheme, but it will be considered in the revised walking, cycling and horse riding assessment and review.	
J24/113	Walking, Cycling and Horse Riding					✓	The existing walking and cycling path between Kelvedon and Marks Tey is not shown on the diagram. No new replacement path is shown either. This needs to be included to enable sustainable travel (i.e. bike) to link	The existing walking, cycling and horse riding route between Kelvedon and Marks Tey is shown on the General Arrangement Plans [TR010060/APP/2.9], where it is to be retained, along with the locations where changes to the existing walking, cycling and horse riding route are proposed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>onward journeys into to Marks Tey and beyond to Colchester.</p> <p>New (and existing) paths should be set back a few metres from the road to reduce wind gusts from large vehicles, water spray and noise affecting horse riders, cyclists and walkers.</p>	<p>The Applicant recognises that Local Transport Note (LTN) 1/20 (Department for Transport, 2020) is the relevant design guidance for active travel routes on local roads. The proposed scheme has taken the guidance and core design principles contained within LTN 1/20 into account, for all proposed cycling infrastructure, including buffer zone offsets from carriageway, path widths, island dimensions and crossing point geometry. The proposed scheme will continue to develop these routes and crossings in the detailed design stage.</p>	
J24/114	HGVs					✓	<p>Your proposal only shows support around the roundabout. However there are a number of articulated HGVs making this passage at the moment and the road is very narrow in places. The junction will increase this North South flow.</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J24.</p> <p>Heavy goods vehicles have been accounted for at J24 as specified in the Design Manual for Roads and Bridges and will be able to use J24.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/115	Walking, Cycling and Horse Riding				✓	✓	Some of the consultees have concerns for walking, cycling and horse-riding users on the local roads around Junction 24 and how increased traffic will affect their safety	Regarding safety, the small material increase in traffic is recognised and the concerns acknowledged. The anticipated future traffic flows, including proposed scheme-related changes and traffic growth that would happen with or without the proposed scheme, are within the flows that this route can accommodate safely. This does not mean no incidents would occur, but that this is not different to any other comparable route locally or nationally. Issues related to the existing shortfall in provision are a matter for the local highway authority.	
J24/116	Junction 24					✓	I suggested looking at this junction and potentially adding in a roundabout or traffic lights.	The proposed scheme's location for the new J24 is forecasted to reduce traffic approaching Gore Pit Junction as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J24/117	Smart Motorway					✓	<p>However, after looking at the proposals here are my observations.</p> <p>1. A 'Smart Highway' will Increase Traffic on the B1024 as your consultation video suggests there will be no hard shoulder.</p> <ul style="list-style-type: none"> <li>• A 'smart highway' will not help elevate traffic coming through the villages of Kelvedon and Feering in the event of a traffic accident or broken-down vehicle.</li> </ul>	<p>Within the section of the proposed scheme between J21 and J25, a variable speed limit can be brought into place to alleviate congestion, as well as variable message signs to inform drivers of obstructions ahead. As shown within Appendix C of the Transport Assessment [TR010060/APP/7.2], no significant increase in traffic is expected along the B1024.</p> <p>The proposed scheme is seeking to provide additional capacity and improve safety, which is expected to result in a more resilient road with reduced reliance on the surrounding local road network in the case of breakdowns and collisions. Emergency laybys are proposed at regular intervals to help mitigate live-lane breakdowns.</p>	
J24/118	Flyover Video					✓	<p>I also note from the flyover video, our home is missing from the land, with just the footprint being marked - do you intend to demolish it?</p>	<p>As stated at the start of the flythrough video, the purpose of the flythrough is to provide the viewer with an artist's impression of how the constructed road will look based on the engineering design information available at the time. If a property does not show up on the video, this is due to the level of detail of rendering and does not indicate the property will be demolished. There are a limited</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								number of properties which require demolition as part of the proposed scheme. The owners of these properties have been made aware through individual communications and consulted with on an individual basis.	
J24/119	Rail					✓	Bizarrely, junction 24 is going to be built on top of the old railway line from Kelvedon to Tiptree. Ideally you would have paid greater attention to the contribution rail could have made to both traffic between Kelvedon and Tiptree and, indeed, between London and the east coast ports, before you started trampling all over the countryside.	During the early stages of the proposed scheme's development, several public transport alternatives were considered, including upgrading existing rail routes and branch lines to encourage commuter traffic from the roads to the railways. More information can be found in the Options Assessment Report.	
J24/120	Walking, Cycling and Horse Riding					✓	This new junction seems sensible. There is an existing footpath shown on the OS extract below, running past the "n" of Kelvedon. As there is no provision for it across the existing A12, it has fallen into disuse. In my opinion provision should be made for this to be reinstated, as the extract from Plan 14 on which you have shown part of the length (which I have marked with a solid brown line), but not extending	Existing footpath 78_14 as shown currently terminates to the north of the A12 and does not provide a crossing. The proposed scheme is not affecting this footpath, but is providing an improved crossing of the A12 to the west over the Ewell Hall accommodation bridge, via footpath 92_25. This provides an acceptable north to south connection over the A12 in this location. There is currently no pedestrian provision proposed at J24, as this would require crossing of the slip roads,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							beyond. I think the length I have shown by a broken brown line should be reinstated, which would then permit people to join the existing footpath network the other side of the proposed A12. Please be aware these two plans are not on the same orientation.	which should be avoided where a clear and convenient alternative is available.	

## 1.5 Junction 25

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Junction 25.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.8 Consultation Responses – Stat Con J25**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/001	A120	Essex County Council - Highways & Transportati on Service	✓				We feel that the junction with the A120 may be an over-provision as the A120 is likely to be diverted to follow the County Council's favoured route option D. The likely diversion of the A120 should be modelled as a sensitivity test as over-provision where the A120 currently joins will be a waste of resources and unnecessarily provide infrastructure which is not required in the medium term and which will not help the local community sense of Place if pursued simply due to uncertainty about the A120.	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	N
J25/002	A120	Essex County Council - Highways &	✓				Staggered cycle crossing are proposed across A120 arms and old A12 arm at new Station Road crossroads. These are not LTN1/20	It is acknowledged that Local Transport Note (LTN) 1/20 states that staggered crossings should not be used at cycle crossings at junctions and across links. However,	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
		Transportation Service					<p>compliant and considering the A120 Braintree to A12 scheme will significantly reduce flows at the junction, provision should be made for straight across crossings (either passively, or if A120 gets onto RIS 3, then actively)</p>	<p>LTN 1/20 does acknowledge that these are used on wider roads and busier junctions, and if this is the case pedestrian guardrail should not be installed by default, to make negotiating the central refuge easier for cyclists. The use of pedestrian guardrail at detailed design will not be by default.</p> <p>Within the proposed scheme there are broadly two separate situations for which staggered crossings have been proposed. The first is at busier junctions, where provision of a straight-across crossing and the associated signal timing will negatively affect the performance of the junction to an unacceptable level. For these, further discussion can be held on whether junction performance can be sacrificed to levels the Applicant has judged as unacceptable, to improve walking, cycling and horse-riding (WCH) provision. The second situation is on wide roads where provision of a two-stage, straight-across crossing would require a central refuge width of up to 7m, which is not possible to provide within the site constraints. LTN 1/20 stated that a staggered crossing for carriageways over 15m wide should be provided, but this has</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								been superseded by the Traffic Signs Manual, Chapter 6, where this specific guidance has been removed and replaced with guidance that encourages the designer to assess on a case-by-case basis. This has been done for all proposals as part of the proposed scheme. The Applicant has sought to make all crossings LTN 1/20 compliant and is confident that the proposed solution provides the best balance between traffic needs, site constraints and WCH provision.	
J25/003	Access / Lack of Detail	Essex County Council - Highways & Transportati on Service	✓				The Parish Council has questioned the location of the off-slip roundabout access in terms of serving new development and we would want to work with all parties to satisfy ourselves that your proposals work as well as space and geometric constrains allow	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>connection to the A120, was further assessed in the preliminary design stage and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>which provides access to Old London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.</p> <p>The Applicant welcomes comments from the Essex County Council Highways and Transportation Service and will continue to work closely with the council during the development stages of the proposed scheme.</p>	
J25/004	Complex / Confusing	Essex County Council - Highways & Transportation Service	✓				Further information is required. Marks Tey J25 is a complex set of junctions and interfaces to get correctly defined.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25. Details of the junctions proposed under the proposed scheme can be seen in the General Arrangement Plans [TR010060/APP/2.9] released for Development Consent Order.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Furthermore, several workshops have taken place with the consultee both before and after the consultation regarding the design of J25, with information provided on traffic flows across the junction and level of service information	
J25/005	General	Essex County Council - Highways & Transportation Service	✓				Marks Tey. Here there are understandable local concerns about the location and scale of the junction envisaged, even though the A120 will be diverted in the future.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England. This includes the proposal for J25. The DMRB standards followed have provided guidance and requirements on the scale of the junction proposed. Any Development Consent Order (DCO) application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority. Whilst the A120 Braintree to A12 scheme remains without these commitments and approvals, the proposed scheme cannot rely on any prospective infrastructure improvements expected to be provided.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/006	Access	Essex County Council - Highways & Transportati on Service	✓				Don't close existing access to Coggeshall Rd at Marks Tey – this is the only way for buses to serve Marks Tey and surrounding villages as well as carrying key interurban bus services between Colchester and Braintree. Could be acceptable as a 'bus gate' for sustainable modes to use.	Access between Marks Tey and Coggeshall Road would not be closed under the proposed scheme. There are modifications to the existing route between Marks Tey and Coggeshall Road proposed, namely the conversion of the western dumbbell roundabout to a compact signalised junction and a signalised right turn on the dumbbell link road. However, access between Marks Tey and Coggeshall Road will be remain in place under the proposed scheme.	
J25/007	Walking, Cycling and Horse Riding / Public Transport	Essex County Council - Highways & Transportati on Service	✓				Widening adjacent to Marks Tey Station (on current A120 alignment – needs to ensure that it maintains bus stops in each direction for passengers accessing the station.	Bus stops are planned to be retained in this location.	
J25/008	Access	Essex County Council - Highways & Transportati on Service	✓				We support the additional lane for the A12 under the bridge and generally how access to and from the existing A12 will be provided and the provision of access to the local WCH routes and the service road.	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/009	Traffic Modelling	Copford with Easthorpe Parish Council	✓				For Junction 25 the provision of traffic lights to facilitate smoother traffic flow does not seem a particularly good idea when additional housing of 536 or so homes and a Primary School is already scheduled leading onto London Road Copford. Although your modelling include this and factors in a 7-9% increase in traffic on London Road these figures would seem to be based on out of date traffic surveys and more up to date ones must be used as our figures from Speedwatch are significantly higher than those you suggest.	The traffic model has been updated as part of the Development Consent Order submission. This has included the use of more recent traffic count data. Around A12 J25, traffic data from 2019 on the A12 slip roads has been used in the model. Although the traffic counts on London Road itself were undertaken in 2016, they have been factored up based on other 2019 counts. Detailed junction modelling work for J25 has been undertaken using Vissim traffic modelling software. This shows that the proposed junction performs satisfactorily in the year 2042. Full details of the assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	N
J25/010	Traffic Modelling	Copford with Easthorpe Parish Council	✓				Whilst speculative developments in Local Plan Part 2 are not considered in the A12 consultation, the current Stane Park business park does not seem to feature even though it is very likely to increase traffic flow on London Road. Whilst Wyvern Farm new homes already feature in your traffic modelling, the reality is more than likely to see a greater increase than	Growth at the Stane Park retail park is not included within the traffic model. The new homes at Wyvern Farm are included within the traffic model, in both the 'with scheme' and 'without scheme' scenarios. The majority of traffic from this development is predicted to travel on London Road to access J25. The only traffic from this development which is predicted to head towards J26 is traffic heading north on the	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							you predict for London Road traffic, given that this development feeds onto London Road and is much closer to the Marks Tey Junction 25. So why go to Junction 26.	A12, or traffic going towards Colchester. Note that the future traffic predictions for a particular road are not as simple as taking existing traffic counts and adding in traffic from new developments. In line with national traffic modelling guidance, wider changes such as changes in trip-making patterns and changes in the economic climate are taken into account. Changes that travellers make to avoid congestion are also taken into account, such as re-routing of trips, changing the time that trips are made, or no longer making the trip by car.	
J25/011	Will Worsen	Copford with Easthorpe Parish Council	✓				The design of Junctions 24 and 25 does not seem to meet the needs of residents and seem likely to provide a worse situation regarding traffic flow on local roads in a number of areas.	The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								making process when selecting the location and form of junctions proposed.	
J25/012	Will Worsen	Copford with Easthorpe Parish Council	✓				We realise you do not include any speculative developments but the further possible approval of another 120 homes from sites allocated under Local Plan Part 2 and any development of Copford Place will only further add to the load.	The proposed scheme traffic model has included Local Plan data which includes both adopted and emerging allocations. With regards to the Section 2 Colchester Publication Draft Local Plan, Policy SS4: Copford, which totals 120 residential units, and Policy WC2: Stanway, which outlines 630 residential units, have been accounted for in the traffic model.	
J25/013	Safety	Copford with Easthorpe Parish Council	✓				The narrow nature of parts of London Road Copford, coupled with increased traffic, by even your figures makes London Road even more dangerous for all road users and particularly for cyclists, dog walkers and pedestrians. There are several sections of this road where tow large vehicles passing pose a significant risk.	The Applicant recognises the shortfalls for those walking or cycling along the existing routes such as London Road through Copford. There are no dedicated cycle facilities, and footways are narrow and overgrown in places. However, these shortfalls are existing and not created or worsened by the proposed scheme, and the proposed traffic increase (13% AM peak, 10% PM peak) will not change the level of risk for pedestrians and cyclists. It is not possible for them to be addressed through the proposed scheme design and this will	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								remain the responsibility of Essex County Council as at present.	
J25/014	Safety	Copford with Easthorpe Parish Council	✓				Any increase in traffic flow on London Road increases the risk to residents of congestion, noise, vibration, reduced air quality and an increase in risk to roads users especially cyclists and pedestrians.	<p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts, including noise, construction vibration and air quality, caused by the proposed scheme, together with any mitigation required for significant adverse effects.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/015	Air Quality	Copford with Easthorpe Parish Council	✓				An increase in noise, vibration and pollution from particulates and acidic oxides is will only worsen potential risks to both physical and mental health of residents	Air quality pollution (including particulates and acidic oxides) and noise and vibration impacts are assessed in Chapter 6: Air Quality and Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1], respectively. The impact of these on the physical and mental health of residents is assessed in Chapter 13: Population and human health, of the Environmental Statement [TR010060/APP/6.1].	N
J25/016	Air Quality / Noise Pollution	Copford with Easthorpe Parish Council	✓				Any increase in traffic flow on London Road increases the risk to residents of congestion, noise, vibration, reduced air quality and an increase in risk to roads users especially cyclists and pedestrians.	The modelling suggests no significant increase in heavy goods vehicle use on London Road. London Road has no dedicated cycle route provision and is not an attractive route for cycling. This would not be worsened by the proposed scheme, and any alteration is outside the scope of the proposed scheme. Walking routes are continuous at present and the proposed scheme would tie into these with no change, and walker safety would not be changed by the proposed scheme. Again, improvements would be outside the scope of the proposed scheme and a matter for Essex County Council.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The assessment of the effects of the proposed scheme from noise and construction vibration (only) are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The assessment has not identified any significant noise effects on London Road, around J25.</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] indicated no likely significant effects on London Road, around J25.</p>	
J25/017	Air Quality	Copford with Easthorpe Parish Council	✓				<p>You have stated that there will be no change in Air Quality at the slip road on to junction 25, yet this road will be closer to homes and children's play area-in addition a section of woodland will be removed. Despite suggestions otherwise, this must see a reduction in some air quality around particulates and acidic oxides.</p>	<p>The annual mean NO2 concentration at receptors nearest to the slipway were estimated in the Preliminary Environmental Information Report (PEIR) to worsen by approximately 2µg/m3. In absolute terms the NO2 annual mean is well below the air quality objective of 40µg/m3 (i.e. 18.7µg/m3). No significant particulate impacts were reported in the PEIR. The modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the PEIR and indicate that there would be no</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>exceedances of air quality objectives as a result of the proposed scheme.</p> <p>Where practicable, the design minimises the loss of vegetation, including woodland areas. Where loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
J25/018	Air Quality	Copford with Easthorpe Parish Council	✓				<p>We are concerned about the apparent lack of any Air Quality modelling or extrapolation in both Copford and Easthorpe as this key health indicator has recently been shown to be a significant cause in health related issues and early death.</p>	<p>The spatial extent for the air quality assessment is governed by triggering criteria published in the Design Manual for Roads and Bridges. Study area roads in Copford did not trigger assessment in the Preliminary Environmental Information Report (PEIR), and as a result no sensitive receptors were located in this area. Easthorpe Road was retained in the modelling assessment in the PEIR as a location of interest, and as such local receptors were identified here. No significant air quality impacts were recorded in the PEIR. Both Copford and Easthorpe locations are assessed in Chapter 6: Air Quality, of the Environmental Statement</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/6.1], which indicates that there would be no exceedances of air quality objectives as a result of the proposed scheme.	
J25/019	Air Quality	Copford with Easthorpe Parish Council	✓				Any deterioration in Air Quality near to the Children's Play area in Queensberry Avenue is of concern as the new slip road slip road will be closer.	<p>For the Preliminary Environmental Information Report (PEIR), the assessment considered the off-slip being lengthened and realigned. The proposed scheme will result in the off-slip being moved approximately 11m nearer to the playground. No significant air quality impacts were recorded in the PEIR for this location. In addition to the A12, London Road is included in the assessment for the Environmental Statement [TR010060/APP/6.1].</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the PEIR and indicate that there would be no exceedances of air quality objectives as a result of the proposed scheme. More specifically, no exceedances of air quality objectives are recorded as a result of the proposed scheme at the Queensbury Avenue Junction with London Road.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/020	Climate Change	Copford with Easthorpe Parish Council	✓				Removal of mature trees to facilitate this is also greatly to be regretted as these mature trees are net carbon sinks, holding carbon. Their replacement with new trees will not replace the net carbon gain caused by removing mature trees.	<p>Where practicable, the design will aim to minimise the loss of vegetation. Where vegetation loss is unavoidable, mitigation will be provided in the form of replacement planting and compensation habitat.</p> <p>Calculations have been undertaken to understand the net change in greenhouse gas emissions as a result of proposed changes in forestry, including tree planting. The findings of these calculations, which are reported in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1], indicate that the net effect on greenhouse gas emissions as a result of changes in forestry is expected to be positive over the longer term (i.e. more carbon will be absorbed by trees with the proposed scheme, than without the proposed scheme).</p>	
J25/021	Hydrology	Copford with Easthorpe Parish Council	✓				The movement of the Roman River culvert is not ideal as it may have impacts on the environmentally sensitive Roman River zone further along the river.	The proposed scheme has been hydraulically modelled and would have a negligible impact on flood risk elsewhere, as shown in Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3]. Proposals	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>have been discussed to install baffles along the culvert to improve flow dynamics and sediment transport opportunities.</p> <p>Furthermore, discussions have been held to alter the realignment downstream by incorporating a gently sinuous planform with gravel augmentation to replicate pool-riffles. These approaches have been agreed upon. The baffles will be looked into further during the detailed design phase, whilst the sinuous planform of the realignment has been incorporated into the preliminary design. This is discussed in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p>	
J25/022	Noise Pollution	Copford with Easthorpe Parish Council	✓				An increase in noise, vibration and pollution from particulates and acidic oxides is will only worsen potential risks to both physical and mental health of residents.	Air quality pollution (including particulates and acidic oxides) and noise and vibration impacts are assessed in Chapter 6: Air Quality, and Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1], respectively. The impact of these on the physical and mental health of residents is assessed in Chapter 13: Population and Human Health, of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Environmental Statement [TR010060/APP/6.1].</p> <p>As part of the statutory consultation, the Applicant published a Preliminary Environmental Information Report (PEIR) on the proposed scheme webpage (<a href="http://www.highwaysengland.co.uk/A12">www.highwaysengland.co.uk/A12</a>). The PEIR gave information about the potential environmental effects of the proposed scheme and the measures put forward to reduce any significant adverse effects identified. It addressed the full range of environmental aspects, including air quality, noise, water, soils, landscape, biodiversity, heritage, population and health, and climate change.</p>	
J25/023	Noise Pollution	Copford with Easthorpe Parish Council	✓				<p>There will also be an increase in traffic noise for some residents in Queensberry Avenue, Hedgelands, Coppingford End and Foundry Lane who will be closer to the new slip road at Junction 25 with the removal of some trees and the construction of drainage ponds on the Car Boot Sale field. The proposed acoustic barrier does not cover the whole of this area.</p>	<p>There is a predicted negligible change in noise levels at these locations as a result of the proposed scheme. As a consequence, the Applicant does not propose placement of a noise barrier here. The full assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/024	Safety	Essex Police	✓				<p>Throughout the new build of the road will there be marker posts to assist with locating broken down vehicles, what is the contingency for broken down vehicles and what will be the towing away policy be. Refuge areas will be 2500 metres sim to motorway ?</p>	<p>Regarding permanent works laybys and other places of relative safety on the proposed A12 mainline will be designed in accordance with the Design Manual for Roads and Bridges (DMRB) GD 300. This standard sets out that, where it is reasonably practicable to do so, the spacing of places of relative safety is to be between 1,200m and 1,600m.</p> <p>Between J21 and J25, the design is in accordance with DMRB GD 300 Level 3, and this includes traffic officer service coverage to attend incidents and powers to clear obstructions on the network. The operational regime has been agreed in draft form, and the details such as towing arrangements will be finalised in detailed design. In detailed design, updated standards may be available and reviews of components will be undertaken to determine the appropriate system for the scheme, including technology and operational elements. Regarding the works period, there will be an Incident Management Plan agreed and in place before the works begin with the proposed scheme and the emergency services.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Further detail can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7]	
J25/025	Access	Marks Tey Parish Council	✓				No account included for new A120 route and the effect it will have on junction 25	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly.	N
J25/026	Wildlife & Ecology / Landscape & Visual Impact	Marks Tey Parish Council	✓				Old Rectory Junction. The proposals for the new Old Rectory traffic light crossroads and removal of the existing island with its 16 mature trees will radically change the character and softness of this part of the village. The Parish Councils view is National Highways need to retain the existing roundabout and it's trees should be protected, even if it needs to be traffic light controlled and reduced to enable another lane of traffic. The inclusion of traffic lights at this junction will evidently lead to increasing the	The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							queuing at this junction and increasing pollution from the idling traffic. The junction also seems to be inadequate and over complex for the likely levels of traffic coming from Stanway.	an acceptable average level of service for this junction.  Where practicable, the design minimises the loss of vegetation. At this location, the loss of trees is unavoidable due to the highway layout, but planting of new amenity trees in the area is proposed, for example between London Road and the proposed scheme, and around attenuation ponds. Further detail is shown on Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2] and the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	
J25/027	Access	Marks Tey Parish Council	✓				New Old London Road roundabout. The new roundabout adjacent to Old London Road needs to link directly with Marks Tey Ltd's redevelopment of the former Anderson's site in order to remove their traffic and HGVs from the narrow and residential Old London Road. We had asked that the roundabout be moved close to the existing site entrance to serve this and the Shell garage. National Highways have said that it is not technically	National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.  The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>possible to move the new roundabout this far. However, from the current proposals, it should be possible to adjust the position of the proposed new roundabout to meet Marks Tey Ltd's expansion site access. Andersons former site Phase 2. It is unlikely to be possible to get direct access from the existing former Andersons site access to the new road network. Whilst Old London Road is proposed to be turned into a cul-de-sac, this will still lead HGV's etc to pass The Crescent and 75% of the residences on Old London Road. It may, however, be possible to adjust the proposals to directly link to the proposed access to the Anderson's expansion site which is currently in for planning approval. The developers have also offered to consolidate access to the total site to only one access and use the other only for emergencies. If possible, and using the expansion site access, this would remove any industrial site traffic from Old London Road. It would, however</p>	<p>London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							cut Old London Road in two but with both fronting on to a quiet road. On balance, the Parish Council should support the expanded Andersons site provided there is direct access to the new A12 road network (the new slightly repositioned Old London Road roundabout) and use of only this access for the entire existing and extended industrial site.	County Council to determine whether to take forward any such change in due course.	
J25/028	General	Marks Tey Parish Council	✓				Continuing the A12 through Marks Tey village was always going to be messy and is why the Parish Council argued against it. However, with the new road through the village, in general overall terms, these proposals and approach to the slip roads are about as good as they can be,	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	N
J25/029	Access	Marks Tey Parish Council	✓				It is unlikely to be possible to get direct access from the existing former Andersons site access to the new road network. Whilst Old London Road is proposed to be turned into a cul-de-sac, this will still lead HGV's etc to pass The Crescent and 75% of the residences on Old London Road. It	National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>may, however, be possible to adjust the proposals to directly link to the proposed access to the Anderson's expansion site which is currently in for planning approval. The developers have also offered to consolidate access to the total site to only one access and use the other only for emergencies. If possible, and using the expansion site access, this would remove any industrial site traffic from Old London Road. It would, however cut Old London Road in two but with both fronting on to a quiet road. On balance, the Parish Council should support the expanded Andersons site provided there is direct access to the new A12 road network (the new slightly repositioned Old London Road roundabout) and use of only this access for the entire existing and extended industrial site.</p>	<p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.	
J25/030	Air Quality	Marks Tey Parish Council	✓				The inclusion of traffic lights at this junction will evidently lead to increasing the queuing at this junction and increasing pollution from the idling traffic, we understand from the consultation that air pollution is already above acceptable standards at the sensors serving Ashbury Drive and Godmans Lane but no studies have been carried out on the traffic queuing from the Marks Tey boundary and beyond, an issue we have been assured will be looked into.	The section of the A120 where monitoring is being undertaken by Colchester Borough Council is an area of public interest, having been raised at the consultation event held at Marks Tey Village Hall, and as a result has been assessed up to Great Tey Road in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1]. The traffic model applied for the Environmental Statement accounted for road traffic delays at this location. The subsequent air quality modelling and assessment for the opening year (2027) showed that there would be no exceedances of air quality objectives as a result of the proposed scheme (i.e. the predicted annual mean NO <sub>2</sub> concentration for receptor CBC137 indicated 23.3µg/m <sup>3</sup> ; for CBC136, 23.4µg/m <sup>3</sup> ; and for R163, 23.2µg/m <sup>3</sup> ).	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/031	Impact on Local Communities	Marks Tey Parish Council	✓				<p>However, with the new road through the village, in general overall terms, these proposals and approach to the slip roads are about as good as they can be, but there are serious problems with some of the detail. However, but for the A12 already using this route, if provided from new the A12 would never now have been taken through the urban part of the village. This is not proposed anywhere else on the A12 project. Continuing the A12 through Marks Tey village was always going to be messy and is why the Parish Council argued against it.</p>	<p>A holistic optioneering assessment into the alignment of the proposed A12 from J23 to J25 was undertaken prior to the Preferred Route Announcement in August 2020. This assessment built upon the previous assessments presented at the 2017 and 2019 public consultations. As a result of the Planning Inspectorate's recommendation, the Applicant was able to rule out the 2019 consultation routes that considered the Colchester Braintree Borders Garden Community. This included Options B and D presented at the 2019 consultation. These options proposed a new J25 around 800m south of the existing J25 and took the proposed A12 under London Road (B1408) before re-joining the existing A12 east of the existing J25. These options would likely have caused greater disruption to properties and residents east of Marks Tey and west of Copford, would have passed through a historic landfill site, which would have potentially needed treatment to avoid contamination risks to adjacent land and water, and would have crossed an additional river and impacted one additional area of priority habitat compared to options re-</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								joining the A12 at the currently proposed location. The 2020 assessment confirmed the findings of the 2017 assessment, that a bypass between J24 and J25 is preferred. This bypass would address the problems with private accesses onto the A12 between those junctions and will be safer to construct compared to an online option. In 2017, 757 people supported one of the four routes. Both Options 2 and 4 provided a bypass between J24 and J25 and were supported by 439 people (58% of those who expressed a preference for an option in 2017).	
J25/032	Lack of Detail	Marks Tey Parish Council	✓				The Parish Council feels there is a lack of detail within these proposals and we would appreciate full knowledge of the proposed compulsory purchases and very much more detailed schematics of road layout changes that affect junction 25	National Highways published the development boundary for the proposed scheme in September 2019 (J19 to J23) and August 2020 (J19 to J25). As part of the statutory consultation, detailed information on the proposed scheme was provided, including general arrangement, land use and engineering plans.  A package of updated design materials, including Traffic Regulation Measures Plans [TR010060/APP/2.3], have been prepared in order to provide the level of detail required to obtain a Development Consent Order	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								(DCO). These materials are provided within Volume 2 of the DCO application	
J25/033	Walking, Cycling and Horse Riding / Public Transport	Colchester Borough Council		✓			The Section 2 Local Plan identifies that Marks Tey is fragmented by the A12, A120 and the railway and that community separation results from the two roads and the rail line running through the village with only limited pedestrian accessibility currently possible over these barriers. We welcome proposals to include new crossings and a replacement bridge at the Marks Tey junction. These should be designed to provide pedestrians and cyclists with safe, convenient, attractive and direct access, substantially greened where appropriate.	The Applicant recognises the severance that the existing A12 alignment creates with indirect and multi-stage crossings. The proposed scheme has been designed to provide safe, convenient, attractive and direct routes within the constraints provided. The Applicant will continue to develop these routes in the detailed design stage to maximise the benefits to users.	
J25/034	London Roundabout	Colchester Borough Council		✓			The new roundabout adjacent to Old London Road needs to link directly with Marks Tey Ltd's redevelopment of the former Anderson's site in order to remove their traffic and HGVs from the narrow and residential Old London Road. We had asked that the roundabout be moved close to the	National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>existing site entrance to serve this and the Shell garage. National Highways have said that it is not technically possible to move the new roundabout this far. However, from the current proposals, it should be possible to adjust the position of the proposed new roundabout to meet Marks Tey Ltd's expansion site access.</p>	<p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.	
J25/035	Wildlife & Ecology	143027			✓		The capacity of the combined housing areas is envisaged to be approximately 60 dwellings in total - with the remainder of the site intended as open space in the possible form of a community woodland, a nature conservation area and parkland. The use of part of the site for works associated with the highway scheme will reduce the extent of this open space area but would still leave an extensive area for open space to the south.	National Highways met with the landowner on 2 October 2020 and 27 May 2021 to discuss, amongst other matters, the envisaged development aspirations and will continue to liaise with the landowner and advisors to ensure disruption is minimised and suitable solutions are agreed. Further detailed information will be available as the proposed scheme progresses through to detailed design stage.	
J25/036	Wildlife & Ecology	143027			✓		With regard to the north-western corner of The Car Boot Field and west of the attenuation basin, this was shown in a previous iteration of the highway scheme to be an ecological area but as one of no notation on the	While the north-western corner of the car boot field, west of the attenuation pond is not required for ecological mitigation. It has been retained within the Order Limits to allow the reprovision of public open space. This is	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							slide displayed at the Webinar. In response to our written question tabled at the Webinar, it was indicated that ecological studies were ongoing and would inform the exact position of the red line within the Car Boot Field site.	indicated in the General Arrangement Plans [TR010060/APP/2.9].	
J25/037	Lack of Detail	143027			✓		Secondly, we are advised that our proposed development will require a discharge rate of 2.71/s/ha of impermeable area and approximately 1000m <sup>3</sup> of attenuation per hectare. We wish to actively explore if this requirement can be addressed utilising the proposed attenuation basin rather than the creation of an additional basin with a right to discharge to the lower land i.e.: into the highway scheme's attenuation basin or a link to the watercourse.	Please note the proposals for a combined attenuation pond serving the A12 mainline and the proposed development site would not be practicable due to potential maintenance liabilities. A separate attenuation storage facility and a separate outfall arrangement will be required for any future residential development site, i.e. independent to the A12 drainage.	N
J25/038	Local Development	143027			✓		The Car Boot Field is the subject of duly made representations in relation to the emerging Marks Tey Neighbourhood Plan and discussions have also taken place with the group promoting the Copford with Easthorpe Neighbourhood Plan. Comprehensive	National Highways met with the landowner on 2 October 2020 and 27 May 2021 to discuss, amongst other matters, the envisaged development aspirations and will continue to liaise with the landowner and advisors to ensure disruption is minimised and suitable solutions are agreed. Further	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							draft proposals have been formulated by Granville Developments for two housing areas of approximately one hectare each situated in the south-west corner of the site within Marks Tey Parish and in the south-east corner in Copford with Easthorpe Parish as seen in Annex EGA1.	detailed information will be available as the proposed scheme progresses through to detailed design stage.	
J25/039	Local Development	143027			✓		The key concern of our Clients is that the land-take for this major highway scheme should be compatible with and not prejudice their draft proposals for future village housing and associated open space on the edge of the defined settlement boundaries for Marks Tey and Copford.	National Highways met with the landowner on 2 October 2020 and 27 May 2021 to discuss, amongst other matters, the envisaged development aspirations and will continue to liaise with the landowner and advisors to ensure disruption is minimised and suitable solutions are agreed. Further detailed information will be available as the proposed scheme progresses through to detailed design stage.	
J25/040	Access	143027			✓		Firstly we require to know if, through the design process, allowance has been made for any inflow from our Clients' site as, by one means or another, access will need to be maintained to the lower land and the watercourse. Based on information provided for the site in its current form	Please note a drainage ditch will be provided as part of the proposed scheme to capture and convey the over-land runoff from the natural catchment sloping towards the proposed scheme, i.e. open field south of the A12 mainline. The proposed drainage ditch will be sized to drain the runoff from the natural catchment at greenfield runoff rates	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							by our Drainage Consultants, G.H. Bullard & Associates, there will be a natural run-off in the order 2.3 to 8.7 l/s/ha not accounting for climate change. We wish to know if this has been allowed for in the design of the scheme at present.	including an allowance for climate change. However, it should be noted that any such flows from any future proposed development would need to ensure no adverse impact and no increase to the existing flood risk situation in this area. Therefore, the Applicant believes that, if the flows have been restricted/maintained to the existing site (natural catchment/greenfield) runoff rates prior to their discharge to the watercourse, this should be acceptable in principle.	
J25/041	Hydrology	143027			✓		Thirdly, as the culvert under the A12 is a restriction on the flow of water, we seek confirmation that National Highways are responsible for the maintenance of flow through this structure and that it has the capacity from the upper catchment for a 40% increase in rainfall intensity due to climate change.	There are a couple of existing culverts under A12 in this area, and it is not clear which culvert has been referred to in the comment. However, please note all watercourse crossings are being designed to either maintain existing crossing capacity or, for new crossings, to a 1% Annual Exceedance Probability event plus an allowance for climate change. The climate change allowance used is the latest based on guidance from the Environment Agency. For Main Rivers, this value varies by watercourse, but for minor watercourses, a	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								40% climate change allowance has been used.	
J25/042	Wildlife & Ecology	143027			✓		However, this area of land was discussed during the May meeting held between ourselves and National Highways representatives and was identified by National Highways as unlikely to be included following feedback that it was no longer required for ecological mitigation purposes. We therefore seek clarification of the proposed internal red line boundary at the earliest opportunity after which time it should be possible to reach mutual agreement on its exact alignment.	The Order Limits in this area includes the standard offset to the drainage pond and accommodates potential environmental mitigation. Although environmental mitigation may be reduced in this area, the Applicant has sought to secure sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The Applicant will continue to engage with the landowner throughout detailed design and endeavours to minimise permanent land take where practicable.	
J25/043	General	143027			✓		In principle, therefore, the proposals to utilise the northern parts of the site for an attenuation basin with adjoining land for ecology and landscaping do not appear incompatible with our draft proposals subject to the retention of an ability to provide surface water drainage for the remainder of the site. The proposed access road to the	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							attenuation basin to the east does not affect our Clients' interests.		
J25/044	Traffic Modelling	143527			✓		The A120 is regularly over capacity in my view and this is a direct result of the expansion of Stansted and the increase in businesses and houses along its route to the M11. The installation of traffic lights 10 years ago opposite bypass nurseries for a pedestrian crossing causes mass hold ups. I believe that this junction should allow traffic to join the A12 south bound without having to go through the line of shops in Marks Tey and be made to join it directly at Marks Tey where the north bound traffic exits new the A12 onto the old A12.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the connection to the A120, was further assessed in the preliminary design stage and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								It is acknowledged that the A120 to A12 southbound requires drivers to negotiate a number of roundabouts and drive along London Road. However, the proposed junction has been modelled in a microsimulation traffic model resulting in an adequate level of service. A link bypassing this movement would require a bridge over the railway and would need to negotiate a number of constraints which would not be warranted.	
J25/045	A120	142676			✓		It seems that a better connection from and to the New A12 is required from the existing A120 without going through Marks Tey Main Street. This street will become very busy and the opportunity to address this needs to be taken now.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>connection to the A120, was further assessed in the preliminary design stage and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>It is acknowledged that the A120 to A12 southbound requires drivers to negotiate a number of roundabouts and drive along London Road. However, the proposed junction has been modelled in a microsimulation traffic model resulting in an adequate level of service. A link bypassing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								this movement would require a bridge over the railway and would need to negotiate a number of constraints which would not be warranted.	
J25/046	Traffic Modelling	143091			✓		The Traffic Modelling report provides an overview of the traffic modelling methodology adopted. However, detailed information in relation to the assessment of both the Marks Tey and Prince of Wales roundabouts has not been made available as part of the consultation document information. The Marks Tey roundabout is proposed to be converted to a signalised crossroads junction, with the Prince of Wales roundabout to be partially signalised.	Detailed junction modelling work for J25 has been undertaken using Vissim traffic modelling software. This shows that the proposed junction performs satisfactorily in the year 2042. Full details of the assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	N
J25/047	Walking, Cycling and Horse Riding / Public Transport	143091			✓		It is understood that new controlled crossings are proposed that would allow both walkers and cyclists to cross the A120 safely in addition to a new bridge for walkers and cyclists at junction 25 (Marks Tey Interchange). The proposed pedestrian/cycle bridge is anticipated to measure approximately 4.5 metres in width with	Thank you for your consultation response, which correctly describes the proposal, both in terms of permanent works and delivery to maintain access during the works.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the bridge construction to be phased to ensure the new footbridge would be installed prior to demolition of the old structure, maintaining access between the eastern and western areas of Marks Tey.		
J25/048	Walking, Cycling and Horse Riding / Public Transport	143091			✓		RHDHV would welcome further information detailing the proposed form and operation of the proposed footbridge across the A12 and how the footbridge would connect to existing pedestrian and cycle connections between London Road and Marks Tey station.	The proposed footbridge/cycle bridge will tie into a new toucan crossing on the A120 link between the two existing roundabouts and provide a connection between new facilities on London Road and Station Road / Marks Tey Station. New walking and cycling routes will be designed to current standards in terms of widths and gradients. The design of the footbridge/cycle bridge will continue to be developed during the detailed design stage.	N
J25/049	Lack of Detail	143091			✓		Land Use plan CH36700 TO 38200 (drawing 18 of 20) indicates that a portion of land within the northwest section of the Crest optioned land is indicated as “permanent acquisition of land”. Within the land to be acquired, the HE proposes the following uses: <ul style="list-style-type: none"> <li>• Use as haul routes for construction vehicles</li> </ul>	National Highways met with the landowner on 20 September 2020, 26 February 2021, 13 August 2021 and 13 October 2021 to discuss the proposed scheme’s impact in terms of permanent land take. Currently, land to the north-west of the section of the Crest optioned land is allocated for an attenuation pond and environmental mitigation area, specifically grassland and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• A potential site compound</li> <li>• Soil Storage Area</li> <li>• Indicative Utilities Corridor</li> </ul> <p>The permanent acquisition of land within the land under the ownership of R.F West would have implications in relation to the ability to develop the site as a residential-led, mixed-use development at a later date. It is unclear what the permanent use would be of the land proposed to be acquired by HE, and whether this would fetter development by Crest. Further information regarding the proposed acquisition is sought.</p>	woodland planting of trees and shrubs. The permanent land take for this mitigation has been reduced since statutory consultation as National Highways endeavours to minimise the impact on the landowner where possible. In terms of future developments in this area, the proposed scheme does not preclude development of the surrounding land in question. However, with no development proposal in place or included within the approved Local Plan, the proposed scheme is not able to take into account the landowner's aspirations until further definition is available. Nevertheless, National Highways will continue engaging with the landowner through detailed design to minimise land take where possible and securing sufficient land to deliver the proposed scheme, while not precluding the intended development.	
J25/050	Lack of Detail	143091			✓		Following a meeting with HE attended by representatives of [Named] on 13th August 2021, further clarification in relation to the form of the roundabout junction and access road serving Hall Chase/Marks Tey Hall from London	National Highways has shared all the latest relevant information with the landowner and continues to liaise with them directly. The current proposed road width is 7.0m, but this is subject to agreement with the highway authority taking ownership of the road.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Road/A12 is requested. Information and detailed plans regarding the proposed road carriageway width and associated drainage design, verge and landscaping detail is sought.	National Highways will continue to engage and will provide specific information regarding the proposed road carriageway width and associated drainage design, verge and landscaping detail when information is available following detailed design.	
J25/051	Alternative Design	143091			✓		Crest/ R.F West would seek surety that the highway access proposals in maintaining a vehicular connection to Marks Tey Hall, would permit the potential future widening of the highway to accommodate any future site development and potential intensification of the existing site's use.	National Highways has provided a suitable roundabout junction and access road to Marks Tey Hall. In terms of future developments in this area, the proposed scheme does not preclude development of the surrounding land in question. However, with no development proposal in place or included within the approved Local Plan, the proposed scheme is not able to take into account the landowner's aspirations until further definition is available. Nevertheless, National Highways will continue engaging with the landowner through detailed design to minimise land take where possible and securing sufficient land to deliver the proposed scheme, while not precluding the intended development.	
J25/052	General	143091			✓		Following an initial review, it is encouraging that the HE proposals include the replacement and upgrade	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							of the pedestrian/cycle footbridge of the A12.	impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	
J25/053	Traffic Modelling	143499			✓		Concerning traffic management during construction, Tarmac's entrance drive off North Lane is the only access to the public highway. We note that your proposals state that traffic management systems will be put in place to manage traffic levels off the junction 25 slip road, the A120 joining road and Station Road. In light of the above comments regarding the site's reliance on road and rail access 24/7, this needs to be carefully considered and factored into National Highways' traffic management plan to ensure the continued smooth running of the site. We look forward to your considered response and would welcome discussions in order to resolve these issues.	The Applicant acknowledges that [Named] are reliant on their access off North Lane for their operation. The Applicant will seek to maintain access to Tarmac's entrance throughout the construction of the proposed works. In some instances, it may be necessary to restrict access for limited periods, but the Applicant will seek to minimise the number and duration of any such restrictions as far as reasonably practicable. The community liaison team will liaise with the affected landowner to ensure that such disruption is minimised.	Y
J25/054	General (support)	140598			✓		Do not use this junction regularly now but it was a continual cause of snarl ups and the proposal looks ok	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the community. The Applicant has listened to and considered everyone's feedback.	
J25/055	A120	142672			✓		It seems very odd not to have a better connection from the A120 to the A12 without having to go through Marks Tey main street. This needs to be looked at to find a solution.	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the connection to the A120, was further assessed in the preliminary design stage and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>It is acknowledged that the A120 to A12 southbound requires drivers to negotiate a number of roundabouts and drive along London Road. However, the proposed junction has been modelled in a microsimulation traffic model resulting in an adequate level of service. A link bypassing this movement would require a bridge over the railway and would need to negotiate a number of constraints which would not be warranted.</p>	
J25/056	Access	143030			✓		I have marked on the above HE GA Plan 36700 to 38200 north of proposed A12 in purple our current access from the existing A12 used to	National Highways met with the landowner on 20 September 2020, 26 February 2021, 13 August 2021 and 13 October 2021 to discuss the proposed scheme's impact,	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							access this land. We have amassed our land here over the years by buying other small farms. This road marked purple provides access to this farmland. This will become a dead end with the new A12 plus it is in the area of permanent acquisition as per HE Land Use Plan CH 36700 to 38200. I would request our ability to connect to the new proposed access hammerhead south of the new A12 as per the purple arrow. HE Land Use Plan CH 35200 to 36700 & HE Land Use Plan CH 36700 to 38200	including the request for a new proposed access hammerhead south of the new A12. National Highways can assure the landowner that a suitable access will be provided to any land retained by the landowner. Specific details of the access track will be agreed during detailed design through discussions with the landowner.	
J25/057	Access	143492			✓		We regularly use the a12 is the only paved route we have that we can walk and cycle with our children to access any type of shop.	The existing routes alongside the A12 are being replaced with improved routes on lower-speed quieter roads, which will make walking more attractive and safer.	
J25/058	Hydrology / Impact on Properties	143492			✓		Our main concern is that our house is very close to the a12 and our house is on a borehole and relies on the water table. Huge works such as this can affect the levels within that table and could not only affect our water supply	The Applicant will seek to maintain all utility supplies to the property throughout the construction of the proposed works. In some instances, the Applicant might need to divert utility supplies along a new route. Where this is the case, short outages may be required whilst the supply is switched from the old route to the new one. All planned outages	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								will be communicated in advance and any special requirements taken into account during the planning.	
J25/059	Hydrology	143492			✓		Our drainage water from the houses Cess pit also come off very close to the a12 and from your drawings think this will also be impacted and would need to be rerouted.	The Applicant will seek to maintain all utility supplies to the property throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. The community liaison team will liaise with the affected landowner to ensure that such disruption is minimised. Detailed requirements will be finalised at detailed design and in consultation with the landowner. Any utility diversions/ replacements will principally be on a like-for-like basis.	
J25/060	Noise Pollution / Air Quality	139920			✓		we are most concerned about the noise pollution and sound decibels. Having a further 6 lanes behind us will be absolutely awful. It will ruin our business as most 'boarding' dogs will be too scared of the traffic noises, we would like to discuss this further	The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							No change to noise and air pollution defies the logic	the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers would be installed alongside the A12. By providing noise barriers at this location, the predicted noise levels will reduce to ensure that receptors in this area experience a noticeable reduction in noise. During the consideration of measures to reduce noise, adverse environmental effect for other aspects are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation needs to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures. The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>[TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5). As a result of the proposed scheme, there will be air quality improvements for receptors siding the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/061	Impact on Local Businesses / Services	139920			✓		Having the new junction at Marks Tey will result in the new A12 coming right behind us so we are sandwiched in the middle of the 2 main roads. We are a boarding kennels and cattery and this will have a detrimental effect on our business, negatively	Terlingfair Kennels & Cattery currently fronts onto the existing A12. The proposed new A12 will be around 300m away from the house and boarding kennels. It is proposed that the existing A12 becomes a local road, which would result in a significant reduction in traffic. This is predicted to result in approximately a 10dB reduction in noise at the front of the house and a reduction of around 3dB at the rear. As the existing A12 is proposed to become a local road with significantly less traffic, access to the property should be easier. There is also proposed to be a roundabout around 300m to the east of the property on the existing A12 which would provide a more convenient route back to Marks Tey than currently exists.	
J25/062	Impact on Local Communities	143492			✓		I have 2 young children one who had lung problems and was in and out of hospital when she was younger. I also have an asthmatic and am concerned that the works are in such close proximity this may impact their health.	Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] provides an assessment in relation to impacts on distribution of disease and health trends across the population in the study area, based on aggregated health statistics. The Applicant cannot comment on, or assess,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the implications for individual's health, for which clinical healthcare advice should be sought.	
J25/063	Local Development	143030			✓		<p>Overlaying these plans against our land ownership shows most of our land required for the scheme is indicated as permanent acquisition. This is of extreme concern to us. For background, my family over the years have strategically purchased what is now this area of land to provide us and future generations with income and the potential to grow that income where opportunities allow. It is one thing to be compensated for loss of land, but to be able to purchase strategic land in our local area will be extremely difficult. Also the front meadow in the curtilage of Marks Tey Hall which consists of 3 listed properties including a Grade II* is designated as permanent acquisition with use as a site compound. Whilst we understand the project requires land take in order to deliver the scheme, we would like further detail and engagement with HE</p>	<p>National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken.</p> <p>National Highways have had extensive engagement with the landowners, including meetings on 20 September 2020, 26 February 2021, 13 August 2021 and 13 October 2021 to discuss the proposed scheme's impacts and mitigate them where possible. Following landowners' requests, changes have been made to the location of the environmental mitigation areas, relocating a large area from the north to the south of the A12. Permanent land take for environmental mitigation has been reduced at Marks Tey Hall. The landowner has approved the changes made. Engagement will continue with the landowners as detailed design progresses. National Highways will aim to accommodate their requests where</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							to understand the full extent of land required and the possibility of any land which can remain in our ownership or revert back to our ownership before/on completion of the scheme does so. We raised this in our meeting with HE representatives who were sympathetic to our concerns and request and I was encouraged that there is a path for negotiation and collaboration in order to achieve our mutual agendas. All we ask is we have the ability to grow our family business and find means of income with land we currently own to mitigate the impact of the project to us, but without prejudice to the A12 scheme.	possible and enter into private agreements if necessary.	
J25/064	A120 / Access	143613			✓		The proposal for Old London Road includes removing the existing access onto the A120. Land holding title number EX727833 has an existing access onto the A120, which is a difficult access due to traffic and visibility especially for agricultural machinery and equipment. The opportunity should be taken to remove	Any access to privately owned land or property which is severed by the proposed scheme will be replaced as part of the proposed scheme works. Additional improved accesses, where they do not already exist, will be given due consideration based on, for example, site constraints, and they will be provided if reasonable and achievable.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							this access and replace it with one onto the stopped-up section of Old London Road making it much safer and less inconvenient for traffic on the A120. NB: Ex727833 Owners [Named].	Provision of access in this specific location was agreed with the landowner ahead of the supplementary consultation in November 2020.	
J25/065	Access	143030			✓		There is a great opportunity here to enhance connectivity and to go some way to mitigate the severance the A12 inflicts on Marks Tey as a community.	The Applicant is aware of the historic severance experienced by Marks Tey due to the A12 and has proposed improvements to walking and cycling connectivity, including signalised crossings of Old Rectory Junction and a replacement Marks Tey shared cycle footbridge, which are shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The Applicant recognises the severance that the existing A12 alignment creates with indirect and multi-stage crossings. The proposed scheme has been designed to provide safe, convenient, attractive and direct routes within the constraints provided. The Applicant will continue to develop these routes in the detailed design stage to maximise the benefits to users.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/066	Alternative Design	143030			✓		I have marked both plans. It was discussed in our meeting and generally agreed that the ecological mitigation and grass land indicatively shown on HE GA Plan CH 35200 to 36700 which I have hatched in Red would potentially be better placed south of the proposed new route on land we can provide. HE GA Plan CH 36700 to 38200 where I have marked in green shows where it could be accommodated. An area of ecological mitigation and grass land sandwiched between 2 highways is not best placed and at the area marked green south adjoins mature hedgerows and nearby woodland much more suitable if required for the scheme.	Proposals for moving environmental mitigation have been discussed with the consultee and the design adjusted. This has been agreed in principle but not formally.	N
J25/067	Walking, Cycling and Horse Riding / Public Transport	143030			✓		As much capacity as possible from the proposed new pedestrian/cycle bridge would be most welcomed.	These facilities are designed to the relevant standard and expected/forecast volumes of these road users have been considered.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/068	Support	139910			✓		Looks impressive, hopefully will alleviate much of the congestion at the initial roundabout coming from Witham	Thank you for the feedback and support. The Applicant believes that the proposed scheme will benefit everyone living in Essex and it is widely agreed that it is needed in the region. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	
J25/069	Access	143030			✓		We are encouraged to see a new access is being proposed to serve Marks Tey Hall, our commercial units (edged red in below plan) and our Farm, linking to Hall Chase as per HE GA Plan CH. 36700 to 38200.	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	
J25/070	Safety	143091			✓		It is understood that new controlled crossings are proposed that would allow both walkers and cyclists to cross the A120 safely in addition to a new bridge for walkers and cyclists at junction 25 (Marks Tey Interchange) as per HE GA Plan CH 38200 to 39355.	The proposed scheme is converting the footbridge to pedestrian and cyclist use, and providing a signal-controlled crossing of A120, and of the southern arm of the signal-controlled junction connecting to the de-trunked A12. This is uncontrolled and its conversion creates a safe continuous route between the east and west parts of Marks Tey where none exists at present	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/071	Water Supply	143492			✓		Our main concern is that our house is very close to the a12 and our house is on a borehole and relies on the water table. Huge works such as this can affect the levels within that table and could not only affect our water supply but our house value and even potential stop us from being able to live in our own home if this is badly impacted. Our drainage water from the houses Cess pit also come off very close to the a12 and from your drawings think this will also be impacted and would need to be rerouted.	The Applicant will seek to maintain all utility supplies to the property throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. The community liaison team will liaise with the affected landowner to ensure that such disruption is minimised.  Detailed requirements will be finalised at detailed design and in consultation with the landowner. Any utility diversions/ replacements will principally be on a like-for-like basis.	
J25/072	General					✓	Improvements to current road system is welcomed	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	
J25/073	Traffic Modelling					✓	Access to review modelling results and demand inputs to ensure allowance	Further detail on traffic demand and assumptions are provided in the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3]. A list of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							has been made for future growth at Marks Tey.	developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the ComMA Report.  Detailed junction modelling work for J25 has been undertaken using Vissim traffic modelling software. This shows that the proposed junction performs satisfactorily in the year 2042. Full details of this assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	
J25/074	A120					✓	We were alarmed to see two vehicle lanes becoming three just before the current Marks Tey A120 roundabout. While we appreciate that HE is not yet certain that the A120 Braintree to Kelvedon will be built, these three lanes will feed into a single track road that could be bypassed within five years of completion of the new A12 – but will remain so that traffic on the old A120 builds up again. Why this been undertaken if A120 not getting upgraded Wont work unless A120 traffic re routed	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							How will the new A120 improvements from Braintree link into these improvements? The A12 needs improving on this section, but so does the A120 - more so given that the A12 moves, but the A120 is often at a standstill		
J25/075	A120					✓	If three lanes are put in place they should be temporary and revert to one lane when and if the new section of the A120 opens.	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	
J25/076	Necessity					✓	The resultant requirement for a re-design of this junction to accommodate the proposed new stretch of road is therefore thought to be superfluous - particularly when considering that the initial proposal to re-route the A12 appears to be partly driven by the need to unlock land for the large-scale "garden community" proposals for West Tey, which has	A holistic route options exercise was undertaken prior to the proposed scheme's Preferred Route Announcement. The area between the existing J23 and J25 is described from page 9 of the Scheme Assessment Report Addendum: <a href="https://highwaysengland.citizenspace.com/h/e/a12-chelmsford-to-a120-widening-scheme-23-to-">https://highwaysengland.citizenspace.com/h/e/a12-chelmsford-to-a120-widening-scheme-23-to-</a>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>subsequently been thrown out by the Planning Inspector. Can not see the reasoning of moving the A12 onto a Greenfield site (many people do not approve).</p>	<p>25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf.</p> <p>One of the proposed scheme's objectives as part of the Road Investment Strategy is to improve road user safety. There are a number of properties with existing access to the existing A12, some of which would not be physically compatible with widening the road to three lanes in each direction. Nonetheless, in the event that there is space between the existing road edge and the existing property, each of these properties would need a private means of access to either J24 or J25 to be provided unless it could be demonstrated that there is no alternative to the existing arrangement.</p>	
J25/077	Walking, Cycling and Horse Riding / Public Transport					✓	<p>Between Easthorpe Road and the footbridge over the current A12 at Marks Tey, seven WCH routes terminate at the A12 and are effectively dead-ends due to the central reservation barriers and the volume of traffic:</p> <ul style="list-style-type: none"> <li>•north side: Marks Tey footpath 11 [194_11]</li> <li>•north side: Dobbies Lane</li> </ul>	<p>The Applicant recognises the severance that the existing A12 has historically created to public rights of way and the proposed scheme would make new connections to reduce this severance. During detailed design, further improvements will be made where practicable to provide an improved network for leisure use as well as journeys to education, employment, shops and services.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>•north side: Marks Tey 16 [194_16] connects to Marks Tey village hall &amp; recreation ground.</p> <p>•south side: Easthorpe Green Farm road that leads to Copford footpaths 22 &amp; 21 [128_22 and -21] and Dodding's Lane</p> <p>•south side: Doggetts Lane / Marks Tey 19 [194_19] / Copford 19 [128_19]</p> <p>•south side: Marks Tey 18 [194_18] / Copford 16 [128_16]</p> <p>•south side: Marks Tey 17 [194_17] / Copford 8 connects with Copford 26.</p> <p>The A12 statutory consultation proposals are to provide two connections south over the new A12:</p> <ul style="list-style-type: none"> <li>•an access road connection east of Easthorpe Green Farm road, about 350 metres east of Copford footpath 22. The bridge is labelled "Doggetts Lane Overbridge" but Doggetts Lane is actually further east.</li> <li>• a footbridge - NOT a WCH bridge - at the south end of Doggett's Lane.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Two uncontrolled crossings of the de-trunked current A12 are proposed:</li> <li>at the roundabout connection of Easthorpe Green Farm road, about 500 metres east of Marks Tey FP 11. The roundabout is labelled "Wishing Well Farm" roundabout but Wishing Well farm (historically Damyon's Farm) is actually further east.</li> <li>approximately between Dobbies Lane (north) and Doggetts lane (south) /Marks Tey FP19. This needs to be at as safe location bearing in mind the filling station vehicular entrance &amp; exit.</li> </ul>		
J25/078	Lack of Detail					✓	4a) An access road with a "WCH" route alongside is shown on the south side of the new A12 connecting between the two new bridges across the new A12 / between Easthorpe Green Farm (west) and Wishing Well farm (east). Clarity is required regarding the width, surfacing and	4a) The new connection between the Easthorpe Green Farm, Wishing Well Farm and J25 is intended for shared walking, cycling and horse riding. This would be segregated from the carriageway. The width will be a minimum 3.0m in accordance with Local Transport Note (LTN) 1/20 for a shared route. The surfacing will be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>status of this "WCH" route. Is it on the carriageway or alongside? For walkers? For walkers and cyclists? Or for walkers, cyclists and horse-riders?</p> <p>4b) Between the new Doggetts Lane bridge and the SW bound new A12 on-slip, there is solely a "WCH" route on the south side of the new A12. Clarity is required regarding the width, surfacing and status of this "WCH" route. Is it for walkers? For walkers and cyclists? Or for walkers, cyclists and horse-riders?</p> <p>4c) The final eastmost section is alongside the SW bound new A12 on-slip to the start of the pavement along London Road, Marks Tey. Clarity is required regarding the width, surfacing and status of this "WCH" route. Will there be protective safety barriers?</p>	<p>appropriate for all users, but will also consider the setting, drainage and maintenance and will be confirmed at detailed design. Details of the proposed designation are shown in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p> <p>4b) The new bridge at Doggetts Lane (Potts Green Bridge) will be future proofed for bridleway use with appropriate parapet height. The route connecting this location to the east side of Marks Tey will be a footway / cycleway and could be upgraded to a bridleway in the future.</p> <p>4c) The width and materials for the route will be finalised in the detailed design stage so far as practicable in line with guidance set out in LTN 1/20. Provision of safety barriers will be risk assessed against a number of criteria including adjacent footways in all locations affected by the proposed scheme.</p>	
J25/079	Walking, Cycling and Horse Riding /					✓	There is pink wash HE permanent acquisition land with attenuation ponds and access tracks on the south side of the new A12, west to east between	The Applicant will continue to liaise with Essex County Council regarding opportunities for walking, cycling and horse Riding (WCH). Consideration has been	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
	Public Transport						Easthorpe Road and the west end of the access road to Easthorpe Green Farm / Copford PROW 22. It is requested that consideration be given to providing a WCH (bridleway) route along this green corridor.	given to this specific response, but providing a WCH (bridleway) route to the south of the A12 in this location would require a structure to cross the Domsey Brook and its significant floodplain in this area. A direct route for walkers and cyclists between Marks Tey and Feering will remain on the existing A12 and will benefit from the reduction of vehicular traffic that the proposed scheme would provide to this corridor.	
J25/080	Walking, Cycling and Horse Riding / Public Transport					✓	There is still no north-south connection over the new A12, nor over the old de-trunked A12, between Marks Tey footpath 16 (north side) and Marks Tey footpaths 18 & 17 (south side). A WCH / PROW connection is requested between the Marks Tey recreation ground / village hall and the footpaths on the south side of the old & new A12. This connection could all be on pink wash HE permanent acquisition land.	Footpaths 17 and 18 are impacted by the new A12 and J25 alignment works to tie into the existing A12 and London Road. A new footpath connection is being proposed over the Potts Green Bridge at footpath 19, with a connecting path to footpaths 17 and 18. A connection to footpath 16 will be provided over the realigned de-trunked A12 via a new signalised crossing. The de-trunking strategy and additional opportunities to tie into the local network continue to be explored with Essex County Council.	N
J25/081	Walking, Cycling and Horse Riding /					✓	If the topography / height differences allow it, it is requested that the Wishing Well roundabout, access road & Doggetts Lane overbridge are	The Applicant believes that the proposed arrangement ties in well to the right of way network. Any movement of structures from current proposals would result in problems	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
	Public Transport						moved further west to be closer to Marks Tey footpath 11 (north side) and Copford footpaths 22 & 21 (south side). As currently configured three sides of a square have to be walked, somewhat over 1 km, to connect between the north and south PROWs. The land further west is also pink wash HE permanent acquisition land.	with geometric form because the current structures are located at the optimal positions with respect to level differences between existing and proposed A12 carriageways. We therefore see no benefit in change in the layout of structure and routes in this area.	
J25/082	Wildlife & Ecology					✓	Drainage ponds need graduated sides to ensure wildlife can get out if they fall in. Where possible please keep mature tree and shrub lines intact. It can take decades to recreate these areas and their removal is always a loss to local wildlife. Should they need to be removed and replaced, please replace them with trees and shrubs that support the wildlife in the local area.	Ponds will be designed to be sympathetic to wildlife. These will be developed further at detailed design. Existing vegetation will be retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration will be given to the species, pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further detail can be found in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/083	General					✓	Too busy, too much impact on environment	Thank you for your feedback to the consultation. As part of this statutory consultation the Applicant published a Preliminary Environmental Information Report (PEIR) on the proposed scheme webpage. The PEIR gave information about the potential environmental effects of the proposed scheme and the measures put forward to reduce any significant adverse effects identified. It addressed the full range of environmental aspects, including air quality, noise, water, soils, landscape, biodiversity, heritage, population and health, and climate change.	
J25/084	Safety					✓	All changes should enable abnormal loads to negotiate all hazards contained in this junction.	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.	
J25/085	Climate Change					✓	Try getting more cars off the road and encourage public transport	Thank you for your comment. As part of the proposed changes to this stretch of the A12, the proposed scheme will make improvements for walkers, cyclists and horse riders and public transport users, to give	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								them better connections and safer, more enjoyable journeys. It will also take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities.	
J25/086	A120					✓	If the Essex Highways preferred route is adopted with the connection point at Junction 23 (Kelvedon south) then traffic from the East may still be encouraged to take the Braxted Park Road route to the A120. This could be encouraged by such measures as allowing A120-bound traffic to access the A120 via the service road (old A12) from Rivenhall without having to negotiate junction 22 and by siting junction 24 in its current position north-east of Feering.	The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	
J25/087	Traffic Modelling					✓	At your Webinar you acknowledged that your single Kelvedon junction on the Inworth Road would result in north bound traffic from Kelvedon/Feering using the old A12 and the new junction at the Old Rectory A120 to travel north	Overall, the proposed scheme is predicted to increase the amount of traffic using A12 J25 by approximately 10–15%. A large part of this would be due to traffic to and from Kelvedon/Feering, which at the moment uses J24 to join the A12. When J24 is	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							via J25, increasing the traffic flow within Marks Tey significantly. Can you please state the traffic flows anticipated at the Old Rectory junction and how these compare to at present.	moved south as part of the proposed scheme, some traffic from Kelvedon/Feering heading north on the A12 would travel via the old A12 and join at A12 J25 instead. The same would happen for southbound traffic heading towards Kelvedon/Feering – some of this traffic would leave at A12 J25 and head on the old A12 towards Feering, instead of leaving at the new A12 J24.	
J25/088	Will Not Improve					✓	Traffic congestion in future due to inaccurate design, will not help traffic flow	Detailed junction modelling work for J25 has been undertaken using Vissim traffic modelling software. This shows that the proposed junction performs satisfactorily in the year 2042. The Applicant has also predicted what would happen if the proposed scheme is not built. This assessment shows that without the proposed scheme there would be significant queuing at the junction, especially on the A120 arm. By 2042, average queues in the PM peak hour are predicted to reach 377m on the A120 arm if the proposed scheme is not built. With the proposed scheme, this queue would be 40m. Full details of the assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/089	Traffic Modelling					✓	Your information in modelling of future development is very inaccurate and this may have implications for junction design	The list of future developments included in the traffic modelling has been refreshed ahead of the Development Consent Order (DCO) submission. The list now takes into account information provided by local planning authorities, as well as new planning applications submitted during 2020 and 2021. A list of the developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].	
J25/090	Will Worsen					✓	I regularly visit family members in Easthorpe. The objective of the scheme appears to be reduction of traffic congestion and to ensure that the A12 will cope with a predicted increase in traffic. However, a wider and more accessible A12 will lead to increased traffic on the A12 (thus generating the alleged predicted traffic increase). The scheme will also lead to increased traffic in residential areas as more vehicles will drive through villages and suburban areas as a	The widened A12 is predicted to lead to an increase in traffic using the A12 itself. Despite these extra vehicles, traffic is still predicted to travel quicker with the proposed scheme in place than it would without it. Further details of the predicted journey time changes are provided in Chapter 9 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].  On local roads, although many roads would experience a decrease in traffic due to the proposed scheme, others would see an increase in traffic. This happens mainly	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							means of accessing the expanded road.	because of changes in junction locations or changes to where junctions are accessed from. Further details on which roads would see increases and decreases in traffic are provided in Appendix C of the Transport Assessment [TR010060/APP/7.2].	
J25/091	Noise Pollution					✓	All this upheaval, huge costs, disruption to all, extra noise and pollution to save 4 mins travel Northbound and 2 minutes southbound seems totally unrealistic.	The proposed scheme is predicted to offer journey times savings of over nine minutes northbound in the evening peak and over six minutes southbound in the morning peak to travel the entire length of A12 between J19 and J25, when compared to a future scenario where the proposed scheme is not built. The economic benefits of the proposed scheme – of which quicker journeys play a major part – have been balanced against its costs to conclude that the proposed scheme would offer value for money. Further details are provided in Chapter 11 of the Combined Modelling and Appraisal (ComMA) Report [TR010060/APP/7.3].	
J25/092	Will Worsen					✓	At the Easthorpe presentation by National Highways on 23 July 2021, there was some discussion around the concept of 'induced traffic' - i.e., that increased road capacity universally	The section of A12 mainline between the existing J24 and J25 is proposed to be bypassed, rather than widening the existing	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>increases road use. Ten lanes of traffic is grossly out of proportion, and in an area with already high air pollution (see figures produced by Kent University for the Local Plan part 1 submission:  <a href="https://drive.google.com/file/d/1Kx-NLAr3LBdGpCXBNY4Hjyfehrz7O_uk/view">https://drive.google.com/file/d/1Kx-NLAr3LBdGpCXBNY4Hjyfehrz7O_uk/view</a>), an increasing risk to local residents.</p>	<p>road. The reasoning behind this decision is described below.</p> <p>A holistic route options exercise was undertaken prior to the proposed scheme's Preferred Route Announcement. The area between the existing J23 and J25 is described from page 9 of the Scheme Assessment Report Addendum:  <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf</a>.</p> <p>One of the proposed scheme's objectives as part of the Road Investment Strategy is to improve road user safety. There are a number of properties with existing access to the existing A12, some of which would not be physically compatible with widening the road to three lanes in each direction. Nonetheless, in the event that there is space between the existing road edge and the existing property, each of these properties would need a private means of access to either J24 or J25 to be provided unless it</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>could be demonstrated that there is no alternative to the existing arrangement.</p> <p>According to the Preliminary Environmental Information Report (PEIR), no significant air quality impacts were estimated based on the current air quality objectives. The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] are consistent with the findings of the PEIR and indicate that there would be no exceedances of air quality objectives as a result of the proposed scheme.</p> <p>The impacts of 'induced traffic' are taken into account during the traffic modelling work that informed the Environmental Statement. This had the effect of people changing their travel patterns, such as making longer or more frequent trips if the A12 is improved. This is one of the reasons for the increase in traffic predicted on the A12 if the proposed scheme is built.</p>	
J25/093	Air Quality					✓	I therefore support these revised proposals put forward by Marks Tey Parish Council, given the proximity of	The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the proposed junction to residential properties and likely pollutant impact of that on those properties,	<p>improvements including, but not limited to, improvements to capacity on roundabout entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.</p> <p>No significant impacts were estimated at Mark Tey according to Preliminary Environmental Information Report (PEIR). The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the PEIR and indicate that there would be no exceedances of air quality objectives as a result of the proposed scheme.</p>	
J25/094	Air Quality					✓	changing the round a bout to a traffic light controlled crossroads will lead to further congestion and increased levels of air pollution. I understand	The section of the A120 where monitoring is being undertaken by Colchester Borough Council is an area of public interest, having been raised at the consultation event held at	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							from your consultants that air quality monitoring has not taken place any further along Coggeshall Road than Godmans Lane, the traffic regularly queues beyond this and can be slow moving back to Surrex.	Marks Tey Village Hall, and as a result has been assessed up to Great Tey Road in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1]. The traffic model applied for the Environmental Statement accounted for road traffic delays at this location. The subsequent air quality modelling and assessment for the opening year (2027) showed that there would be no exceedances of air quality objectives as a result of the proposed scheme (i.e. the predicted annual mean NO2 concentration for receptor CBC137 indicated 23.3µg/m3; for CBC136, 23.4µg/m3; and for R163, 23.2µg/m3).	
J25/095	Air Quality					✓	The proposal will encourage more traffic, increase light, air, water and noise pollution.	Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both day and night-time changes for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights. The air quality modelling and assessment in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors siding the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								(Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.	
J25/096	Climate Change					✓	I strongly oppose these changes as it will tear up an area of countryside which we need to leave doing it's job absorbing carbon and creating a home for biodiversity to thrive. Both of which are part of the solution to the Climate Crisis. You will be aware through media coverage of the terrifying climate catastrophe unfolding in countries like Germany and North Macedonia where forest fires currently rage. The same fate await this country if we don't radically change the way we do things.	<p>The assessment and subsequent mitigation discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1], as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement. Planting proposals are shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>Calculations have been undertaken and are reported within the assessment in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] so as to understand the net change in greenhouse gas emissions as a result of proposed changes in forestry, including tree planting.</p> <p>Estimated changes in greenhouse gas emissions as a result of the proposed scheme are negligible in comparison to relevant UK carbon budgets. On this basis, greenhouse gas emissions associated with</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the proposed scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant', in line with relevant guidance and national planning policy.	
J25/097	Climate Change					✓	The traffic light system that you are proposing at the junction of the A120, A12 slip road and Station Road Marks Tey will only add to the severe congestion and pollution that is already occurring in London Rad, Marks Tey. Parts of London Rad have already exceeded pollution limits so this can only add to it.	There is only one air quality monitoring site on London Road (CBC90). This site recorded an annual mean NO2 concentration of 26.7µg/m3 in 2019 which is below the 40µg/m3air quality objective. No significant air quality impacts were recorded in the Preliminary Environmental Information Report (PEIR) for this location. The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the PEIR and show that there would be no exceedances of air quality objectives as a result of the proposed scheme.  The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.	
J25/098	Cultural Heritage					✓	I've heard there are a couple of Listed Buildings to be protected but as far as I can see, none of those has access onto the present road.	<p>The proposed scheme is designed in such a way to avoid or protect some of the listed buildings. Examples of this embedded mitigation include:</p> <ul style="list-style-type: none"> <li>• Realigning the proposed bypass between J22 (Colemans interchange) and J23 (Kelvedon South interchange) has reduced the impact on the setting of the Rivenhall Long Mortuary Enclosure Scheduled Monument (Asset 399).</li> <li>• Construction of new infrastructure has been avoided in locations with sensitive built heritage assets as far as practicable. Examples include realigning</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the offline section of road between J22 and J23, which has reduced the impact on the setting of the grade II* listed Hole Farmhouse at Rivenhall End (Asset 420), and aligning the road between J24 (Kelvedon North interchange) and J25 (Marks Tey interchange), in order to avoid the grade II listed Doggets Hammer Farm at Marks Tey (Asset 795).</p> <ul style="list-style-type: none"> <li>Junction locations have been revised to reduce impacts on the setting of heritage assets; for example, the proposed new J24 was moved from a position just south of the existing J24 to a new location to the west of Inworth Road, thereby reducing potential impacts on the grade II listed Prested Hall (Asset 730).</li> </ul> <p>Further detail is included in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].</p>	
J25/099	Wildlife & Ecology					✓	The loss of this roundabout and its 16 mature trees will have a profound effect on the environment of Marks Tey and its loss to enable more queuing should alarm the community	The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>who have not been informed of this. This will seriously degrade the residential environment and the softening of the Highway and will continue to do so even if and when the A120 is relocated</p>	<p>entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.</p> <p>Where practicable, the design minimises the loss of vegetation. At this location, the loss of trees is unavoidable due to the highway layout, but planting of new amenity trees in the area is proposed, for example between London Road and the proposed scheme, and around attenuation ponds. Further detail is shown on Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2] and the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
J25/100	Noise Pollution					✓	<p>It would be good to understand what tree planting will be undertaken between the new A12 route and Marks</p>	<p>Where practicable, the design will aim to minimise the loss of vegetation. Where vegetation loss is unavoidable, mitigation will</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Tey as the current noise levels from traffic is probably breaking legal levels.</p>	<p>be provided in the form of replacement planting and compensation habitat. The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers would be installed alongside the A12. By providing noise barriers at this location, the predicted noise levels will reduce to ensure that receptors in this area experience a noticeable reduction in noise. During the consideration of measures to reduce noise, adverse environmental effect for other aspects are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation needs to be removed to install a noise</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures. The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
J25/101	Wildlife & Ecology					✓	It is also in that area when excavated for the start of the A12 Stanway bypass it uncovered the remains of dinosaurs, no doubt coming to drink at the Hoxnian Interglacial lake which covered the area and was home to trout. (Fossil Trout - Salmon trutte - displayed at Colchester Natural History Museum). 300,000 years old.	Impacts on the Hoxnian Interglacial lake are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
J25/102	Lack of Detail					✓	More detail is needed on environmental mitigation and lighting.	Environmental mitigation is discussed in each of the aspect chapters of the Environmental Statement [TR010060/APP/6.1]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both day and night-time changes for landscape and visual receptors in line with the guidance in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.	
J25/103	Hydrology					✓	Having regard to the changes in the last 50 years there is now an opportunity to take greater mitigation measures such as earth bunds and more planting.	<p>Earth bunds and embankments have been considered along the route in order to reduce the visual and noise impacts of the proposed new alignment. However, due to issues such as space and land ownership, this is not possible everywhere.</p> <p>Where possible, planting is being considered along the whole route. The proposed scheme, as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement. Planting proposals are shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
J25/104	Agriculture					✓	It is unnecessary to destroy some 100 acres of grade 1 agricultural land when the highways authority has owned sufficient land on either side of the	National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme and mitigation to reduce its impact, noting that the detailed design	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							existing A12 to accommodate a six-lane highway since 1938.	has yet to be undertaken. A detailed site-specific Agricultural Land Classification survey has been undertaken for the proposed scheme, with the full report presented in Appendix 10.2: Agricultural Land Classification Survey Report, of the Environmental Statement [TR010060/APP/6.3].	
J25/105	Will Worsen (A120)					✓	You also do not appear to have taken into account the number of HGVs using OLR on a road that is unsuitable for such traffic. Nor do you appear to be keeping abreast of the developments in OLR from the Marks Tey Interchange Centre, a proposed plan for a number of warehouse and offices, a plan for a builders merchants, together with traffic generated from businesses in Dobbies lane, a skip hire business and current traffic generated by local residents and users of the village hall. At a guess and based on figures from developers at least a 1000 vehicle movements a day. All using the proposed junction and the A120 slip road.	The business park at Marks Tey Interchange centre is an allocated site in Section 2 of the Colchester Publication Draft Local Plan. Furthermore, some applications have been submitted to develop the site. The applications have been withdrawn, but the Applicant has engaged with the developer and the parish council about the site. The proposed scheme has extended its limits of deviation to enable one of the roundabouts to move approximately 80m closer to the site entry. This flexibility can be used to improve movements and segregate heavy vehicles from residential roads, should an application be approved in the near future. As the application is not approved, the Applicant does not know access and traffic date to fix a design at the time of submission.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/106	Safety					✓	I should also highlight that the crossing on London Road between Queensberry Avenue and School Road is largely ignored by through traffic, which places children walking to school at risk.	The Applicant understands the safety concerns relating to driver behaviour at this existing zebra crossing. The proposed scheme would not alter this area or otherwise affect the safety of this crossing, and the issue should be raised with Essex County Council and Essex Police who can advise on potential for engineering works and/or enforcement activity.	
J25/107	Safety					✓	The crossroads looks like a potential accident blackspot.	The junction that will replace Marks Tey Roundabout will be fully signal controlled, including controlled crossings on the southern and western arms of the junction. The design of the junction will be in line with current standards in terms of visibility, signal layouts and lane markings.	
J25/108	Safety					✓	The scheme will not improve safety for road users - it will merely attract more road users. It will lead to an increase in the use of local roads as 'rat runs', particularly in Easthorpe (there is no evidence to confirm otherwise). A busier A12 will not 'make improvements for walkers, cyclists, horse riders and public transport	The proposed scheme includes a significant suite of improvements for vulnerable road users both on road as well as off road facilities. The proposed scheme so far has been subject to a walker, cyclist and horse rider assessment which is part of the design process. This process will continue into detailed design and eventually be subject to a road safety audit.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							users, to give them better connections and safer, more enjoyable journeys.'	Following feedback from Easthorpe village stakeholders, the proposals have been amended and an access restriction to the east of the village is proposed, reducing through-traffic and improving conditions for active travel.	
J25/109	Walking, Cycling and Horse Riding / Public Transport					✓	<p>Having previously lived in Copford, I would like to emphasise the importance of good pedestrian routes. It's currently very difficult to negotiate this junction on foot or bicycle.</p> <p>However, I'm concerned at the number of junction crossings that may be required, and the details of the cyclist/walker routes is not very clear from the illustrations provided.</p>	<p>The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.</p> <p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Bridges, the standard used for design on major highway schemes across England.</p> <p>The scheme objectives include alleviation of congestion, improved safety and improved walking, cycling and horse riding routes. The proposed scheme would improve the A12's capacity to alleviate local road congestion and improves walking, cycling and horse riding (WCH) routes on the local network. These would be further developed including liaison with stakeholders in the detailed design stage.</p>	
J25/110	Walking, Cycling and Horse Riding / Public Transport					✓	To consider noise pollution for surrounding villages and also suitable bypass structure that is safe for children travelling by foot/cycling to school, I. E. Travelling to Stanway school, local village schools.	<p>The assessment of the effects of the proposed scheme from noise are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The Applicant recognises the shortfalls for those walking or cycling along the existing routes such as London Road through Copford and into the eastern extents of Colchester. There are no dedicated cycle facilities, and footways are narrow and overgrown in places. However, these shortfalls are existing and not created or</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								worsened by the proposed scheme, and it is not possible for them to be addressed through the proposed scheme design. It is not possible for them to be addressed through the proposed scheme design and this will remain the responsibility of Essex County Council as at present.	
J25/111	Alternative Design / Walking, Cycling and Horse Riding / Public Transport					✓	We feel there is a missed opportunity not to additionally span the east & westbound roads between the Marks Tey & Prince of Wales roundabouts replacing the proposed toucan crossing. The village has suffered great fragmentation and poor pedestrian/cycle connectivity between the railway station etc (North of A12) to the shops etc (South of A12) since the original road construction in the 1960's. A footbridge spanning all roads from the shops to the station with one arm off to allow access to the bus stop westbound (Braintree/Stansted) would give greatly improved pedestrian/cycle access in the village and greater traffic flow for vehicles through the village as they would not have to potentially stop	The proposed bridge is substantially larger than the existing one as it has a longer span because of the widened A12 carriageway and the need to angle the bridge to tie into the existing landing point on the south side. The location is also affected by the need to retain the existing bridge until the new one is in place, so to provide continuity of a crossing of A12, the two bridges are separated. while a bridge that also spanned A120 would benefit those travelling between eastern Marks Tey and the station, this would make it a much larger structure again, and it would increase journey times for those travelling between east and west parts of Marks Tey. On balance the proposed bridge and Toucan crossing is considered the most appropriate solution in this area.	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							at a toucan crossing. This change to the proposed improvement to the footbridge would make a vast difference to the lives of both residents & visitors to the village of Marks Tey.		
J25/112	Safety / Traffic Calming Measures					✓	You may need to consider partial signals on the Prince of Wales roundabout too. Traffic lights at peak times would help.	The performance of the Prince of Wales Roundabout has been considered, and once the proposed scheme is built, it is forecasted to operate with a minimal level of delay without intervention. More details of the forecasted performance are available in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	N
J25/113	Walking, Cycling and Horse Riding / Public Transport					✓	New transport solutions should be sought improving public transport services. We cannot continue this reliance on cars. Electric vehicles are not the answer they consume huge amount of resources and energy in their manufacture. Also the batteries use rare precious minerals so they are not a sustainable solution.	In 2016, National Highways (then Highways England) assessed a wide range of options to improve traffic problems on the A12 between J19 and J25. This included demand management measures (such as helping businesses to support their staff in driving less) and improvements to public transport services. This report was called an Options Appraisal Report and is available on the National Highways' proposed scheme website. It concluded that none of these measures would be enough on their own to make a significant improvement to traffic	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								conditions. This report led to National Highways developing the proposed scheme further.	
J25/114	Walking, Cycling and Horse Riding / Public Transport					✓	The new shared use bridge crossing the A12. This needs to be easy to use and wide enough for pedestrians/cyclists to minimise severance and conflict.	The new shared use bridge at Marks Tey will enhance the existing provision, which is not adequate for walkers and cyclists. The design is still evolving, but ease of use and width are all part of the design process to ensure walker and cyclist usage can be accommodated.	
J25/115	Walking, Cycling and Horse Riding / Public Transport					✓	It would be great if, as part of the consultation the scope could be extended to the pathways that lead to Marks Tey from the Old London Road junction because the existing pathways are dangerous, narrow and unmaintained. Money invested in pathways around Junction 25 will be wasted if we can't safely get to them.	Where routes are public highway or public rights of way the Applicant will liaise with Essex County Council to seek improvements. Where areas are private, this may be outside the scope of the proposed scheme to address.	N
J25/116	Walking, Cycling and Horse Riding / Public Transport					✓	Cycling provision (separated from pedestrians) should be extended into Copford so that the facilities being built here form part of a usable route rather than existing in isolation.	The proposed scheme so far has been subject to a walker, cyclist and horse rider assessment which is part of the design process. This process will continue into detailed design.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The proposed scheme would improve routes between the east and west sides of Marks Tey, but extending improvements through Copford is beyond the proposed scheme's scope.	
J25/117	Walking, Cycling and Horse Riding / Public Transport					✓	The B1408 is a bus route and needs to be planned as part of the sustainable travel plan for the networks connected to the new A12	Details of routes and stops on the improved network will be developed in liaison with Essex County Council and bus operators.	
J25/118	Walking, Cycling and Horse Riding / Public Transport					✓	<p>The roundabouts at J25 should also be designed to encourage sustainable public transport commuting, with clear bus lane arrangements for Marks Tey station.</p> <p>The footbridge at the Prince of Wales / Marks Tey which connects the station, needs to be placed nearer to the roundabout and B1408 to encourage preferential access to the station by pedestrians and cycles in order to promote sustainable, safe commuter transport in preference to cars</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>Safety is one of the priorities of the proposed scheme and is specifically evaluated through the walking, cycling and horse riding (WCH) review.</p> <p>Bus routes affected by the proposed scheme will be reviewed by the project team in collaboration with public transport operators and the highways authority. These routes</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>will be evaluated by road safety audit (DMRB GG 119 standards) and other governance processes.</p> <p>The proposed scheme has already been subject to a WCH assessment which is part of the design process, and this process will continue into the detailed design and eventually be subject to a road safety audit. The Applicant will continue working with Essex County Council and the local bus operators throughout the detailed design.</p> <p>The design of the footbridge that has been put forward has been driven by a number of factors. With regard to the route that the bridge takes, currently it takes a very direct route across the A12. As part of the proposed scheme, the A12 would be resurfaced, leading it to be about 150mm higher than it currently is. There is not much clearance currently under the existing footbridge, so in order to accommodate the resurfacing the bridge needs to be raised. In addition, modern standards require a certain shallowness for access ramps onto a bridge to enable wheelchair access. This means the access ramps have to be extended to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>account for the shallow gradient. As a result of this, while the start and finish point of the bridge remains broadly the same, overall the route has been extended, as shown in the General Arrangement Plans [TR0/10060/APP/2.9].</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p>	
J25/119	Traffic Modelling					✓	<p>It is surprising that the renovation of the Marks Tey Ltd 'Anderson's' industrial site and the current planning application for its northern expansion has not been listed in as relevant development in your Traffic Modelling Report. I understand from your Webinar that this has now been picked up in the modelling. These are</p>	<p>Growth at the Anderson's site is included in the latest version of the traffic model, based on information provided in its planning application.</p> <p>National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>significant premises generating large vehicle and HGV traffic movements. The site also has an existing direct vehicular access onto the northbound carriageway of the existing A12 which is still used. These traffic and HGV movements (to avoid the direct A12 access at busy times and to move south) hamper and congest the residential and narrow Old London Road.</p>	<p>which provides access to Old London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.	
J25/120	Will Not Improve					✓	<p>Whilst I think you have made a better job this time I have concerns over the Prince of Wales roundabout and the fact it joins back in with the existing a12 which is a massive pinch point I don't see this as an improvement and if traffic volumes increase it's a hindrance.</p> <p>Relief from a120 traffic MUST play a pivotal part in the design and this is not made clear in this proposal</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the connection to the A120, was further assessed in the preliminary design stage</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>Details of junction modelling results are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].</p>	
J25/121	Will Not Improve / Will Worsen					✓	<p>Something needs to be done at that junction for ease of traffic at peak times. Not sure if this is the best design. This only works if it is part of a wider strategy to improve transport</p>	<p>The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							links across Essex. If not it will quickly lead to further congestion as the A120 is already close to capacity. Until I see evidence of 'joined-up-thinking' I reserve judgement. Because the A12 & A120 schemes are being planned separately, I fear that for many years (an indeterminate transition period) J25 will become a critical bottleneck until A120 trunk traffic is re-routed. This junction may have the potential to cause congestion backing-up dangerously on the A12 off-slips – similar to that which already occurs now most days at J26 Tollgate southbound off-slip	entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.  The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	
J25/122	Will Worsen (A120)					✓	The flow of traffic from A12/A120 onto the B1048 is high and the proposed design appears to interrupt this which will result in greater congestion at the bottom of the A120 and around the top of the B1048	At J25, the traffic modelling predicts that by 2042 the average queue length at the A120 entrance to J25 would be 377m in the evening peak if the proposed scheme is not built. If the proposed scheme is built, the modelling predicts that the average evening	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>peak queue on this arm would fall to 40m. On the B1048 approach to J25, the modelling predicts that the proposed scheme would slightly reduce the average peak hour queue lengths.</p> <p>Details of junction modelling results are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].</p>	
J25/123	Will Worsen (A120) / Safety					✓	<p>Regardless of any planned A120 improvements, which I believe are 10-15 years away at the earliest, installing traffic lights at the Marks Tey Station roundabout is going to make the traffic situation even worse than it already is on the A120 Coggeshall Road. I have family who live on the Marks Tey estate (Godmans Lane) and the road and the existing roundabout is backed up DAILY through out the day and I am sure you have access to traffic figures for this.</p> <p>As a regular user of the A120 I don't see how traffic lights will help the traffic flow. It's bad anyway - how will this improve matters</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120.</p> <p>A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the connection to the A120, was further assessed in the preliminary design</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Concerns with the proposed cross roads to replace the round about at Marks Tey.</li> <li>Turning waiting to turn right (from Coggeshall Road A120 Braintree) because of new traffic lights, I can see a back up of traffic back to the railway bridge which is only 2 way working.</li> <li>The same would be waiting to turn left for the Railway Station and Aldham.</li> </ul> <p>There would also be a hold up for traffic leaving the A12 to turn left to join the A120 for Coggeshall Road and Stansted Airport waiting for traffic lights to change. The A120 scheme from Braintree to A12 is in RIS3 as things stand. Is it possible to return the crossroads to a roundabout when this scheme is done and the existing A120 de-trunked? Or is there something else that can be done to assist drivers in Copford etc wishing to join the A12 Northbound using Junction 25?</p>	<p>stage and modelled in strategic and microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/124	Will Worsen (Copford)					✓	<p>However, as I have already stated, I am very concerned about the volume of traffic already, including HGVs which speed through Copford. My worry is that any improvement to the system at Marks Tey will encourage more traffic to cut through Copford,</p>	<p>The future traffic predictions for a particular road are not as simple as taking existing traffic counts and adding in traffic from new developments. In line with national traffic modelling guidance, wider changes such as changes in trip-making patterns and changes in the economic climate are taken into account. Changes that travellers make to avoid congestion are also taken into account, such as re-routing of trips, changing the time that trips are made, or no longer making the trip by car.</p> <p>The proposed scheme has extended its limit of deviation to enable one of the roundabouts to move approximately 80m closer to the site entry. This flexibility can be used to improve movements and segregate heavy vehicles from residential roads, should an application be approved in the near future. As the application is not approved, the Applicant does not know access and traffic date to fix a design at the time of submission.</p> <p>The traffic models predict that, although there would be an overall increase in traffic on London Road in Copford, this would be</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>due to extra cars. There is not predicted to be an increase in heavy goods vehicles on that road.</p> <p>The proposed scheme would improve routes between the east and west sides of Marks Tey, but extending improvements through Copford is beyond the proposed scheme's scope.</p>	
J25/125	A120					✓	<p>So coming up with an idea that a traffic light system is a better solution to the roundabout leaves me in great doubt, but if the decision reached felt this would greatly improve the flow of traffic, only the people living on or near the A120 after the even will know, which by then will be TOO late. I am aware that there is a possible upgrade between Braintree and Kelvedon, but that all hinges on government funding. In around 1988 the government rejected same upgrade due to lack of budget.</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. A detailed holistic optioneering process was carried out looking at the best alignment and junction options for this location, including the connection to the A120, during PCF Stage 2 (the option selection stage of the Project Control Framework, which governs the lifecycle of major highways projects in England). The preferred option for J25, including the connection to the A120, was further assessed in the preliminary design stage and modelled in strategic and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>microsimulation traffic models. This traffic modelling was used to understand where mitigation was required to ensure the junction operates with the required capacity. The J25 proposal incorporates the conversion of the western dumbbell roundabout to a compact signalised junction. These mitigation measures were selected through a holistic multidisciplinary assessment as being the best overall solution for the area. Among other factors, the investigation into mitigation scenarios concluded that the current proposal is the best scenario in terms of reducing peak hour delays. Further details of the proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.  The Applicant will continue to work closely with the council during the development stages of the proposed scheme.	
J25/126	Access					✓	Problem here is access from the A12 onto the A120 only This could all be avoided if HGV's didn't travel between 7am - 9am.	It is not within the scope of the proposed scheme to ban certain vehicle classes from the Trunk Road Network.	N
J25/127	Complex / Confusing					✓	Finally, I do not understand why the northern hammer head on Old London road to the rightly truncated junction with the A120 needs to extend past the Parish Hall particularly as you seem to intend this area for borrow pit lakes. This would also ease fitting the revised highway layout through this localised pinch point.	The proposed solution at J25 includes the closure of the junction between Old London Road and Coggeshall Road. The turning head allows for long vehicles (delivery lorries, for example) to turn around without the need to use the Parish Hall car park.	N
J25/128	Complex / Confusing					✓	While improvements to junctions, and addition of noise reducing surfaces would be most welcome the proposals put forward are a complete mess, and	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							will result in total chaos for residents both during construction	<p>Bridges, the standard used for design on major highway schemes across England.</p> <p>Safety is one of the priorities of the proposed scheme and is specifically evaluated through the road safety audit and walking, cycling and horse riding (WCH) review.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p> <p>Where practicable, the design will minimise the loss of vegetation across the proposed scheme. Where vegetation loss is unavoidable, mitigation will be provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
J25/129	General					✓	No improvement from existing poor slip road through shopping street	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. As shown in the General Arrangement Drawings [TR010060/APP/2.9], London Road, Marks Tey, is planned to remain a residential/shopping street, separated from a new southbound slip road via a new roundabout providing access to Hall Chase.	
J25/130	Necessity					✓	Although improvements could be made I'm not sure that all this work is necessary unless there are plans to upgrade the route to Stansted airport.	The proposed scheme's scope and extent is set out by National Highways and approved by the Department of Transport based on a business case following the Government's Green Book. The scope of the proposed scheme, which has received funding as part of the second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction. Any Development Consent Order (DCO) application would need to be prepared based on the context of surrounding developments which have committed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>funding and consent from the appropriate level of planning authority. These developments have been included within the strategic traffic model and factored into the provision of capacity of the proposed scheme for the design year of 15 years after opening.</p> <p>Without the proposed scheme, journey times are predicted to get significantly worse in the future. The proposed scheme is predicted to make journeys faster compared to the 'without proposed scheme' scenario.</p>	
J25/131	Impact on Local Communities					✓	<p>I am also concerned that during construction, these areas are going to suffer significantly, for apparently no gain to the local community.</p>	<p>The construction impact is recognised and will be minimised as far as practicable, with local communities kept informed of programmed closures and restrictions and other activities. The proposed scheme will improve the A12's capacity and improve connectivity between the two parts of Marks Tey with a continuous, controlled, safe walking and cycling route.</p> <p>During construction, the Applicant will aim to keep two lanes of traffic open in both directions. This will be done under traffic management measures and reduced speed limits. Occasional night and weekend</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>closures will be required to tie-in the new road with the existing one or to install new bridges over the road. Any required diversions or closures will be discussed with all relevant stakeholders and communicated to the public with sufficient notice. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which has been issued as part of the Development Consent Order (DCO) application.</p> <p>Access to businesses and private properties will be maintained at all times. Where private properties or businesses are close to works, appropriate safety measures will be put in place. At this moment in time, the details around the sequence and methodology of works are still to be defined. Further discussions around these topics will be held with residents, landowners and other stakeholders well in advance of any construction.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>construction lighting, highway lighting and vehicle lights.</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p> <p>Where practicable, the design will minimise the loss of vegetation across the proposed scheme. Where vegetation loss is unavoidable, mitigation will be provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
J25/132	Impact on Local Communities					✓	<p>The detail of your Junction 25 proposals greatly adversely affects the residential environmental character of the Marks Tey village area that they are imposed upon. More properties are adversely affected than relieved. This may be mitigated by alterations that I have suggested namely:</p>	<p>The Applicant recognises the concerns about volume and safety of traffic movements. The size and form of the roundabout has been designed to control vehicle speeds for those leaving A12 on the northbound diverge slip road. The section of Old London Road to the east of the new roundabout would be much quieter as it would become a cul-de-sac, where at</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>The slip road that you are proposing off the A12 and the construction of a roundabout to enable access to the A120 and Old London Road (OLR) together with its closure will have a severe impact on my house and a significant number of other houses in the immediate vicinity. Not only is the access from the roundabout opposite my house and a number of other houses but I do not think that you have taken into account the potential for a serious accident. The houses fronting this OLR junction are built below road level and will have no protection from potential accidents from vehicles, including HGVs, over-running these junctions when turning left or right onto OLR. We will face extra traffic from every vehicle requiring access to OLR and will be aware of all traffic using a roundabout to join up with the A120. There is a likelihood of considerable queues of vehicles waiting to join the A120 on the new A12 slip road accessing and exiting OLR. We will also have to face the prospect of</p>	<p>present all Old London Road traffic travels past these properties. For properties west of the roundabout, the flows would be no worse than without the proposed scheme, as there is no reason to expect more traffic – or more heavy vehicles – to access Old London Road properties as a result of A12 capacity improvements.</p> <p>The detailed design will ensure that the design provides space for vehicles to manoeuvre without inducing excessive speed or introducing other safety problems. A full Stage 1 road safety audit (a safety review by a team independent of the design team) has been undertaken.</p> <p>Particulate matter with an aerodynamic diameter less than 2.5µm (PM2.5) was not modelled for the Preliminary Environmental Information Report, but it has been included in the assessment for Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1]. Operational results indicate small to large improvement in air quality across all pollutants owing to the offline design.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							additional pollution (i.e. No2) including particulates. (For some reason you do not take particulates into account although Public Health England appear to take this matter quite seriously). We will also have to contend with extra noise from vehicles the using the slip road and its roundabout as well as vehicles turning left and right onto OLR.	The A12 mainline would be realigned away from your property and those of your neighbours, and this will reduce those noise impacts. This is discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
J25/133	A12 Footbridge					✓	It would be good if you could widen the bridges at junction 25 that cross over the A12 as the pathways are very narrow and the speed of the traffic makes them feel unsafe.	As shown on the General Arrangement Plans [TR010060/APP/2.9], the existing footbridge that crossed the A12 near J25 is proposed to be replaced. As part of this replacement, the width of the footbridge is proposed to be in line with the standards in the Design Manual for Roads and Bridges.	N
J25/134	A12 Footbridge					✓	I think it would be more effective, safer and pleasant to leave the bridge in more or less its present position and continue it across the A120 dual carriageway with its ramp running down on the diagonal path through the trees towards Station Road and then linking this with the Old Rectory junction. This would be infinitely more	The proposed footbridge/cycle bridge will tie into a new toucan crossing on the A120 link between the two existing roundabouts and provide a connection between new facilities on London Road and Station Road/Marks Tey Station. New walking and cycling routes will be designed to current standards in terms of widths and gradients. The design of the footbridge/cycle bridge will continue to	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							pleasant, safer, and remove the need for the new pavement between the two dual carriageways which could then be used for more screen planting.	be developed during the detailed design stage.	
J25/135	Impact on Local Communities					✓	<p>Create an uncontrolled crossing over London Road at the end of the widened bridge. Attend to parking in London Road.</p> <p>It can not therefore be viewed as an improvement for either residents or through traffic. The widening of the southbound carriageway to three lanes at junction 25 will require the removal of the retaining bank, and place the traffic very close to homes, hotel and businesses and will adversely affect many lives.</p>	<p>The proposed footbridge will tie into a new toucan crossing on the A120 link between the two existing roundabouts and provide a connection between new facilities on London Road and Station Road/Marks Tey Station. New walking and cycling routes will be designed to current standards in terms of widths and gradients. The design of the footbridge/cycle bridge will continue to be developed in detailed design stage.</p> <p>The proposed scheme would reconfigure the existing turning point at the southern end of London Road and replace it with a roundabout. This will require changes to the existing no waiting restrictions in the area. The changes to no waiting restrictions will be obtained by agreement with Essex County Council who are responsible for parking restrictions on London Road. For further details of the changes proposed to the existing turning point, please see the</p>	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Revocation of Existing Traffic Orders drawings [TR010060/APP/2.3.3].</p> <p>The assessment of land use in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers these issues. However, compensation for impacts on business viability or blight are dealt with outside the Environmental Impact Assessment process.</p>	
J25/136	Alternative Design					✓	<p>Being a local resident of Marks Tey for the past 35 years, my concern regarding the A12 is between Kelvedon and Marks Tey, but in particular junction 25. Having been to various meetings and listened to all the given options, I am surprised that there had not been an option E. Option E is of course my idea and there may be a number of good reasons why it was perhaps not considered at any time in the past due to costs, etc. Therefore without the knowledge of costs involved, my idea is to cover the A12 between the existing A120 roundabout and the bridge leading off</p>	<p>The project team has considered this suggestion but would not be able to take it forward as part of the Development Consent Order. The proposed scheme has a limited budget within the Road Investment Strategy, and the proposals to widen the existing southbound carriageway to three lanes and convert Old Rectory Junction to a signalised crossroads are sufficient to provide capacity for the proposed scheme's design year of 2042.</p> <p>The Applicant is aware of the historic severance experienced by Marks Tey due to the A12 and has proposed improvements to walking and cycling connectivity which are</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the Prince of Wales roundabout, not dissimilar to that covering the M25. If the A12 is lowered from say Hall Chase or just after the north bound off ramp. This will re-join Marks Tey village, increase the number of shops on the high street and provide much needed additional parking. That done the need for new pedestrian and cycle bridge and bridge over A12 off the Price of Wales roundabout is removed and those related costs can then be put towards the Marks Tey flyover interchange. Here is a massive win-win opportunity for Essex Highways designers to end the decades of road blight to Marks Tey (reference the A14 de-trunking at Huntingdon) by placing the A12 in a short cut and cover tunnel. This would allow a less intrusive junction design 'on the surface 'give a more local feel and allowing green space and attractive landscaping.</p>	<p>shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. To sink the A12 into a tunnel at this location would require considerable construction works, including lowering the mainline of the A12 here, elongation of the northbound on-slip which is close to land owned by Network Rail, and significant amounts of embodied carbon and operational costs with lighting and ventilation needing to be provided. Whilst tunnels exist across the Strategic Road Network, their construction is usually 'by-exception' as they introduce significant operational challenges in terms of safety, movement of vehicles carrying hazardous materials, evacuation and lane changes in proximity to junctions. Tunnels can have great benefits for adjacent communities, in reducing traffic noise and wider environmental impacts, but in addition to an exceptionally higher works cost, they also have a very much higher operating cost. They also increase worker risk and road user risk in day-to-day work to clean and maintain the tunnel, and in attending fires, collisions and other incidents that will inevitably happen over the lifetime of a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								scheme. Tunnels are therefore only justified in exceptional circumstances, and one could not be supported at this location.	
J25/137	Old Rectory Roundabout					✓	In addition to the roundabout, it should be possible to use a significant portion of the old A12 southern carriageway to link this new roundabout with the Old Rectory A120 junction rather than build new road (hopefully you intend the redundant northern carriageway adjacent to Old London Road to be broken up and tree planted).	The proposed scheme's link between Old London Road Roundabout and the existing Old Rectory Junction is proposed to use as much of the existing A12 carriageway as possible and sits near to the vertical level of the existing A12 to facilitate this. This is shown within the Engineering Sections Drawings [TR010060/APP/2.11].	
J25/138	Landscape & Visual Impact					✓	Retain as much existing planting/vegetation as possible particularly along the London Road retaining wall and give specific proposals to mitigate increased disruption to London Road and the Rookeries.	Works to London Road approaching the Prince of Wales Roundabout have been removed from the proposed scheme as the refined traffic forecasting did not warrant interventions at this location. Works near the proposed retaining wall are expected to require some loss of vegetation. Where practicable, the design minimises the loss of vegetation. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	
J25/139	Will Not Improve					✓	This relocation will, however, according to Essex County Council's	The National Highways' A12 team continue to work closely with National Highways'	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							A120 route feasibility report, only reduce traffic on the Coggeshall Road (A120) through Marks Tey by 15% which is about the same as your J25 improvements will increase it.	A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	
J25/140	Safety					✓	There is concern in regard suicide prevention.	National Highways has a suicide prevention strategy, and this will be incorporated into the design where practical. The strategy can be found at the address: <a href="https://www.gov.uk/government/publications/suicide-prevention-strategy">https://www.gov.uk/government/publications/suicide-prevention-strategy</a> .	
J25/141	General					✓	It will negatively affect the quality of life and environment in the local area	Thank you for your feedback to the consultation. As part of this statutory consultation The Applicant published a Preliminary Environmental Information Report (PEIR) on the proposed scheme webpage ( <a href="http://www.highwaysengland.co.uk/A12">www.highwaysengland.co.uk/A12</a> ). The PEIR gave information about the potential environmental effects of the proposed scheme and the measures put forward to reduce any significant adverse effects identified. It addressed the full range of environmental aspects, including air quality,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								noise, water, soils, landscape, biodiversity, heritage, population and health, and climate change.	
J25/142	Impact on Properties / Landowners					✓	<p>Despite the assumption that there will be a major uptake of electric vehicles etc I cannot see that there will be a serious reduction of pollution in this area until long after the construction of the upgraded A12. It is almost as though you are complicit in the attempted murder of residents in Marks Tey, particularly those in OLR, and all those who live along its path especially as we now have the prospect of 10 lanes of traffic.</p> <p>Nowhere in your scheme is there any mitigation for the effects of this junction on our lives. Some residents near to this junction will lose their parking spaces, some of us will be unable to have deliveries, contractors, visitors etc. This development means that it will have a major impact on our health and the value of our homes.</p>	<p>The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, barriers would be installed alongside the A12. By providing noise barriers at this location, the predicted noise levels will reduce to ensure that receptors in this area experience a noticeable reduction in noise.</p> <p>During the consideration of measures to reduce noise, adverse environmental effect for other aspects are also considered. An example of this would be adverse impacts</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>for landscape or biodiversity if a large amount of vegetation needs to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).	
J25/143	Local Development					✓	The junction does need some improving, however, the new layout appears to be planned out to support further residential developments with areas between the old A12 and the proposed new A12. I strongly oppose more housing in this area.	Thank you for your comments. Housing and future development is a matter for the local planning authority.	
J25/144	Access / Congestion / General / Safety					✓	Many people have support the plan saying it would result in a better traffic flow across all junctions and will make access safer for motorists. Addition of hard shoulders highly appreciated by many. For some its hard to visualise but believe in improvement in A120 connection.	Thank you for your feedback and support. Your comments will help the Applicant better understand the local area and any potential impacts the proposed scheme may have on the community. The Applicant has listened to and considered everyone's feedback.  National Highway strives to improve its major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. National Highways	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>wants to make sure all its major roads are more dependable, durable and, most importantly, safe. We have listened to and considered everyone's feedback.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of the road investment strategy, as this road plays an important role at a strategic, regional and local level.</p>	
J25/145	Complex / Confusing / Safety / Traffic Calming Measures					✓	<p>Due to all the chaos in our local area along our part of London road has become a Lorry park for the massive increase in Lorry traffic. The A12 is a big problem agreed, it is more important due to the A120 rat run how will the increase in traffic be dealt with that does divert off and traffic flow around Junction 25.</p> <p>The slip road A12 Junction 25 approach to roundabout we need to turn right this to get back to our home regularly takes 10-20 mins due to the constant traffic issues now. Better</p>	<p>The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Signage & Speed limits - MONITORED	<p>this junction. These improvements are expected to reduce the amount of delay experienced by drivers wishing to turn right at the Prince of Wales Roundabout to reach London Road, Marks Tey.</p> <p>The proposed scheme seeks to improve clarity of traffic signs within its footprint, and a number of changes to speed limits are proposed which are shown on the Speed Limits Plans [TR010060/APP/2.3.1]. The setting of speed limits follows strict criteria and the final decision takes into account many factors such as, design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process.</p>	
J25/146	Support					✓	I concur that changes to the junction are required - however I am aware that Marks Tey Parish Council have proposed revisions to the junction 25 design which moves it slightly to the	The expected performance of J25, including Old Rectory Junction, has been analysed using micro-simulation software. A suite of improvements including, but not limited to, improvements to capacity on roundabout	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>west, further away from residential properties and allowing better access from the A12 to the industrial site on Old London Road such that HGVs are not required to travel past residential properties on Old London Road (which is unsuitable for such vehicles). I therefore support these revised proposals put forward by Marks Tey Parish Council, given the proximity of the proposed junction to residential properties</p>	<p>entry, signalisation of the roundabout operation, provision of a straight-ahead or 'hamburger' lane through the roundabout, and conversion to a signalised crossroads junction were assessed. For the proposed scheme's design year of forecasted traffic 15 years after opening, the conversion of the roundabout to a signalised crossroads was the only level of intervention which provided an acceptable average level of service for this junction.</p> <p>Where practicable, the design minimises the loss of vegetation. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
J25/147	Air Quality					✓	<p>Also, a road that sweeps south of the existing A12 will be longer. That would require the 90,000 vehicles you tell us use the road every day, to use more fuel. That means more emissions and more pollution. The planet, humans, animals, birds and the whole</p>	<p>Air quality pollution (including particulates and acidic oxides) and noise and vibration impacts are assessed in Chapter 6: Air Quality, and Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1], respectively, respectively. The impact of these on the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>environment can certainly do without that.</p>	<p>physical and mental health of residents is assessed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].</p> <p>As part of the statutory consultation, the Applicant published a Preliminary Environmental Information Report (PEIR) on the proposed scheme webpage (<a href="http://www.highwaysengland.co.uk/A12">www.highwaysengland.co.uk/A12</a>). The PEIR gave information about the potential environmental effects of the proposed scheme and the measures put forward to reduce any significant adverse effects identified. It addressed the full range of environmental aspects, including air quality, noise, water, soils, landscape, biodiversity, heritage, population and health, and climate change.</p>	

## 1.6 Utilities

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to Utilities. This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.9 S42(a) Prescribed consultee – Utilities**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
U/001	General Comments	National Grid/Cadent Gas	✓				National Grid and Cadent Gas raised many issues and requested that they be taken into consideration.	Discussions have continued since the statutory consultation and the proposed scheme is in detailed discussions with Cadent to ensure comments raised are noted, taken into consideration and addressed. Engagement will continue throughout the detailed design stage and the construction of the proposed scheme.  The Applicant has included Protected Provisions in the Development Consent Order in respect of National Grid Electricity Transmission and Cadent Gas.	
U/002	Deed of Easement / Wayleave Agreement / Deed of	National Grid	✓				The following points should be taken into consideration. Electricity Infrastructure: <ul style="list-style-type: none"> <li>National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which</li> </ul>	The Applicant has acknowledged the points raised which have been noted and taken into consideration.  The ongoing liaison with National Grid Electricity Transmission (NGET) has confirmed that the statutory minimum safety	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
	Grant / Access						<p>provides full right of access to retain, maintain, repair and inspect our asset</p> <ul style="list-style-type: none"> <li>National Grid’s underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act.</li> <li>National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant Easement, Wayleave Agreement or the provisions of the New Roads and Street Works Act.</li> </ul> <p>These provisions provide National Grid full right of access to retain, maintain, repair and inspect our assets. Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip</p> <p>Any such proposals should be discussed and agreed with National Grid prior to any works taking place.</p>	<p>clearances for overhead lines will be maintained.</p> <p>Discussions have been held with NGET over the past 18 months indicating that there will be no effect on NGET assets.</p> <p>Subject to safe working practices, road space and Construction Design And Management Regulations, access will be maintained for National Grid at all times.</p>	
U/003	Support	National Grid	✓				<p>Due to the scale, bulk and cost of the transmission equipment required to operate at 275kV or 400kV we only support</p>	<p>The proposed scheme is identified within the Government’s 2015–2020 Road Investment Strategy 1 and Road Investment Strategy 2,</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by government.	which the Applicant are working to deliver, which states that England's Strategic Road Network requires upgrading and improving to ensure it can deliver the performance needed to support the nation in the 21st century.	
U/004	NGET Assets	National Grid	✓				<p>Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network.</p> <ul style="list-style-type: none"> <li>Copies of the detailed route records for the cable circuit can be supplied on request</li> <li>The detailed route records should not be taken as positive indication of the cable location. This can only be determined by digging trial holes. Where trial holes are dug the concrete and / or polymeric cable protection tiles must not be disturbed.</li> <li>The normal recommendation is to keep 2 metres clear either side of the 1 metre wide trench containing the AC cable.</li> </ul>	<p>The points raised have been noted and taken into consideration.</p> <p>Discussions have been held with National Grid Electricity Transmission (NGET) over the past 18 months indicating that there will be no effect on NGET assets.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
U/005	Notification / Health and Safety Guidance	National Grid	✓				<ul style="list-style-type: none"> <li>National Grid should be made aware of the works starting and may put in place a representative to monitor the works. The works should be carried out in accordance with the recommendations in document HS (G)47 available from the HSE web site.</li> <li>The relevant guidance in relation to working safely near to existing underground cables is contained within the Health and Safety Executive's (<a href="http://www.hse.gov.uk">www.hse.gov.uk</a>) Guidance HS(G)47 "Avoiding Danger From Underground Services" and all relevant site staff should make sure that they are both aware of and understand this guidance.</li> </ul>	<p>Engagement will continue throughout the detailed design stage and the construction of the proposed scheme.</p> <p>The Applicant has acknowledged and noted these points.</p>	
U/006	Buried Cables / Piling / Ground Cover	National Grid	✓				<p>Our cables are normally buried to a depth of 0.9 metres to the protective covers but this depth can vary depending on location (bridges may have cables 100mm below surface level). The specific cable route record drawings show further details along the route of the particular cable. The cable route drawings are attached to this letter for your information. Cables installed in cable</p>	<p>Engagement will continue throughout the detailed design stage and the construction of the proposed scheme.</p> <p>The Applicant has acknowledged and noted these points</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>tunnels, whilst less likely to be affected by surface or shallow works may be affected by activities such as piling.</p> <ul style="list-style-type: none"> <li>National Grid assets can be adversely affected by vibration and can provide guidance on the acceptable levels of vibration due to piling and other construction related operations in the vicinity of national grid assets</li> <li>Ground cover above our cables should not be reduced or increased without consultation with National Grid.</li> </ul>		
U/007	Cable Tunnels	National Grid	✓				<p>Cable Tunnels</p> <ul style="list-style-type: none"> <li>National Grid's underground cable tunnels are protected by the provisions of a Wayleave/Easement or the New Roads and Street Works Act. This provides full right of access to retain, maintain, repair and inspect our asset.</li> <li>National Grid requires that the clearances indicated on the plan below are maintained at all times should it be necessary to enter the exclusion zone discussion/ agreement with</li> </ul>	<p>Discussions have been held with National Grid Electricity Transmission (NGET) over the past 18 months indicating that there will be no effect on NGET assets.</p> <p>NGET has a 400kV pylon in the southern area of the proposed scheme. This has been confirmed by NGET as being 'not affected'.</p> <p>They also have a substation in the northern area which serves Network Rail, and therefore have cables in the vicinity of the A12 in that area.</p>	Y



Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>National Grid is required to ensure the integrity of their tunnel asset and the high voltage cables is not compromised.</p> <ul style="list-style-type: none"> <li>Ground levels above our cable tunnels must not be altered in any way without prior agreement with National Grid; any alterations to the depth of our tunnels can compromise its integrity which could have an adverse impact on the reliability, efficiency and safety of our electricity network.</li> </ul>	<p>The northern area design has been remodelled where it approaches the overhead lines, with a view to tying into current levels at the red line boundary. This eliminates any potential clashes with NGET apparatus in this location. Site plans for this location have been provided to NGET, although the levels they have requested have not been issued as there are no proposed changes to the existing levels at this location.</p> <p>Temporary possession powers are to be taken over land where National Grid has an interest, however all existing rights of access to assets will be maintained.</p> <p>Subject to safe working practices, road space and Construction Design Management (CDM), access will be maintained for National Grid at all times.</p>	
U/008	Engagement with Asset Protection Team	National Grid	✓				<p>As your proposed activity is in close proximity to National Grid's Transmission assets we have referred your enquiry/consultation to our Asset Protection team for further detailed assessment. We request that you do not commence work or take further action with regards to your</p>	<p>The Applicant has acknowledged and noted these points.</p> <p>The Applicant will continue to liaise with the relevant departments within National Grid Electricity Transmission as the proposed</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>proposal until you hear from us. We will endeavour to contact you within 21 days from the date of this response. Please contact us at <a href="mailto:assetprotection@nationalgrid.com">assetprotection@nationalgrid.com</a> if you have not had a response within this time frame.</p> <p>Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.</p>	scheme develops and moves towards and through construction.	
U/009	Utilities / Electric	National Grid	✓				<p>Statutory electrical safety clearances must be maintained at all times. National Grid recommends that no permanent structures are built directly beneath overhead lines.</p> <p>Any proposed buildings must not be closer than 5.3m to the lowest conductor.</p> <ul style="list-style-type: none"> <li>These distances are set out in EN 43 – 8 Technical Specification for “overhead line clearances Issue 3 (2004) To view EN 43 – 8 Technical Specification for “overhead line clearances Issue 3 (2004).</li> </ul>	<p>The Applicant has acknowledged and noted these points and thanks the stakeholder for their comments.</p> <p>The ongoing liaison with National Grid Electricity Transmission has confirmed that the statutory minimum safety clearances will be maintained and no National Grid assets will be affected by the proposed scheme.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>[REDACTED]</p> <ul style="list-style-type: none"> <li>National Grid requires 3D drawings to be provided at the earliest opportunity (DWG, DGN or DXF)</li> <li>The statutory minimum safety clearance is 7.6 metres to ground and 8.1 metres to a normal road surface. Further detailed information can be obtained from the Energy Networks Association's (<a href="http://www.energynetworks.org.uk">www.energynetworks.org.uk</a>) Technical Specification E-43-8 for "Overhead Line Clearances", Issue 3 (2004).</li> <li>To view the "Development Near Overhead Lines" Document. [REDACTED]</li> <li>To view the National Grid Policy's for our Sense of Place Document. [REDACTED]</li> </ul>		

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (<a href="http://www.hse.gov.uk">www.hse.gov.uk</a>) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines."</li> <li>Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors at the point where the conductors are under their maximum 'sag' or 'swing' conditions.</li> </ul> <p>Overhead Line profile drawings should be obtained using contact details supplied</p>		
U/010	Utilities / National Grid	National Grid	✓				<p>National Grid infrastructure within / in close proximity to the order boundary Electricity Transmission National Grid Electricity Transmission has high voltage electricity overhead transmission lines and substations within the scoping area. The overhead lines and substations form an essential part of the electricity transmission network in England and Wales.</p>	<p>The Applicant has acknowledged and noted these points.</p> <p>The proposed scheme will not affect these assets.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Substations</p> <ul style="list-style-type: none"> <li>• Bulls Lodge 400kV Sub Station</li> <li>• Beaulieu 25kV Sub Station and</li> <li>• Associated overhead and underground apparatus including cables</li> </ul> <p>Overhead Lines</p> <ul style="list-style-type: none"> <li>• 4VB 400kV overhead line</li> <li>• Above and below ground associated apparatus</li> </ul> <p>Plans were enclosed showing the route of National Grid's overhead lines, the Bulls Lodge and Beaulieu substations and associated underground cables.</p>		
U/011	Utilities/ Environment / Landscaping / Trees	National Grid	✓				If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.	The Applicant has acknowledged and has noted this point. No landscaping is proposed underneath the 400kV line as part of the proposed scheme.	
U/012		National Grid	✓				If any changes in ground levels are proposed either beneath or in close	There are no changes in ground levels proposed under Line 4VB where the	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							proximity to our existing overhead lines, then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.	proposed scheme passes under between pylons 4VB058 and 4VB060.  The only works proposed in this vicinity as part of the proposed scheme are resurfacing works.	
U/013	Utilities / National Grid	National Grid	✓				<p>NGG has no apparatus within the scoping area.</p> <p>Due to the proximity of some electricity transmission assets to the proposed scheme, NGET wishes to express their interest in further consultation while the impact on our assets is still being assessed.</p> <p>In respect of existing NGET infrastructure, this will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within proximity of its apparatus.</p> <p>Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGET's &amp; NGG's apparatus, both will require appropriate protection and further discussion on the impact to its apparatus and rights.</p>	<p>The Applicant will continue to liaise with the relevant departments within National Grid Electricity Transmission (NGET) as the proposed scheme develops and moves towards and through construction.</p> <p>Discussions have been held with NGET over the past 18 months indicating that there will be no effect on NGET assets.</p> <p>NGET has a 400kV pylon in the southern area of the proposed scheme. This has been confirmed by NGET as being 'not affected.'</p> <p>They also have a substation in the northern area which serves Network Rail, and therefore have cables in the vicinity of the A12 in that area.</p> <p>The northern area design has been remodelled where it approaches the overhead lines, with a view to tying into current levels at the red line boundary. This</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>eliminates any potential clashes with NGET apparatus in this location. Site plans for this location have been provided to NGET, although the levels they have requested have not been issued as there are no proposed changes to the existing levels at this location.</p> <p>Temporary possession powers are to be taken over land where National Grid has an interest, however all existing rights of access to assets will be maintained.</p>	
U/014	Utilities / National Grid	National Grid	✓				<p>Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or “pillars of support” of our towers. These foundations extend beyond the base of the tower.</p> <p>Pillar of Support drawings should be obtained using the contact details above.</p>	<p>The Applicant has acknowledged these points and can confirm that there are no drilling or deep excavation works proposed under Line 4VB where the proposed scheme passes under between pylons 4VB058 and 4VB060.</p> <p>The only works proposed in this vicinity as part of the proposed scheme are resurfacing works.</p>	
U/015	Overhead Line / Undergroun	National Grid	✓				In relation to our Overhead Line and Underground Electricity Cable. Please could you provide me with your site plan detailing	The Applicant will continue to liaise with the relevant departments within National Grid Electricity Transmission (NGET) as the	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
	d Electricity Cable						the works on site to enable us to assess your enquiry further?	<p>proposed scheme develops and moves towards and through construction.</p> <p>Discussions have been held with NGET over the past 18 months indicating that there will be no effect on NGET assets.</p> <p>Drawings have been provided to National Grid as requested.</p>	
U/016	Apparatus	Cadent Gas / National Grid	✓				<p>Searches based on your enquiry have identified that there is apparatus in the vicinity of your works. Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application.</p> <p>If the application is refused for any other reason than the presence of apparatus, we will not take any further action.</p> <p>Please let us know whether Plant Protection can provide you with technical or other information that may be of assistance to you in the determination of the application.</p> <p>Affected Apparatus</p>	<p>The Applicant has acknowledged and noted these points and will continue to liaise with the relevant departments within National Grid Electricity Transmission and Cadent Gas as the proposed scheme develops and moves towards and through construction.</p> <p>The Applicant has been in communication with Cadent Gas relating to diversion and protection of their apparatus since 2019. Detailed design by Cadent Gas of the diversionary works has commenced.</p> <p>The Applicant has allowed for the protection and diversion of Cadent Gas' apparatus within the draft Development Consent Order [TR010060/APP/3.1], including land, works and within the Environmental Statement chapters [TR010060/APP/6.1].</p>	Y



Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>The apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> <li>• High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment</li> <li>• Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result, it is highly likely that there are gas services and associated apparatus in the vicinity)</li> <li>• Electricity Transmission underground cables and associated equipment Electricity Transmission overhead lines</li> <li>• Above ground gas sites and equipment</li> <li>• Above ground electricity sites and installations</li> </ul> <p>As your proposal is in proximity to apparatus, we have referred your enquiry / consultation to the following department(s) for further assessment:</p>	<p>The Applicant will continue to work with Cadent Gas to ensure all necessary measures are in place to ensure the safety of the existing and diverted apparatus.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Land and Development Asset Protection Team (High Pressure Gas Transmission and Electricity Transmission Apparatus)</li> <li>Cadent Pipelines Team</li> </ul> <p>We request that you take no further action with regards to your proposal until you hear from the above. We will contact you within 28 working days from the date of this response. Please contact us if you have not had a response within this timeframe.</p>		
U/017	Cadent Gas Pipeline Safety	Cadent Gas / National Grid	✓				<p>The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site.</p> <p>General Notes on Pipeline Safety:</p> <ul style="list-style-type: none"> <li>You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's Dial Before You Dig Specification for Safe Working in the Vicinity of Cadent Assets. There will be additional</li> </ul>	<p>The Applicant has acknowledged and noted these points and has been in communication with Cadent Gas relating to diversion and protection of their apparatus since 2019.</p> <p>Detailed design by Cadent Gas of the diversionary works has commenced.</p> <p>The Applicant has allowed for the protection and diversion of Cadent Gas' apparatus within the draft Development Consent Order [TR010060/APP/3.1], including land, works and within the Environmental Statement chapters [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>requirements dictated by Cadent's plant protection team.</p> <ul style="list-style-type: none"> <li>• Cadent will also need to ensure that its pipelines remain accessible during and after completion of the works.</li> <li>• The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased.</li> <li>• If any excavations are planned within 3 metres of Cadent High Pressure Pipeline or, within 10metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.</li> </ul>	<p>The Applicant will continue to work with Cadent Gas to ensure all necessary measures are in place to ensure the safety of the existing and diverted apparatus.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with Cadent's Plant Protection team is essential:</p> <ul style="list-style-type: none"> <li>• Demolition</li> <li>• Blasting</li> <li>• Piling and boring</li> <li>• Deep mining</li> <li>• Surface mineral extraction</li> <li>• Landfilling</li> <li>• Trenchless Techniques (e.g., HDD, pipe splitting, tunnelling etc.)</li> <li>• Wind turbine installation</li> <li>• Solar farm installation</li> <li>• Tree planting schemes</li> </ul>		
U/018	Protected Powers	Cadent Gas	✓				<p>Where the Promoter intends to acquire land, extinguish rights, or interfere with any of Cadent's apparatus, Cadent will also require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions</p>	<p>The Applicant has acknowledged and noted this point and has included Protected Provisions for Cadent Gas in the Development Consent Order (DCO).</p> <p>Land has been identified within the DCO for diversionary corridors with the necessary</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
								powers to provide rights on behalf of Cadent Gas.	
U/019	Information Sharing	Cadent Gas	✓				Cadent Gas are unable to provide overlay plans at this stage as we're waiting for the relevant shapefiles to be provided by yourselves to enable us to overlay the red line boundary with our network. Highways England and Cadent are in discussions regarding these interactions and the project team will already be aware.	<p>The Applicant has acknowledged and noted these points and will continue to liaise with the relevant departments within National Grid Electricity Transmission and Cadent Gas as the proposed scheme develops and moves towards and through construction.</p> <p>The necessary data has been shared between the Applicant and Cadent Gas.</p>	
U/020	Design Studies	Cadent Gas	✓				<p>Cadent Gas would like to draw your attention to the importance of progressing 'design studies' for proposed diversionary works at the earliest opportunity as the content of these will need to be reflected within the DCO to ensure that adequate land and rights are included to allow Cadent to construct works in a timely manner.</p> <p>This applies to all pressure tiers and not just the intermediate or high pressure pipelines.</p> <p>If Cadent does not have sufficient rights or land included within the DCO we cannot guarantee that pipelines or associated apparatus can be moved and existing</p>	Design studies have now been completed by Cadent Gas for the proposed scheme. Detailed design for the necessary diversions has commenced.	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>apparatus will not be decommissioned until adequate rights are in place for diverted apparatus.</p> <p>Cadent requires adequate notice and feasibility design studies should be started at the earliest opportunity for all required diversionary works. Design studies (or C4s for lower pressure assets) should be completed prior to the submission of the DCO in order to identify the extent of land and rights to be included within the DCO on a temporary or permanent basis.</p> <p>Please be aware that design studies can take in excess of 6 months to complete where multiple assets are affected and diversions for high pressure pipelines can take in excess of two years to plan and procure materials.</p>		
U/021	Pipelines Crossings	Cadent Gas	✓				<p>Pipeline Crossings:</p> <ul style="list-style-type: none"> <li>Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.</li> <li>The pipeline shall be protected, at the crossing points, by temporary rafts</li> </ul>	The Applicant has acknowledged and noted these points. The detailed design of protection measures and plant crossings will be developed; however, they have been included and shown in the Temporary Works Plans [TR010060/APP/2.2.3] and Utility Diversions [TR010060/APP/2.2.2].	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.</p> <ul style="list-style-type: none"> <li>• The type of raft shall be agreed with Cadent prior to installation.</li> <li>• No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent.</li> <li>• Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure.</li> <li>• The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent.</li> <li>• A Cadent representative shall monitor any works within close proximity to the pipeline.</li> </ul> <p>New Service Crossing:</p>		

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• New services may cross the pipeline at perpendicular angle to the pipeline i.e., 90 degrees.</li> <li>• Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.</li> <li>• A new service should not be laid parallel within an easement strip</li> <li>• A Cadent representative shall approve and supervise any new service crossing of a pipeline.</li> <li>• An exposed pipeline should be suitably supported and removed prior to backfilling</li> <li>• An exposed pipeline should be protected by matting and suitable timber cladding</li> <li>• For pipe construction involving deep excavation (&lt;1.5m) in the vicinity of grey</li> </ul>		



Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if a diversion is required		
U/022	Cadent Deed of Grant / Easement / Protective Provisions	Cadent Gas	✓				<ul style="list-style-type: none"> <li>• Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.</li> <li>• Please be aware that written permission is required before any works commence within the Cadent easement strip.</li> <li>• In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus.</li> <li>• Cadent has identified multiple pipelines located within the vicinity of the proposed works, in respect of which discussions are ongoing between Highways England and Cadent to</li> </ul>	<p>Discussions have continued since the statutory consultation and the proposed scheme is in detailed discussions with Cadent to ensure comments raised are noted, taken into consideration and addressed and acknowledged.</p> <p>Engagement will continue throughout the detailed design stage and the construction of the proposed scheme.</p> <p>The Applicant has included Protected Provisions in the Development Consent Order in respect of Cadent Gas.</p> <p>Temporary possession powers are to be taken over land where Cadent Gas has an interest, however all existing rights of access to assets will be maintained.</p> <p>Design studies have now been completed by Cadent Gas for the proposed scheme. Detailed design of the necessary diversions has commenced.</p>	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>identify the extent of these interactions and likely diversionary works required:</p> <ul style="list-style-type: none"> <li>• High pressure (above 2 bar) gas pipelines and associated equipment</li> <li>• Intermediate pressure gas pipelines and associated equipment</li> <li>• Low and Medium pressure gas pipelines and associated equipment</li> </ul> <p>It is essential that where diversions are required to facilitate this scheme, adequate temporary and permanent land take, land rights and consents are included within the Order to enable works to proceed on time and to provide appropriate rights for Cadent to access, maintain and protect apparatus in future. Existing apparatus will not be decommissioned until adequate rights (including protection) are in place to Cadent's satisfaction.</p>		
U/023	Diversion	HSE Safety	✓				We note that the consultation refers to the diversion of 2 high pressure gas pipelines but we could not find a reference to which pipelines. Depending on the detail of the	The Applicant has been in communication with Cadent Gas relating to the diversion and protection of their apparatus since the consultation and continue to work with them.	

Ref No	Theme	Consultee	Proscribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	The Applicant Response (How the applicant has had regard to responses received) S49	Change Y/N
							diversions, that might affect the summary conclusion.	<p>Detailed design by Cadent Gas of the diversionary works has commenced.</p> <p>The Applicant has allowed for the protection and diversion of Cadent Gas' apparatus within the draft Development Consent Order [TR010060/APP/3.1], including land, works and within the Environmental Statement chapters [TR010060/APP/6.1].</p> <p>The Applicant will continue to work with Cadent Gas to ensure all necessary measures are in place to ensure the safety of the existing and diverted apparatus.</p> <p>The Applicant will continue to liaise with the relevant departments within National Grid Electricity Transmission as the proposed scheme develops and moves towards and through construction.</p>	

## 1.7 Overall Scheme

The tables provided below evidence the regard had to responses received to National Highways statutory consultation relating to the Overall Scheme.

This consultation took place between Tuesday 22 June 2021 and Monday 16 August 2021.

**Table 1.10 S42(a) Prescribed consultee**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/001	Environment / PEIR	Essex County Council - Highways & Transportation Service	✓				<p>Some discussion of the proposed mitigation measures is presented, which include retained mature vegetation, new tree planting and new hedgerow planting. Whilst this form of mitigation can help to soften the visual impact, it can also be subject to change through seasonal changes, pruning or complete removal. It is therefore recommended that further design mitigation methods are fully explored.</p> <p>A photographic survey and historic landscape survey is suggested, to make a record of the historic landscapes, the condition of the heritage assets and their setting before construction begins. This should also provide data for landscaping and</p>	<p>In line with Historic England guidance, historic landscape surveys have been recommended as mitigation, where appropriate. Landscape measures to mitigate impacts from the proposed scheme on the setting of heritage assets and an assessment of the effectiveness of mitigation measures, is included in Chapter 7: Cultural Heritage, of the Environmental Statement (ES) [TR010060/APP/6.1].</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>embedded (design) mitigation, along with additional bespoke mitigation measures, specifically designed to reduce the impact of the scheme on the setting of the heritage assets that are adversely affected. For example, the construction of banks or a ridge with a gentle back slope towards the heritage asset, along with screening, to soften the visual intrusion in viewpoints to and from sensitive assets. A full account of these proposed mitigation measures should be included within the heritage chapter of the Environmental Statement, along with an assessment of their effectiveness.</p> <p>Using photographs and photomontages, the mitigation measures should be cross-referenced with the landscape and visual assessment, with particular focus on heritage specific viewpoints, to demonstrate their effectiveness.</p>	<p>movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The built heritage assessment in Chapter 7: Cultural Heritage, of the ES [TR010060/APP/6.1] takes into account the guidance contained in GPA3.</p> <p>Locations for a number of photomontages have been agreed with Historic England to illustrate impacts on specific designated heritage assets and the effectiveness of proposed mitigation measures. They are presented in the Environmental Statement and are cross-referenced between Chapter 7: Cultural Heritage and Chapter 8: Landscape and Visual.</p>	
OQ/002	Environment / PEIR	Essex County Council - Highways &	✓				Photomontages will be prepared in accordance with the Visual Representation of Development	Visualisation type and methodology formed part of the viewpoint consultation with local authorities. Figure 8.5: Photomontages	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Transportation Service					<p>Proposals Technical Guidance Note 06/19 (TGN 06/19) (Landscape Institute, 2019).</p> <p>The type of photomontage, or visualisation, considered both appropriate and proportionate would be Type 3, as defined in the TGN 06/19. TGN 06/19 states that ‘Type 3 visualisations are intended to represent design, form and context to a reasonable degree of objectivity and accuracy, one which can be understood and relied on by competent authorities and others.’ The Type 3 visualisations would include an indication of the mitigation for the Proposed Scheme.</p> <p>Photomontages should be prepared for the following timeframes:</p> <ul style="list-style-type: none"> <li>• Operation Year 1: Considers impacts on a winter’s day during year 1 following completion of all construction, when planted mitigation would not yet have taken effect.</li> </ul>	[TR010060/APP/6.2] are Type 3 produced in accordance with TGN 06/19.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Operation Year 15: Considers the impacts on a summer's day in the fifteenth year after opening, when planted mitigation would have taken effect.</li> </ul>		
OQ/003	Environment / PEIR	Essex County Council - Highways & Transportation Service	✓				<p>A Preliminary Environmental Information Report has been submitted which focusses mainly on construction impacts of the scheme on built heritage assets and historic landscapes. There is also some preliminary assessment of the operational impacts. In addition, the Environmental Scoping Report (Highways England, 2020d) mainly focusses on construction impacts and also presents a gazetteer of cultural heritage assets. The built heritage impact assessment is ongoing, it has been noted that this will be fully reported in the Environmental Statement, and the mitigation measures currently in development being taken into account. The built heritage impact assessment should be prepared in line with Historic England's</p>	<p>The built heritage assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] has been prepared in line with the guidance contained in Historic England's Good Practice Advice in Planning Note 3.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							guidance GPA3, The Setting of Heritage Assets.		
OQ/004	Environment / Biodiversity / Mitigation	Essex County Council - Highways & Transportation Service	✓				<p>Effective and robust measures, in line with the mitigation hierarchy, must be proposed which have a high degree of certainty for their deliverability in the long term. If there are residual impacts, these will need to be compensated or offset and appropriate enhancements included to ensure measurable Biodiversity Net Gain from development.</p> <p>we recommend that a minimum of 10% Biodiversity Net Gain should be provided using Good Practice Principles for Development</p> <p>[REDACTED]</p> <p>Notwithstanding the above, ecological functionality is important to underpin the assessments and the site's design should ultimately be based upon the Good Practice Principles using professional judgement by a suitably</p>	<p>Mitigation is detailed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] and adheres to the mitigation hierarchy. Residual impacts are also summarised within Chapter 9, with details of compensatory measures given where these are proposed to be provided.</p> <p>The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology and the biodiversity net gain scores can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].</p> <p>Principles of mitigation, including design of post development habitats are summarised in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] and opportunities to benefit species have been included where practicable.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							competent ecologist. The Metric should also not be a reason to miss opportunities to benefit key species through biodiversity net gain where they are not directly accounted for within the Metric.		
OQ/005	Environment / Wildlife / Bats	Essex County Council - Highways & Transportation Service	✓				We note that there is some uncertainty regarding the significance and importance of the habitats for bat commuting as analysis of the data is ongoing. We believe that Barbastelle bats should be considered as higher than of county importance due to their rarity and international protection and they should be considered at least of regional importance. We would anticipate the inclusion of a map showing the commuting and foraging routes for bats-particularly Barbastelles- to help demonstrate how they utilise the landscape and whether the road scheme will potentially impact on the ability of Barbastelle bats to effectively use the landscape in the way that they are currently doing.	The assessment in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] acknowledges the rarity of barbastelle bats, however this species is valued at county level, for reasons as described in the chapter. Key commuting and foraging areas have been identified following the completion of surveys and the significance of effects updated in the chapter. A map showing the key commuting and foraging routes for bats, including barbastelles, has been produced alongside Appendix 9.4: Bat survey report [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/006	Environment / Biodiversity	Essex County Council - Highways & Transportation Service	✓				As the UK transitions into a net zero carbon future, NSIPs have been recognised as important in reducing carbon production. However, the scale of such nationally important infrastructure developments do carry an equally large, and conflicting carbon footprint in their embodied and operational carbon. The Council welcomes the benefit that the A12 widening scheme can have on benefiting climate change but is equally concerned to see that material provisions are made in the development proposal that mitigate the carbon emissions generated from the construction and operation of the proposal and its associated development.	<p>Actions are being taken to minimise greenhouse gas emissions, which will be classed as embedded mitigation. Standard mitigation measures are also proposed in order to minimise greenhouse gas emissions during construction of the proposed scheme. While there is no requirement to mitigate or offset the remainder, a number of opportunities for enhancement are also identified to further minimise greenhouse gas emissions associated with the proposed scheme going forwards.</p> <p>Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/007	Environment / Biodiversity / Climate Change	Essex County Council - Highways & Transportation Service	✓				Adequate provision for reduction and offsetting of carbon emissions, both embedded and operational, need to minimise the development's carbon footprint and mitigate the effects of climate change. and with reference to	The construction and operation of the proposed scheme is estimated to result in an increase in greenhouse gas emissions, however, measures have been embedded within the proposed scheme design, or will be implemented going forwards, to minimise greenhouse gas emissions.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>planning principles set out nationally and locally including:</p> <p>National Planning Policy Framework, S14, para 148 which states: “The planning system should support the transition to a low carbon future in a changing climate and it should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions and support renewable and low carbon energy and associated infrastructure.”</p> <p>The National Networks National Policy Statement (NNNPS) (Department for Transport, 2014) sets out the Government’s policies to deliver the development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. The Secretary of State uses the NNNPS as the primary basis for making decisions on DCO applications</p>	<p>Estimated increases in greenhouse gas emissions as a result of the proposed scheme are negligible in comparison to UK carbon budgets and are therefore not significant. As such, the proposed scheme is compliant with the National Networks National Policy Statement.</p> <p>Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/008	Environment / Biodiversity	Essex County Council -	✓				We recommend the measuring of the carbon footprint of the whole	As required by Design Manual for Roads and Bridges LA 114, quarterly greenhouse gas	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Highways & Transportation Service					development throughout its life cycle, with the yearly disclosure of this information in aid of pursuing low carbon targets through the Carbon Plan. This is an omission from the proposal which would provide considerable support in monitoring, reducing, mitigating, as well as offsetting carbon emissions associated with the construction and operation of the development.	emission returns will be reported to the Applicant during the construction and operational phases of the proposed scheme using the Applicant's Carbon Tool.  Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OQ/009	Climate Change	Essex County Council - Highways & Transportation Service	✓				<p>In order to achieve national targets of net zero carbon by 2050, and to reduce the carbon footprint of Essex, the need to decarbonise large infrastructure developments in Essex is significant. Any measuring should be made available yearly and reviewed going forward.</p> <p>The inclusion of the above suggestions will aid the development in not only attaining national low carbon targets, but also in achieving project aims for whole life sustainability and avoiding adverse environmental effects.</p>	<p>Carbon management processes and procedures have been implemented, with reference to Publicly Available Specification 2080:2016 Carbon Management in Infrastructure, in an attempt to achieve a project goal of a 30% reduction in project-related embodied carbon within the final scheme design.</p> <p>Reporting of quarterly greenhouse gas emissions (GHG), using the Applicant's Carbon Tool, during the construction phase would be undertaken by the Principal Contractor in line with Design Manual for Roads and Bridges LA 114. This facilitates reviewing the performance of the proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>scheme against the carbon estimates developed at the detailed design stage utilising data available in the construction phase, thereby allowing identification of further GHG emissions reduction opportunities. This measure is included in the Register of Environmental Actions and Commitments which can be found in the Environmental Management Plan [TR010060/APP/6.5].</p> <p>Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/010	Environment / Biodiversity / Trees	Essex County Council - Highways & Transportation Service	✓				How will retained trees and vegetation will be protected during construction through Construction Environmental Management Plan.	All trees to be retained would be protected throughout the construction period in accordance with BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations. Further details can be found in the Environmental Management Plan [TR010060/APP/6.5]	
OQ/011	Environment / Biodiversity / Habitat / Air Quality / Wildlife	Essex County Council - Highways & Transportation Service	✓				Whilst the physical elements of Colemans Reservoir may not change, it is considered that the implications for the wildlife of the road corridor coming closer to the habitat area, such as	Aquatic habitats are not sensitive to nitrogen deposition and so there would be no impact to Colemans Reservoir due to changes in air quality. Impacts to wildlife are assessed as part of the wider assessment of impacts from	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>disturbance and air quality, have not been sufficiently addressed.</p> <p>To assess the implications for the wildlife associated with the Colemans Farm Reservoir of the road corridor coming closer to the habitat.</p>	the proposed scheme, in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/012	Environment / Biodiversity	Essex County Council - Highways & Transportation Service	✓				Where reinstatement of vegetation/ GI is not possible will the scheme consider offsetting on land parcels adjacent or near to the A12 or contribute to Blackwater River catchment or Whetmead Local Nature Reserve for instance?	Land within the Order Limits is identified to mitigate the loss of existing vegetation so that offsetting is not required. This is shown on the Retained and Removed Plans [TR010060/APP/2.14].	
OQ/013	Environment / Air Quality / Biodiversity	Essex County Council - Highways & Transportation Service	✓				<p>Coleman's Farm Quarry Biodiversity Flagship site in the Essex Minerals Local Plan 2014</p> <p>It is acknowledged that our previous comments have been taken into account in relation to Coleman's Farm Quarry Biodiversity Flagship site.</p> <p>However, the proposed mitigation on page 204 does not reflect the knock-on implications for the rest of Coleman's Farm Quarry and its restoration. For</p>	A planning application has been submitted by Brice Aggregates Limited to Essex County Council to vary the previous planning condition around restoration of their site. This is expected to be heard by the Planning Committee in March 2022. This will vary the restoration proposals both in the Development Consent Order (DCO) land and within the remainder of the site. This would then provide planning consent for Brice Aggregates Limited to import the material to backfill the area of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>example, the knock-on effects of the A12 widening include there potentially being insufficient material to enable the creation of priority habitats as part of the restoration of the Biodiversity Flagship site. Additional infill of inert material and movement of the processing plant may be required, resulting in additional lorry movements and potential reduction in air quality. The newly created priority habitats will also be closer to the A12, which could create air quality implications for them. This should all be taken into account in proposing proportionate mitigation.</p>	<p>the quarry within the DCO boundary including associated vehicle movements etc.</p> <p>Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] is not proposing any additional mitigation to account for this knock-on effect, as it would not result in any changes to the significance of effects currently reported in Chapter 11 (i.e., as per Design Manual for Roads and Bridges LA 110 methodology).</p> <p>Importing additional inert waste materials for quarry restoration is likely to be deemed a recovery operation, the principal result of which is waste serving a useful purpose by replacing other non-waste materials which would otherwise have been used. This would be framed as a positive effect from a material assets and waste perspective, i.e., as the use of secondary waste materials avoids the attendant environmental impacts associated with extracting primary materials.</p> <p>Traffic movements associated with remediation works of Colemans quarry have been included in the construction traffic. Impacts from the construction traffic have</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								been assessed in Chapter 6: Air Quality and Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OQ/014	Environment / Wildlife / Dormice	Essex County Council - Highways & Transportation Service	✓				<p>We are concerned that the response to the planning Inspectorate on Dormice states (on page 201) that “Dormice have been scoped out of the Environmental Statement.”</p> <p>Para 9.7.56 “No dormice or evidence of dormice were recorded during field surveys”</p> <p>Para 9.7.57 “This species has been scoped out from further assessment”</p> <p>We do not agree that the Hazel Dormouse should be scoped out from any further consideration.</p> <p>As stated previously, the report scopes out Hazel Dormouse based on the fact that no evidence was identified during a nest tube survey and that the nearest record was 2km.</p> <p>However, we query the methodology undertaken, as the report specifies that a presence/absence survey was</p>	<p>Nest tubes were installed at approximately 20m intervals within the surveys area (a 250m buffer around the proposed scheme). All areas of optimal and sub-optimal habitat were surveyed where access was permitted. The assessment of habitat is detailed within Appendix 9.6: Dormouse Survey Report [TR010060/APP/6.3].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>undertaken following Bright et al. 2006 (Dormouse Conservation Handbook), but no specific details on how the survey was carried out has been provided. In particular, we have concerns about the following statement: “The number of tubes will be appropriate for the habitats to be surveyed, with at least ten tubes in each sample area.” 10 tubes are unlikely to be sufficient sample size to identify presence/absence per habitat block (50 tubes per habitat section would be preferable).</p> <p>Furthermore, we have not found any details on the habitat assessment (Species diversity, structure, landscape connectivity etc.) to accompany the presence/likely absence survey. This would be necessary to allow us to have certainty that surveys have been carried out in appropriate locations to further justify likely absence.</p>		
OQ/015	Environment / Wildlife / Bats	Essex County Council - Highways &	✓				We are concerned that the significance of the effects (see Table 9.15 Summary of likely significance of effects on	The assessment on bats including Barbastelles has been reviewed following the completion of surveys and the significance of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Transportation Service					biodiversity resources) is currently judged to be 'neutral' for bats, including Barbastelle bats without having all the data. Depending on current usage by bats -and particularly large bats such as Barbastelle bats their movement across the landscape could be severely impaired by the new sections or the widened existing road and associated infrastructure. It should also be acknowledged that there is currently a general level of uncertainty as to the effectiveness of bat crossings over major roads, such as hop overs. The evaluation needs to be amended now and reviewed when further information is available.	effects updated in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/016	Environment / Flood Risk	Essex County Council - Highways & Transportation Service	✓				Essex County Council are the Lead Local Flood Authority (LLFA) and hence have considered the consultation in light of this.  The PEIR document makes a number of references to the Preliminary FRA and the WQAR which, as far as we are aware, we have not received for review by the LLFA so comments that have	The preliminary Water Quality Assessment Report was sent to Essex County Council on 21 December 2021 and the preliminary Flood Risk Assessment on 31 August 2021. These documents can be found in Appendix 14.1 Water Quality Assessment Report and Appendix 14.3 Hydromorphology Assessment [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							been provided are based on the information within the PEIR.		
OQ/017	Environment / Flood Risk	Essex County Council - Highways & Transportation Service	✓				Table 14.7, Final Row Clarification Second para refers to significant flooding predicted alongside Colemans Reservoir. Not clear if the A12 road scheme would seek to mitigate addresses this predicted risk or not?	There is no intention to mitigate the existing flood risk in the vicinity of Colemans Reservoir as part of the proposed scheme as it is outside the extent of the proposed scheme.	
OQ/018	Sustainability / Public Transport / Outside Scope	Essex County Council - Highways & Transportation Service	✓				<p>Consideration should be given to ensuring the as proposed shuttle buses be electric powered and facilities be made available for charging the same.</p> <p>In addition, the scheme makes no reference to electric vehicle charging infrastructure, the opportunity which should be brought forward by the scheme is to future proof it to acknowledge the future emphasis on using electric vehicles by providing smart carriageways.</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within its Net Zero plan, while the Applicant supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves.</p> <p>HS2 will take between 1 and 3% of traffic off the SRN, for example. This is why The Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, government has indicated that</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>sale of new petrol and diesel cars will be phased out by 2030. Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels. Measures such as electric vehicles during construction will be considered to help with carbon commitments.</p> <p>As the proposed scheme provides no parking infrastructure, electric vehicle (EV) charging is outside scope of this proposal and would need to be located on or adjacent from local roads. This is a matter for local highway authority Essex County Council.</p>	
OQ/019	Sustainability	Essex County Council - Highways & Transportation Service	✓				In general, the development relies on vague and completely insufficient statements to implement green solutions where this is stated as being "if possible" or where HE "will try" to implement the same. This is clearly not specific enough. Any consented DCO submission should work towards specific and measurable targets around proposed benefits to the environment,	Design Manual for Roads and Bridges LA 114 indicates that quarterly greenhouse emission returns are required on projects during the construction and operation stages, however, carbon targets (which have to be met) are not usually set. Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							waste, greening the development and offsetting against pollution impacts. The solution would potentially be to set a set of carbon targets which could be monitored throughout the construction and operation of the scheme.		
OQ/020	Environment / Habitat / Mineral	Essex County Council - Highways & Transportation Service	✓				Habitat's delivery is supported. The final commitment, including the identification of where habitats are to be located, needs to be discussed with the Mineral Planning Authority.	The biodiversity team has held meetings in May and June 2022 with Place Services to agree an approach and will continue to engage with Place Services and the Mineral Planning Authority (both part of Essex County Council) as the proposed scheme progresses.	
OQ/021	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				For the scheme to consider the use of nature-based solutions/ natural flood management technics and soft landscaping/vegetation for Sustainable Drainage and watercourses along the roads.	The current design for watercourse diversions and flood mitigation areas is for soft landscaping through the use of vegetation. Natural flood management is unlikely to be appropriate for the flood mitigation issues that need to be resolved. Where flood mitigation measures are required, it is generally due to significant flooding in infrequent flood events (e.g., 5% AEP of higher magnitude). Experience from other schemes suggests that while natural flood management measures can provide benefits in these events, these measures are unlikely to completely resolve flooding issues, especially in large magnitude	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								events such as the 1%+ climate change event that needs to be considered for the proposed scheme.	
OQ/022	Environment / Biodiversity / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				<p>Also use of materials illustrate how green infrastructure would be addressed in terms of landscape and biodiversity mitigation, and public rights of way and access provision.</p> <p>Landscape character and green infrastructure connectivity should be key considerations when proposing mitigation measures. Species mix, arrangement and pattern of stock can all have an influence on how proposals are sympathetic to their landscape setting, but also encourage connection of habitats for wildlife enhancements.</p> <p>It is recommended that a detailed landscaping and ecology/green The Preliminary Environmental Masterplan and the Landscape and Ecological Management Plan to include:</p> <ul style="list-style-type: none"> <li>• Hard and soft landscape proposals for new and replacement planting together with vegetation retention to</li> </ul>	<p>Figure 2.1 Environmental Masterplan [TR010060/APP/6.2] and the Design Principles contained in the Design and Access Statement [TR010060/APP/7.4] set out the approach to green infrastructure.</p> <p>Existing vegetation is retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration is given to the species, pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further detail is shown on the Retained and Removed Plans [TR010060/APP/2.14].</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>improve the character and quality of the landscape and how this will be managed and maintained – who will be responsible and how will it be funded?</p>	<p>ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p> <p>Figure 2.1 Environmental Masterplan [TR010060/APP/6.2] and the Design Principles contained in the Design and Access Statement [TR010060/APP/7.4] set out the approach to green infrastructure.</p> <p>The Principal Contractor will be responsible for implementing and maintaining the landscape proposals during the establishment period and thereafter, the Applicant's area maintenance teams would be responsible for land within the permanent estate, i.e., land within the Order Limits subject to compulsory purchase. The Applicant would be responsible for funding the management and maintenance of the landscape proposals.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/023	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				<p>Opportunities for connectivity are difficult as a road scheme will be a barrier to species and people. However, an advantage could be that the transport corridor could act as an access and habitat corridor. Through hedgerows/wildflower verges, tree planting, under passes and green bridges.</p>	<p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p> <p>As part of the mitigation plans, the proposed scheme aims to create wildflower and grassland areas, seeded from an appropriate species-rich seed mix, as well as planting new trees and woodland and species-rich hedgerows and scrub comprising locally native tree, shrub and herbaceous species of local provenance. Hedgerows would be planted at a ratio of 2:1 in relation to those lost, and planting will be designed to maintain and increase connectivity around the proposed scheme and within the wider</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								landscape. Further detail is provided in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/024	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				Through the emerging Environment Bills there will be requirement for Local Authorities to produce Local Nature Recovery Strategies that contribute to the national Nature Recovery Network. ECC is currently working with Essex Wildlife Trust, RSPB and Nature England to commence on the development of a Local Nature Recovery Strategy for Essex, which include opportunity mapping. This is still at the early stages. The Landscape and Environment Management Plan and Environmental Masterplan needs to clearly demonstrate on the schemes maps and within the management requirements text how these sites are connected to the road network/corridor and not in fact isolated/fragmented habitat areas, whether this is connected via paths, or green corridors such as hedges and verges.	This is included in the outline Landscape and Ecological Management Plan, part of the first iteration Environmental Management Plan [TR010060/APP/6.5] and Figure 2.1: Environmental Masterplan [TR010060/APP/6.2] as per respondent's request.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/025	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				For foot/cycle and horse-riding bridges such as the new Wellington bridge at Junction 21, new bridge near the Essex County Fire and Rescue Service headquarters, new bridge across the river blackwater and/or Eastways Junction on the National Circle Route 16 possible bridge to be green bridges.	The proposed scheme will not be providing green bridges at these locations. As part of the supplementary consultation, the use of the Wellington Bridge has been changed in the design and will now be open to all traffic. Further information is provided on the General Arrangement Plans [TR010060/APP/2.9].	N
OQ/026	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				The Environmental Management Plan will present how natural assets would be protected during construction. The Landscape and Ecological Management Plan will present how the landscape and ecological mitigation would be reinstated and maintained." i.e., tree guards to plastic free biodegradable guards, in order to reduce the use of standard plastic. For example, 'Biodegradable Plastic Free Shrub Shelter Guards' can last for 3 years and will safely breakdown into the ground, so they do not necessarily have to be removed at the end of their lifespan, or they can be recycled.	The first iteration Environmental Management Plan and included outline Landscape and Ecological Management Plan [TR010060/APP/6.5] include these details.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/027	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				Opportunities for advanced planting in the early stages of construction should be sought, where practicable. The phased implementation of new GI of the development construction will allow for the GI to mature and it will provide further benefit of reducing/buffering the aesthetic impact from the construction work.	Opportunities for advanced planting will be considered at detailed design and will be subject to programme and phasing.  An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.	
OQ/028	Environment / Water / Green Solutions	Essex County Council - Highways & Transportation Service	✓				To assess the implications for the wildlife associated with the Colemans Farm Reservoir of the road corridor coming closer to the habitat.	Impacts are assessed within the relevant species subsection of Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/029	Environment / Water /	Essex County Council - Highways &	✓				There is an expectation that any future assessment takes into consideration the Technical Guidance Note (TGN)	Landscape sensitivity is derived from an assessment of value and susceptibility based on desktop study of baseline data including	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Green Solutions	Transportation Service					02-21 'Assessing the Value of Landscapes Outside National Designations' that has recently been published and builds on the details within GLVIA3 and the assessment of value (GLVIA3 Box 5.1). GLVIA3 recognises that landscape value is not always signified by designation: 'the fact that an area of landscape is not designated either nationally or locally does not mean that it does not have any value' (paragraph 5.26). This TGN provides further information on the subject matter and introduces additional factors that should be taken into consideration when assessing value.	published landscape character assessments, field study and professional judgement, and in accordance with the requirements and criteria within Guidelines for Landscape and Visual Impact Assessment (GLVIA3) and Design Manual for Roads and Bridges LA 107 which take account of designated and non-designated landscapes as set out in Technical Guidance Note 02-21. This is discussed further in Chapter 8: Landscape and Visual, in the Environmental Statement [TR010060/APP/6.1].	
OQ/030	Environment / Health Impact	Essex County Council - Highways & Transportation Service	✓				It is also noted that the Human Health topic will form its own element of the Environmental Statement when this is produced. ECC is supportive of this approach and would wish to ensure that this matter is fully integrated and connected with the other subject matter of the ES. Consideration might be given to whether this could be dealt	Health Impact Assessment principles are being adopted in the preparation of Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. There is no need for a separate Health Impact Assessment now that 'human health' is a factor explicitly identified for assessment in The Town and Country	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							with by way of carrying out a Health Impact Assessment (HIA) provided that this process follows appropriate methodology and again, is fully integrated and connected with the other subject matter of the ES.	Planning (Environmental Impact Assessment) Regulations 2017.	
OQ/031	Environment / Wildlife / Dormice	Essex County Council - Highways & Transportation Service	✓				Dormice – the response to Essex County Council is noted. The ecology team at Place Services would welcome discussions on this.	The biodiversity team has held meetings in May and June 2022 to agree an approach and will continue to engage with Place Services.	
OQ/032	Environment / Wildlife / Bats	Essex County Council - Highways & Transportation Service	✓				Deviation from the Bat Conservation Trust survey guidelines- Response noted. The ecology team at Place Services would welcome the proposed discussion on bat survey methodology to ensure a robust dataset is provided to support this NSIP at Examination.	Any deviations away from the Bat Conservation Trust Guidelines have been discussed within the Scoping Report. The survey results obtained for the purposes of the proposed scheme are considered sufficiently robust. The biodiversity team has held meetings in May and June 2022 to agree an approach and will continue to engage with Place Services.	
OQ/033	Environment / Ecology / Landscape	Essex County Council - Highways & Transportation Service	✓				It is recommended that a detailed landscaping and ecology/green The Preliminary Environmental Masterplan and the Landscape and Ecological Management Plan to include:	Figure 2.1 Environmental Masterplan [TR010060/APP/6.2] and the Design Principles contained in the Design and Access Statement [TR010060/APP/7.4] set out the approach to green infrastructure. The	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Hard and soft landscape proposals for new and replacement planting together with vegetation retention to improve the character and quality of the landscape and how this will be managed and maintained – who will be responsible and how will it be funded?</li> </ul> <p>The Environmental Management Plan will present how natural assets would be protected during construction. The Landscape and Ecological Management Plan will present how the landscape and ecological mitigation would be reinstated and maintained.” i.e., tree guards to plastic free biodegradable guards, in order to reduce the use of standard plastic. For example, ‘Biodegradable Plastic Free Shrub Shelter Guards’ can last for 3 years and will safely breakdown into the ground, so they do not necessarily have to be removed at the end of their lifespan, or they can be recycled.</p>	<p>Environmental Masterplan illustrates the outline design. The detailed design stage will develop the detailed landscape proposals based on the Environmental Masterplan and the landscape principles set out in the Design and Access Statement.</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p> <p>The Principal Contractor will be responsible for implementing and maintaining the landscape proposals during the establishment period and thereafter, the Applicant’s area maintenance teams would be responsible for land within the permanent estate.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/034	Environment / Material Assets and Waste	Essex County Council - Highways & Transportation Service	✓				<p>Table 11.1 states that information will be provided to address the issues identified by ECC and that this [is] where information pertaining to Material Assets and Waste, and particularly that addressing issues raised will be reported in various chapters of the Environmental Statement, including but not limited to the material assets and waste aspect (i.e. to be supported by the Responsible Sourcing Plan, Mineral Resource Assessment and Site Waste Management Plan).</p> <p>The MWPA requests that relevant information is clearly signposted within a future Material Assets and Waste chapter if it is not to be included directly within that chapter.</p> <p>With regard to the above, it is noted that Section 11.2.3 states that the full Scoping Opinion, as well as the Applicant's response regarding how and where comments have been addressed in the Environmental Impact Assessment (EIA) and draft Development Consent Order (DCO),</p>	Chapter 11: Material Assets and Waste Environmental Statement [TR010060/APP/6.1] cross-references those chapters where other minerals and waste related issues have been assessed. A reference to Appendix 5.1: Scoping Opinion Response Table [TR010060/APP/6.3] is included in Chapter 11.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							will be included within the Environmental Statement by the Minerals and Waste Planning Authority, is not placed in Chapter 11: Material Assets and Waste, and that this information is clearly signposted in that chapter.		
OQ/035	Environmental / Wildlife / Bats, Badgers, Dormice / Flora & Fauna	Essex County Council - Highways & Transportation Service	✓		✓	✓	Many agencies and organisations and members of the public were concerned about the impact on local wildlife, flora and fauna including Bats, Badgers, and dormice.	Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].  In line with the EIA regulations, Chapter 9 has focused on the identification of significant effects and associated mitigation.  The locations of badger setts and the badger technical report will be marked as confidential and only will be shared with key stakeholders.	
OQ/036	Social Value / Construction	Essex County Council - Highways & Transportation Service	✓				The cumulative impact of concurrent NSIPs (transport, infrastructure, and energy) in the region is significant. These require assessment to ensure both appropriate mitigation of negative impacts and maximising potential opportunities for economic growth	The proposed scheme will aim to maximise national and local partnerships to benefit the area and the Applicant will set targets during the construction phase for spend through local small and medium-size enterprises. The Applicant will be offering apprenticeships, work placements and sending Science, Technology, Engineering and Maths ambassadors for the area to work with local	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>through skills and employment as part of the various planned projects.</p> <p>Cumulative impact of similar and concurrent schemes should be considered, particularly regarding employment opportunities, impact to existing local companies, and potential opportunities for skills training programmes, shared apprenticeships, traineeships, etc. Approaching this with the wider context of various concurrent schemes will ensure maximum social value.</p>	schools and colleges. The Applicant will also work with organisations such as Local Enterprise Partnerships, the Prince's Trust and community organisations to support access into construction for diverse groups.	
OQ/037	Environment / PEIR / Mineral	Essex County Council - Highways & Transportation Service	✓				<p>However, the amount of sand and gravel that has the potential to be sterilised by this single project equates to the amount of sand and gravel that could be expected to be sterilised county-wide over a 15.5-year period, based on the sterilisation rates of the last four years. It is also noted that relative abundance plays no role in the importance of safeguarding finite mineral in the NPPF. Taken together, and whilst noting the DMRB LA 110 criteria, an assessment of 'slight</p>	<p>Essex County Council's comments are noted with regards to the need to present a more rounded acknowledgement of the impact of the proposed scheme on the mineral resources of the county.</p> <p>As reported in the Preliminary Environmental Information Report, there is limited information available at this stage regarding the precise material requirements and waste quantities associated with constructing the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>adverse' seems to underplay the impact when considering the impact on these mineral assets in isolation (as opposed to in comparison to the wider benefits that may be realised by the proposed development). Where degrees of significance have been scored against matters relating to construction and demolition waste management, it is noted that waste arisings from the project are not known and that future forecasts of available capacity are questioned for the reasons set out in relation to comments against Paragraph 11.7.64 and Table 11.8. It seems appropriate to present a more rounded acknowledgement of the impact of this scheme on the mineral resources of the County.</p>	<p>Any limitations in the current qualitative assessment approach have been addressed in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] through the gathering and assessment of quantified design information on material assets consumption and waste generation. Given the nature of the Design Manual for Roads and Bridges LA 110 significance criteria category descriptions, the resulting significance of effect (of slight adverse) has not changed between the Preliminary Environmental Information Report (PEIR) and the Environmental Statement.</p> <p>The assessment has been prepared in accordance with the Design Manual for Roads and Bridges LA 110 environmental assessment standard. The LA 110 methodology predicates that likely significant effects would only be realised where a scheme sterilises ('substantially constrains/prevents existing and potential future use and extraction of materials') one or more minerals sites ('operational sites or sites identified within strategic planning documents for the extraction of minerals').</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>As stated in the Preliminary Environmental Information Report, Government guidance makes it clear that there is no presumption that resources defined in Mineral Safeguarding Areas will be worked.</p> <p>Nevertheless, the impacts of the proposed scheme on safeguarded mineral resources and infrastructure have been separately assessed (out with the EIA process) through the Mineral Resource Assessment and Mineral Infrastructure Assessment that has been prepared to accompany the Environmental Statement/ Development Consent Order in line with Essex County Council's Mineral Local Plan requirements.</p> <p>While it is accepted that the waste arisings from the proposed scheme were not known in the Preliminary Environmental Information Report, Essex County Council's question in relation to the future forecasts of available capacity have been responded to in relation to comments against Paragraph 11.7.64 and Table 11.8.</p>	
OQ/038	Environment / Water /	Essex County Council -	✓				Existing and new paths (PROW, Cycle and bridleways) to be incorporated into	The environmental design includes a range of planting types to offset lost habitats and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Green Solutions	Highways & Transportation Service					the GI (green infrastructure) network, through planting to provide attractive recreation areas that link with the rights of way network.	vegetation. The majority of new planting would be native, except where responding to local character e.g., parklands. The planting will be agreed in conjunction with the drainage and landscape team during the pre-construction stage. Further details are included in the Environmental Management Plan [TR010060/APP/6.5].	
OQ/039	Design / Mineral / PEIR	Essex County Council - Highways & Transportation Service	✓				<p>Table 11.10 Comment/ Clarification</p> <p>Whilst it is noted that working methods will be adopted to make best use of the county's mineral and waste assets, it is noted that Table 11.10 states that there will be just a 'slight adverse' impact across a range of 'Matters' relating to mineral and waste assets.</p> <p>Whilst the Matters and assessment methodology as set out in this table are noted, it is considered that a scheme sterilising 595ha of sand and gravel bearing land and 7ha of brick clay having only a 'slight adverse' impact on mineral assets at the local level somewhat underplays the significance.</p>	<p>Essex County Council's comments are noted with regards to the need to present a more rounded acknowledgement of the impact of the proposed scheme on the mineral resources of the county.</p> <p>As reported in the Preliminary Environmental Information Report, there is limited information available at this stage regarding the precise material requirements and waste quantities associated with constructing the proposed scheme.</p> <p>Any limitations in the current qualitative assessment approach have been addressed in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] through the gathering and assessment of quantified design</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>The MWPA places less emphasis on the 7ha brick clay that is highlighted as having the potential to be sterilised, which is noted as equating to 3.4% of the County reserve. It is however noted by the MWPA that this brick clay has particular characteristics, meaning that it plays an important role in historic renovation, and it is assumed that this total county figure takes into account brick clay that is not accessible for extraction, so the figure of 3.4% has the potential to be underplayed in terms of the total available resource. Further, it would not just be land immediately under the proposed scheme that would be sterilised, land in close proximity to the scheme may also not be able to be worked, which further increases this calculated figure of 3.4% of what is a finite brick clay resource with particular historical significance being sterilised by a single development.</p>	<p>information on material assets consumption and waste generation. Given the nature of the Design Manual for Roads and Bridges LA 110 significance criteria category descriptions, the resulting significance of effect (of slight adverse) has not changed between the Preliminary Environmental Information Report and the Environmental Statement.</p> <p>The assessment has been prepared in accordance with the Design Manual for Roads and Bridges LA 110 environmental assessment standard. The LA 110 methodology predicates that likely significant effects would only be realised where a scheme sterilises ('substantially constrains/prevents existing and potential future use and extraction of materials') one or more minerals sites ('operational sites or sites identified within strategic planning documents for the extraction of minerals').</p> <p>As stated in the Preliminary Environmental Information Report, Government guidance makes it clear that there is no presumption that resources defined in Mineral Safeguarding Areas will be worked.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Nevertheless, the impacts of the proposed scheme on safeguarded mineral resources and infrastructure have been separately assessed (outside the EIA process) through the Mineral Resource Assessment and Mineral Infrastructure Assessment that has been prepared to accompany the Environmental Statement/ Development Consent Order in line with Essex County Council's Mineral Local Plan requirements.</p> <p>While it is accepted that the waste arisings from the proposed scheme were not known in the Preliminary Environmental Information Report, Essex County Council's question in relation to the future forecasts of available capacity have been responded to in relation to comments against Paragraph 11.7.64 and Table 11.8.</p>	
OQ/040	Construction / Social Value / Employment / Lack of Detail	Essex County Council - Highways & Transportation Service	✓				<p>Employment</p> <p>Further clarity on plans for employment and skills training should be included. Include provisional list of expected workforce requirements during construction, and suggested skills training schemes.</p>	<p>The Applicant's approach to employment and skills training is set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. Targets will be set ahead of the construction stage of the proposed scheme and key stakeholders such</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Preliminary Environment Information Report.</p> <p>Commitment to ensure local economic benefit through job creation, training schemes and use of local contractors where possible. Inclusion of a clear statement around ensuring that growth and jobs benefit the local area directly during the construction phase.</p> <p>PEIR Comment</p> <p>The cumulative impact of concurrent NSIPs (transport, infrastructure, and energy) in the region is significant. These require assessment to ensure both appropriate mitigation of negative impact and maximising potential Cumulative impact of similar and concurrent schemes should be considered, particularly regarding employment opportunities, impact to existing local companies, and potential opportunities for skills training programmes, shared apprenticeships, traineeships, etc. opportunities for</p>	<p>as Essex County Council will be engaged as part of this target setting process.</p> <p>Neither the Design Manual for Roads and Bridges LA 112 nor the National Networks National Policy Statement requires assessment on jobs and economic activity. However, as part of the assessment of effects on wider determinants of health, issues of employment and local socio-economic circumstances have been considered. The approach is described in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] and Appendix 13.2: Detailed Health Assessment Methodology [TR010060/APP/6.3].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>economic growth through skills and employment as part of the various planned projects.</p> <p>Approaching this with the wider context of various concurrent schemes will ensure maximum social value.</p>		
OQ/041	Environment / Trees / Vegetation	Essex County Council - Highways & Transportation Service	✓				<p>Ecological functionality is important in designing any habitat scheme and we encourage habitat restoration, enhancements and habitat creation to include Priority habitats which reflect those present in the local landscape.</p>	The landscaping proposals include priority habitats. Please refer to the Environmental Masterplan [TR010060/APP/6.2].	
OQ/042	Environment	Essex County Council - Highways & Transportation Service	✓				<p>Green construction</p> <ul style="list-style-type: none"> <li>• More needs to be done regarding green construction methods and tools. It is insufficient and inappropriate to simply mention that the scheme will ensure construction traffic isn't 'dusty.' The opportunity should not be missed to incorporate green methods of working.</li> <li>• The scheme, which will be carbon heavy in its construction, needs to show a commitment and</li> </ul>	<p>The proposed scheme will take any opportunity to build greener and a lot of research has been carried out on greener construction products and methods. The Applicant has a strict carbon policy and the whole supply chain involved on the proposed scheme will have a remit to work towards a low carbon emission policy.</p> <p>The design specification, which will be developed as part of the detailed design, would aim to reduce or avoid, where practicable, the use of carbon intensive materials (e.g., concrete and cement). Where</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							methodology to offset the carbon footprint of the development and make it carbon net neutral.	this is not practicable, material volumes or processes would be substituted with lower intensity replacements and if achievable within the bounds of the design standards for safety and quality. In order to help guide this process, a voluntary 30% carbon reduction target has been set for the embodied carbon associated with the proposed scheme, progress against which would be determined and assessed with reference to Publicly Available Specification 2080:2016 Carbon Management in Infrastructure.	
OQ/043	Land	Essex County Council - Highways & Transportation Service	✓				Sufficient land safeguarding should be in place such that the addition of this scheme causes the minimum of disturbance during construction and minimises any abortive work.	<p>During the design and planning phases of the proposed scheme and the A120 scheme, the development teams have been collaborating to ensure as far as practicable that the proposed scheme can be delivered efficiently, minimising the impact on the public and key stakeholders. A monthly coordination meeting ensures that key information is shared between the project teams and where necessary ensures that technical meetings have taken place, focusing on key aspects of the scheme.</p> <p>The proposed scheme's Order Limits and land assembly have been shared and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>reviewed throughout the development of the schemes. It is anticipated that some permanent land areas will overlap between the proposed scheme and the A120 scheme where the road network must be designed to tie-in to the existing and proposed carriageway.</p> <p>Throughout the development of the schemes there have been numerous consultation exercises undertaken. The project teams have collaborated as far as practicable to minimise confusion to members of the public and stakeholders. When possible, representatives from both teams have attended public exhibitions and consultation materials for all schemes have been available at each event.</p>	
OQ/044	Social Impact / Construction	Essex County Council - Highways & Transportation Service	✓				<p>The on-site workforce will require care and it is noted that for offsite care Health facilities in Colchester are shown as to be used. The proposal should engage with Health England to ensure sufficient capacity is available.</p> <p>The second main issue is the burden to health services on the influx of</p>	<p>The majority of the proposed scheme workforce would generally seek any healthcare support within their local home community, be they travelling or local residents of Essex. Generally, the Applicant finds that the majority of the workforce tends to maintain their GP and other healthcare needs at their home location. Only in unusual circumstances would they likely find</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							construction workers introduced to the area, including the cumulative impact of workers for this scheme in combination with those for other major projects including the Lower Thames Crossing, wind farms etc. Again, there is a lack of information about the numbers, location and timing of workers, assessment of their impact and proposals to mitigate.	themselves needing the services of local emergency healthcare. Refer to Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].	
OQ/045	Social Impact / Construction	Essex County Council - Highways & Transportation Service	✓				What is apparent is that access to NHS services, both during the day and night during the construction phase of the development, could be prejudiced and would need to be safeguarded. What is becoming apparent is that during the pandemic people have been put off using primary care services and further barriers in terms of access to services must be avoided.	During construction two lanes of traffic on both northbound and southbound will be kept open at all times, this will be done under traffic management and speed limits. Exception is made for night and occasional weekend closures where the carriageway might be closed temporarily. These plans and route diversions will be communicated with sufficient advance warning. As the Applicant approaches construction, regular discussions concerning traffic management will be held with the emergency services, local authorities and other relevant stakeholders through our community liaison team. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7]	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								issued as part of the Development Consent Order suite of documents.	
OQ/046	Construction / Impact / Social Value / Engagement	Essex County Council - Highways & Transportation Service	✓				However, it is noted for some individuals there may be temporary or short-term negative impacts on wellbeing associated with actual or perceived disruption from construction.	<p>A meeting was held with representatives of Essex County Council on 16-17 March 2022 and an overview of the results of the impact assessment and mitigation measures to be included in the Environment Management Plan were shown. Minutes of this meeting with a draft version of the Environment Management Plan was issued with the minutes following this meeting.</p> <p>Works resulting in significant adverse effects at night will be avoided wherever possible. However, in some instances this may not be possible. In these situations, measures will be taken to limit the adverse impact from the works. These measures are discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] and in the Environmental Management Plan.</p> <p>Measures to reduce noise levels are considered in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These will include</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								measures such as the use of different construction techniques, temporary barriers and in some instances insulation or temporary re-housing.  Public liaison forms a key part within the Environmental Management Plan [TR010060/APP/6.5].	
OQ/047	Construction / Impact / Social Value / Engagement	Essex County Council - Highways & Transportation Service	✓				ECC recognises that there are trade-offs that are necessary to balance in this regard, such as the pros and cons and relative disruption caused by either day time or night time construction working  However, development and effective implementation of Construction Environmental Management Plan(s), in which ECC Transport teams need to be involved closely, would provide a means through which to help manage these impacts.	In line with the Applicant's detailed programme of engagement, the first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been shared with Essex County Council prior to its submission for the DCO application and will be available for review during examination.  In line with the Applicant's detailed programme of engagement, the first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been shared with Essex County Council prior to its submission for the DCO application and will be available for review during examination	
OQ/048	Construction / Impact /	Essex County Council - Highways &	✓				In addition, ECC trusts there will be further engagement with the various stakeholders involved (such as local authority Environmental Health teams),	In line with the detailed programme of engagement, the first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been shared with	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Social Value / Engagement	Transportation Service					<p>together with engagement with the various local communities themselves who are likely to be affected in order to better understand and manage these impacts.</p>	<p>Essex County Council prior to its submission for the DCO application and will be available for review during examination.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to this work and a key part of how the proposed scheme will be developed.</p> <p>The Applicant will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the Applicant’s work. Feedback on how this communication can be improved is welcomed, and consultees are encouraged to get in touch with comments or questions.</p> <p>The latest updates for the proposed scheme can be found at [REDACTED]</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/049	Walking, Cycling and Horse Riding / Active Travel	Essex County Council - Highways & Transportation Service	✓				<p>Attention is necessary to the identified potential for impacts on active travel opportunities that may arise at a sensitive time (paragraph 13.8.17). This identifies disruption to access along routes during construction resulting in reduced rates of active travel. The concern of ECC on this is in view of the increasing emphasis the Government and ECC are placing on sustainable and active travel in the interests of human health; protecting the environment; and tackling climate change. ECC would wish to ensure that every effort is given towards mitigating these impacts effectively to seek to avoid these temporary reductions in active travel becoming permanent changes to the detriment of health and wellbeing for people affected by the construction. In addition, the need to promote and maximise potentially new active travel opportunities through the construction stage will need to endure</p>	<p>The proposed scheme will endeavour to maintain continuity of active travel routes throughout the construction phase. There will inevitably be occasions when severance occurs. The Applicant will engage with local stakeholders in advance to enable them to plan their journeys at this time.</p> <p>The proposed scheme has also given consideration to any required diversions for WCH routes during construction and alternative routes would be proposed where possible. Details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							into the operation stage wherever possible, to the benefit of both individuals and communities. This outcome is indicated where the summary report states that 'The proposed scheme would improve connectivity for walkers, cyclists and horse riders.'		
OQ/050	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				We would want to understand these linkages in far more detail through the traffic modelling available. For the WCH provision again we would want to derive network plans which show how the A12 improvements genuinely represent a step change in how local journeys will be facilitated. There are some serious local and strategic concerns we would like to flag. If these are not properly addressed in the next phase of work we will /would be opposed to the proposed design.	For motor traffic on links, the approach to modelling is described in Chapters 6 to 8 of the Combined Modelling and Appraisal Report [TR010060/APP/7.3]. More details on the modelling of junctions is provided in Chapters 4, 5 and Appendix E of the Transport Assessment [TR010060/APP/7.2].  Regarding walkers, cyclists and horse riders, the Applicant recognises that there is suppressed demand for active travel, because poor local provision at present deters people from active travel modes for journeys and leisure use. Improved routes in the proposed scheme design will seek to make a step change in provision to encourage active options for the future network for more users.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Specific proposed improvements for journeys by walking and cycling include link and junction changes that provide safer, more direct and more accessible travel with:</p> <ul style="list-style-type: none"> <li>• controlled crossings where only uncontrolled crossings currently exist, e.g. continuous controlled-route between A120 and Marks Tey west of A12 and Marks Key east of A12.</li> <li>• Paynes Lane Bridge providing walking, cycling and horse-riding connection between the new station and the development west of the railway (Beaulieu Park station) and Boreham, Hatfield Peverel and Witham.</li> <li>• Routes on local roads rather than noisy polluted routes alongside A12 (examples are between Hatfield Peverel and Witham, and between Feering and Marks Tey).</li> </ul> <p>The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>and approval received. In the detailed design stage this will continue with further safety governance including independent road safety audit, and walking, cycling and horse-riding assessment and review.</p> <p>Current walking, cycling and horse-riding proposals can be seen in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The Applicant seeks to further develop these design proposals through engagement with Essex County Council and other stakeholders (such as road user groups) during detailed design.</p> <p>The proposed scheme has undertaken considerable engagement with the council and is grateful for the council's involvement. Engagement will continue throughout the development and construction of the proposed scheme.</p>	
OQ/051	Location Specific / Easthorpe Road / Local Roads	Essex County Council - Highways & Transportation Service	✓				We have some concerns about the Easthorpe access road proposals to enable local traffic movements between villages and the bypassed section of the A12. There is some evidence provided to suggest that increased through traffic will not feature but we	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 7 of this report for responses to that consultation.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>would like to see further modelling undertaken to demonstrate this. The local community is concerned about the possibility of minor roads being used as "rat runs".</p> <p>If this possibility is confirmed there needs to be a consideration of not having an all-vehicle bridge over the new A12 to reach the bypassed section but a WCH bridge instead.</p>		
OQ/052	Support / Concerns	Essex County Council - Highways & Transportation Service	✓				<p>While we support the scheme, we remain concerned about particular aspects, especially the ability of the project to cater for the need to tie in better with local roads to improve connectivity and bring wider community benefits.</p> <p>Therefore, ECC has significant concerns that the proposal will have a serious detrimental and lasting negative effect on the existing and as proposed local road network which, it is considered, would cause widespread and lasting damage to the local areas</p>	<p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade-separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed in the Applicant's strategic traffic model, which allowed the impact on local roads to be factored into the decision making process</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>in future years, concerns that are relatively easy to mitigate.</p> <p>The legacy as created by this new route fails to take into account the adjacent road network which joins into the proposed NSIP route, fails to recognise the opportunities it could create, and will leave a poor legacy for adjacent areas and communities.</p>	<p>when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads.</p> <p>While the Applicant understands the need for further improvements to address historical issues and rat running on the wider local network, this is outside the scope for the proposed scheme to address. The Applicant is working with Essex County Council to understand these issues and to address them where possible within the scope of the proposed scheme.</p>	
OQ/053	Road Connections	Essex County Council - Highways & Transportation Service	✓				Historically neither ECC, Highways England or its predecessors have been able to address local connectivity to the trunk road, with inadequate access points and slip roads, leading to 'rat-running' on the network. This NSIP therefore represents a once in a	The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads. The location and design of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>lifetime opportunity to alleviate these long-standing issues. It is considered that the planned A12 junctions have convoluted and inadequate links to the Essex road network and, if built as proposed, would need new and better connectivity for the lasting benefit of road users, and the community.</p> <p>It is estimated that new and improved connections could be provided for approximately just an additional 5% of the stated £1 billion cost of the scheme, and without this investment this would be an opportunity lost for the scheme to provide the area with a much needed and lasting legacy.</p> <p>We believe Highways England are not able to address our concerns alone because they do not fall within the scope of the widening project being progressed. If more flexibility in the scope of the A12 widening scheme was planned for and provided by DfT, it would greatly enhance the proposals and go a long way to alleviating local</p>	<p>junctions also reflects feedback from the consultee.</p> <p>The impact on local roads has been assessed in the Applicant's strategic traffic model, which allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed. The proposed scheme has also undertaken an extensive programme of engagement with the consultee and has included various supportive measures for local roads, including speed limits, widening, and addressing historical drainage issues.</p> <p>Furthermore, the proposed scheme has provided assurances to the consultee as requested about the capacity ability of J21 and J24 to accommodate a future links roads if the consultee wished to pursue them in the future.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							community concerns, providing the as mentioned legacy benefits.		
OQ/054	De-trunking	Essex County Council - Highways & Transportation Service	✓				<p>There are some serious concerns that if not addressed will lead to ECC opposing this particular area of the scheme:</p> <p>The re-purposing of the current A12 in these locations needs careful and joint collaborative work. It would seem incongruous to leave redundant dual carriageways in situ after these have been bypassed without substantial treatment to re-purpose carriageway space to sustainable modes or remove it all together. The County Council will want to consider this further and make detailed suggestions for inclusion in the final design.</p> <p>Whilst the re-purposing represents an opportunity the bypassed sections will pass to The County Council to maintain and these are very old sections of road. Accurate asset records need to pass to the County Council and current defects</p>	<p>The proposed scheme includes two bypass sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Route 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option, with the second most popular option being option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the proposed scheme assessment report and scheme assessment report addendum,</p> <p>[REDACTED]</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to</p>	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>remedied before the County Council will be happy to assume responsibility.</p>	<p>Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout, provides access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the de-trunked A12; however access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout. Access to the new A12 will be available via the de-trunked A12 and new A22 junction. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.</li> </ul> <p>East of J24 the following is proposed in the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24, provides access between New Lane to the north, the de-trunked A12 to the East, London Road to</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the West and access to the residential properties to the south.</p> <ul style="list-style-type: none"> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the North and Easthorpe Road to the south. The proposed Easthorpe Road roundabout will also provide a turning point on the de-trunked A12.</li> <li>• Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</li> <li>• The existing walking, cycling and horse-riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the asset to Essex County Council, works may take place and this will be managed by the Applicant.</p> <p>Subject to further engagement with the county council, this might include:</p> <ul style="list-style-type: none"> <li>• Resurfacing of sections of the carriageway</li> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gully clearance</li> </ul> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
OQ/055	Other Development	Essex County Council -	✓				As one specific matter of detail, it is noted that the scheme does not take	The operational traffic for Rivenhall End Incinerator is accounted for in the background	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Highways & Transportation Service					into account the proposed traffic increase as a result of the recently commenced construction and late use of the Rivenhall End Incinerator	growth of the traffic model. As the incinerator is already under construction, the construction period is not expected to overlap with the A12 construction period.	
OQ/056	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				<p>ECC is a Statutory Consultee, as a host strategic authority within the definition of the Duty to Co-operate S110 of the Localism Act 2012 and Section 30 of the Planning and Compulsory Purchase Act 2008. The proposed project is a strategic matter and ECC wish to engage with this process, with the following relevant roles:</p> <ul style="list-style-type: none"> <li>a key partner and service provider within Essex promoting economic development, regeneration, infrastructure delivery and new development for the benefit of Essex and the region;</li> <li>The highways and transportation authority for Essex, with responsibility for the delivery of the Essex Local Transport Plan;</li> </ul>	<p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is an integral part of how the Applicant will develop the proposed scheme.</p> <p>As part of the development of the proposed scheme, a detailed programme of engagement has taken place. This has included community forums, members' forum, technical workshops, and one-to-one meetings. Since engagement began, the Applicant has completed over 231 hours of engagement at 166 meetings, forums or workshops.</p> <p>As outlined in Section 8 'How will we consult' in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>The Minerals and Waste Planning Authority and Local Lead Flood Authority for Essex;</li> <li>The Public Health advisor for the county of Essex;</li> <li>The Local Education Authority for Essex and as a key partner in the promotion of employability and skills; and</li> <li>Consider the impact of the development on Climate Change.</li> </ul> <p>ECC has commented on the scheme in the past, the last one being sent at the end of 2019.</p>	<p>virtual exhibition available 24 hours a day during the consultation.</p> <p>The Applicant will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work.</p> <p>The latest updates for the proposed scheme can be found at  </p>	
OQ/057	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				Inspectorate is referred to other comments as may be submitted by the NHS or the relevant Clinical Commissioning Groups (CCG) in consultation as the health impacts of the scheme will be lasting and significant.	A preliminary assessment on 'population and health' can be found in Chapter 13 of the Preliminary Environmental Information Report [TR010060/APP/6.5].	
OQ/058	Data Error	Essex County Council -	✓				Paragraph 13.10.18 Error/ Clarification	Colemans Farm (Quarry) is not a borrow pit and so Figure 2.2 is correct. The text has	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Highways & Transportation Service					This paragraph mentions Colemans Farm as a potential borrow pit/attenuation pond location. Figure 2.2 showing the borrow pits does not identify in its key/plan Colemans Farm as being a borrow pit. Correct Figure 2.2	been corrected in Chapter 13: Population and Human Health, of the Environmental Statement [TR0100/APP/6.1].	
OQ/059	Land	Essex County Council - Highways & Transportation Service	✓				Table 11.2 sets out the 'Land-won aggregate sales, reserves and To ensure that data pertaining to Essex and Greater Essex is landbanks in the East of England and Essex, 2018'. It is noted that the landbank based on the ten-rolling sales figure has no policy basis in Essex. Policy S6 of the MLP sets the Essex apportionment at 4.31mtpa, and this is therefore the figure that is used to calculate the landbank for policy matters. It is further noted that the Greater Essex LAA, from which it is presumed information in this table was gathered, reports at the 'Greater Essex' tier, which means that the data presented pertains to the subregion of Essex, Southend-on-Sea and Thurrock, and not the	The assessment is based on the Greater Essex sub-region. Data pertaining to Essex and Greater Essex is correctly referenced and assessed in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1]. This is based on the latest available published information.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							administrative area of Essex in isolation. Southend-on-Sea and Thurrock are both Unitary Authorities and therefore do not fall within the administrative area of Essex. References to an apportionment of 4.45 mtpa for example are referencing the Greater Essex correctly referenced and assessed. apportionment. The baseline section in Chapter 11 will require editing to ensure that statistics are accurately representative of either Essex and/or Greater Essex. As the table contains annually updated data, it is assumed that the future Environmental Statement will be based on the latest available information.		
OQ/060	Data Error	Essex County Council - Highways & Transportation Service	✓				Table 11.6 Error/ Data Issue The table is titled 'Operational Landfills in Essex' but contains a number of landfill sites that are located in Thurrock. These are 'East Tilbury', 'Linford', 'Rainbow Shaw', 'Tilbury Ash', 'Ockendon' and 'Mucking'. ECC holds	The list of landfill facilities has been updated and factored back into Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] where required. This table is renamed 'Operational Landfills in Greater Essex'.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>List of landfill facilities will need updating and factored back into any assessment.</p> <p>No information relating to these sites. 'Cell 5 at Pratts Farm Lane', 'Inworth Grange', and 'Ugley' are closed, whilst 'Brittons Hall Farm' and 'Pitsea Landfill' is being restored. These sites are longer accepting waste for disposal. Barling is only accepting soils, with landfill cells for waste having been filled. These should be removed, unless it is demonstrated that they are viable routes for waste management due to requiring material for restoration purposes (such as Pitsea). Crumps is inactive whilst references to Wivenhoe are queried. Stated capacities of those facilities in Essex are agreed.</p>		
OQ/061	Data Error	Essex County Council - Highways & Transportation Service	✓				<p>Paragraph 11.7.57 – 11.7.58</p> <p>Error/ Data Issue/ Further Assessment Required</p> <p>These paragraphs state that 'Waste treatment, recycling and recovery</p>	Design Manual for Roads and Bridges (DMRB) LA 110 requires that the assessment describe the current and likely future state (in the absence of the proposed scheme) of the regional (or other relevant geographic scale) presence and capacity of material recovery /	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>infrastructure facilities are considered to be a beneficiary of incoming materials through driving the management of the waste hierarchy, and by creating conditions that facilitate a circular approach to the management of materials. These The demand on waste capacity of this project, alone and in combination with other major projects, should be assessed and compared with recent waste arisings, scaled to appropriate market areas, to justify that the impact on waste recycling capacity would not go significantly beyond 'business as usual'. facilities are therefore not considered to be sensitive receptors for the purposes of assessment in the same way as landfill sites, given that they are part of a recovery system that has the potential to reduce the environmental effects associated with waste generation, management and disposal. These facilities are also different to landfills, in that landfills are a finite resource.' This is not considered to be an appropriate</p>	<p>recycling facilities to be utilised by the proposed scheme.</p> <p>While annual capacity data are published by the Environment Agency for landfills and incineration facilities at the national, regional and sub-regional level, no annual capacity data are published by the Environment Agency for waste transfer, treatment or metal recycling sites.</p> <p>Only annual inputs are published for these facility groupings by the Environment Agency, and no published data are publicly available at the facility level which allows the comparison of annual throughputs with annual permitted capacity.</p> <p>The impact of those wastes, forecast to be diverted from landfill from the proposed scheme, has been compared against baseline annual quantities of construction and demolition waste received at all regional and sub-regional waste facilities (excluding those pertaining to landfilling). This has been achieved through reference to the latest Environment Agency Waste Data Interrogator - Wastes Received dataset.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>assumption. Such facilities have a finite capacity in so much as they can only process a maximum amount of material over any given time period. For the statement above to be true, it would need to be demonstrated that this project, both in isolation and in combination with other proximate major schemes, does not create a scenario where there is a significant uplift in baseline waste arisings requiring recycling that goes beyond the total recycling capacity that is available. In this regard, the provisions of Paragraphs 11.7.59 and 11.7.60 of the PIER are noted, but to understand the magnitude of any potential effect, the amount of waste leaving the project area and similar large one-off projects in the locality versus baseline waste arisings is required. Subsequent paragraphs of the ES (e.g., 11.7.67 and 11.7.68) note construction and demolition capacity gaps that could occur based on baseline assumptions.</p>	<p>While this has been contextually discussed in the assessment of likely effects section, LA 110 only requires that the assessment of likely significant effects consider the effects on regional 'landfill' capacity, and this has therefore not formed part of the assessment of significant effects.</p> <p>The assessment makes reference to the Essex &amp; Southend on Sea Waste Local Plan Waste Capacity Gap Update (BPP Consulting, 2015) in order to provide additional sub-regional context in line with Essex County Council's Scoping Opinion response.</p> <p>Notwithstanding, the assessment of likely significant effects has ultimately been based on assessing the impacts of the proposed scheme on regional (East of England) landfill capacity as reported in both the Environmental Scoping Report and Preliminary Environmental Information Report.</p> <p>The Scoping Report proposed to scope out an assessment of material assets and waste within Chapter 16: Cumulative Effects</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Assessment, of the Environmental Statement [TR010060/APP/6.1] due to these matters already being assessed on a regional scale within the aspect chapter. On this basis, the Inspectorate agreed that these matters can be scoped out of the cumulative assessment within the Environmental Statement [TR010060/APP/6.1].</p> <p>The assessment in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] considers the impact of the proposed scheme on national material recovery targets, regional recycled aggregate targets, sub-regional minerals sterilisation and regional landfill capacity, and therefore relevant consideration of cumulative effects is inherent to the assessment.</p>	
OQ/062	Data Error	Essex County Council - Highways & Transportation Service	✓				<p>Paragraph 11.7.64, Table 11.8 Error/ Data/ Issue./ Further Assessment Required</p> <p>This paragraph describes how inert and non-hazardous landfill capacity has been forecasted. It states that these forecasts do 'not include any additional capacity that may open in the future in</p>	<p>The future landfill void capacity has been forecast using statistical trend analysis that takes account of the historic addition and subtraction of landfill capacity at both the regional and sub-regional.</p> <p>The erroneous text stating that 'these forecasts do not include any additional capacity that may open in the future in the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the region.’ It is therefore uncertain how the remaining capacity for inert waste can be seen to increase annually in Table 11.8 at both the East of England and Essex tier. Whilst recognising the caveat associated with the forecasting A more realistic forecasting methodology is required to inform Table 11.8 methodology in Table 11.8, it cannot be the case that inert landfill capacity increases without additional capacity being permitted. The appropriateness of the forecasting methodology must therefore be questioned.</p> <p>This is particularly the case given the identified inert capacity gaps that Essex has been forecasted to face in the Essex &amp; Southend on Sea Waste Local Plan Waste Capacity Gap Update 2015, which are noted in Paragraph 11.7.68 of the PIER.</p>	<p>region’ has therefore been removed, and this has been clarified in the revised baseline.</p> <p>This methodology is as per that utilised in the Environmental Scoping Report, but having provided separate inert and non-hazardous forecasts at the request of Essex County Council in its Scoping Opinion response.</p> <p>Historic data (for 2005-19) has been added to Table 11.8 to highlight these historic trends in landfill capacity addition and subtraction, and to improve the transparency in the forecasting method.</p> <p>This methodology has been accepted by the Planning Inspectorate on multiple large scale infrastructure proposed schemes and has been tailored to the Design Manual for Roads and Bridges LA 110 requirements. No comments have been received by the Applicant to suggest that it deviates from its LA 110 standard.</p> <p>The assessment made reference to the Essex &amp; Southend on Sea Waste Local Plan Waste Capacity Gap Update (BPP Consulting, 2015) in order to provide additional sub-regional</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest/ Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>context in line with Essex County Councils' Scoping Opinion response.</p> <p>Notwithstanding, the assessment of likely significant effects in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] are ultimately based on assessing the impacts of the proposed scheme on regional (East of England) landfill capacity as reported in both the Environmental Scoping Report and Preliminary Environmental Information Report.</p>	
OQ/063	Data Error	Essex County Council - Highways & Transportation Service	✓				<p>Table 11.8 Error/ Data/ Issue./ Further Assessment Required</p> <p>It is questioned whether presented capacity information at the Essex tier is in fact representative of the Greater Essex level. The legitimacy of taking an average of remaining landfill capacity from a set of forecasted annual remaining landfill capacity figures is questioned. Irrespective of this, the unit of measurement would be tonnes, not tonnes per annum. It is questioned</p>	<p>The information presented in Table 11.8 is for Greater Essex given that the Environment Agency (EA) only publishes annual capacity data for Greater Essex.</p> <p>This is clarified in the corresponding table in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1]. It has also been clarified in the remainder of the Environmental Statement, whether data are for Essex, Greater Essex or Essex and Southend-on-Sea. The use of Greater Essex data is more prevalent in the Environmental Statement</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>whether it would be more appropriate to compare the annual capacity take of the scheme individually and cumulatively with other major infrastructure projects versus baseline fill rates, and how that might impact an appropriately forecasted remaining capacity at the end of the construction period. As set out in the comment against Paragraph 11.7.64, the methodology used to arrive at the assumption that inert landfill capacity is going to increase at both of the geographical tiers presented in the table is considered to be unfounded. Any subsequent conclusions are therefore also considered to be unfounded. More realistic remaining capacity forecasts would assess likely capacity increases in the context of inert landfill site allocations yet to be bought forward in relevant Waste Local Plans whilst taking into account average rates of deposition. A more realistic forecasting methodology is required to inform Table 11.8</p>	<p>given that this is typically how data are published.</p> <p>Tonnes are the primary unit of measurement in this table. However, tonnes per annum have been calculated for the construction period (2033-27) as forecast waste arisings are likely to be divided equally across the construction programme for the assessment.</p> <p>The future landfill void capacity has been forecast using statistical trend analysis that takes account of the historic addition and subtraction of landfill capacity at both the regional and sub-regional.</p> <p>The erroneous text stating that ‘these forecasts do not include any additional capacity that may open in the future in the region’ has therefore be removed and has been clarified in the revised baseline.</p> <p>This methodology is as per that utilised in the Environmental Scoping Report but having provided separate inert and non-hazardous forecasts at the request of Essex County Council in its Scoping Opinion response.</p> <p>Historic data (for 2005-19) has been added to Table 11.8 to highlight these historic trends in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>landfill capacity addition and subtraction, and to improve the transparency in the forecasting method.</p> <p>This methodology has been accepted by the Planning Inspectorate on multiple large scale infrastructure proposed schemes, and has been tailored to the Design Manual for Roads and Bridges LA 110 requirements. No comments have been received by the Applicant to suggest that it deviates from its LA 110 standard.</p> <p>In addition to the Operational landfills in the Greater Essex table, a separate table has been included in the baseline conditions section to highlight those landfill site allocations yet to be bought forward by the Waste Local Plan. However, this has not been used within the statistical forecast of future landfill capacity.</p>	
OQ/064	Consultation	Essex County Council - Highways & Transportation Service	✓				ECC will continue to work with Highways England and will have comments on this matter (construction) once there is greater detail available.	We are currently holding regular meetings with officers at Essex County Council to discuss these matters. To date the Applicant has held over 166 meetings / forums with councillors and parish councillors.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/065	Planning / Land	Essex County Council - Highways & Transportation Service	✓				<p>The findings / conclusions of this section state that:</p> <p>The preliminary assessment has concluded that, overall, there would be no likely significant effects on land use and accessibility during construction for the population in the study area as a whole, with mitigation measures in place. However, it is noted that permanent loss of properties and garden areas for a small number of households would have large significance for the individuals concerned.</p>	<p>These affected landowners have been contacted by the Applicant's Land agents (Ardent) and any compensation will be agreed with the Applicant and the Valuation Office Agency. There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given it the ability to purchase properties using discretionary powers. Blight and Discretionary Purchase applications can be submitted to the Applicant from when the proposed scheme is announced through to the first year after it has opened to traffic. Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by physical factors caused by the use of a new or altered road.</p> <p>There is further detail on the Applicant's consultation website about compensation that can be found here:  <span style="background-color: black; color: black;">[REDACTED]</span></p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/066	Construction / Social Value / Employment / Lack of Detail	Essex County Council - Highways & Transportation Service	✓				<p>Preliminary Environment Information Report.</p> <p>Commitment to ensure local economic benefit through job creation, training schemes and use of local contractors where possible.</p> <p>Inclusion of a clear statement around ensuring that growth and jobs benefit the local area directly during the construction phase.</p>	The Principal Contractor will liaise with stakeholders such as Essex County Council and set targets for its Employment & Skills strategy ahead of the construction stage. The performance of the Contractors Employment & Skills strategy will be monitored against a set of criteria such as apprenticeship starts, job starts, placement position, professional status attainment, sector skills qualifications, the number and proportion of new starts who would be employed from the local area, along with the number who were previously unemployed.	
OQ/067	Economic / Social Value	Essex County Council - Highways & Transportation Service	✓				<p>Economic Assessment</p> <p>ECC considers that this range of considerations has great importance among the wider determinants of health, as Plate 13.2 (pg. 413 of PEIR) shows. However, this subject of analysis appears to have received little attention overall. For example, the construction stage would be expected to provide substantial benefits to the local economy, could provide a significant boost to jobs within the area</p>	There is no requirement to carry out an economic assessment as part of the scope of the Environmental Statement. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] has been prepared in accordance with the Scoping Opinion, the National Networks National Policy Statement, and Design Manual for Roads and Bridges LA 112. Section 13.11 provides an assessment of health outcomes associated with impacts on the wider determinant of	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							and to offer and present opportunities for local businesses to increase trade. Economic impacts, both positive and negative, accordingly require greater attention within the ES.	<p>health 'Access to services, facilities, employment, education and skills.</p> <p>It is not feasible at this time to assess the number of jobs or quantify the impact on the local economy, as it is uncertain which skill gaps will need to be filled by the supply chain to work on the proposed scheme. The supply chain partners involved in the construction stage will have their own staff, some of whom may be local, others will be from elsewhere. The actual numbers of new staff required is uncertain and will depend on what other construction projects are being progressed at the time, and which supply chain partners will be involved.</p> <p>Due to the uncertainty at this stage, it is proposed to set monitoring targets closer to the time, in consultation with Essex County Council and other stakeholders. The monitoring commitment is set out in Section 13.12 of Chapter 13.</p>	
OQ/068	Data Error	Essex County Council - Highways &	✓				<p>Paragraph 11.7.50 Error</p> <p>The paragraph states that 'Whilst the East of England region and Essex sub-region both have good amounts of inert</p>	This error has been corrected and factored into the revised Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1].	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Transportation Service					landfill, non-hazardous landfill, and non-hazardous landfill SNRHW capacity...'.  It is noted that the Essex sub-region has no non-hazardous landfill SNRHW capacity. Error requires correcting and factored into revised assessment		
OQ/069	Data Error	Essex County Council - Highways & Transportation Service	✓				11.7.55 Error/ Data Issue/ Further assessment required.  The paragraph states, in relation to setting the future baseline, that 'For the purpose of this assessment, it has been assumed that the size of the primary aggregate landbanks, marine aggregate reserves and the supply market for secondary and recycled aggregate would remain largely	Design Manual for Roads and Bridges (DMRB) LA 110 requires that the assessment describe the current and likely future state (in the absence of the proposed scheme) of the regional (or other relevant geographic scale) presence and capacity of material recovery / recycling facilities to be utilised by the proposed scheme.  While annual capacity data are published by the Environment Agency for landfills and incineration facilities at the national, regional and sub-regional level, no annual capacity data are published by the Environment Agency for waste transfer, treatment or metal recycling sites.  Only annual inputs are published for these facility groupings by the Environment Agency,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>and no published data are publicly available at the facility level which allows the comparison of annual throughputs with annual permitted capacity.</p> <p>The impact of those wastes, forecast to be diverted from landfill from the proposed scheme, has been compared against baseline annual quantities of construction and demolition waste received at all regional and sub-regional waste facilities (excluding those pertaining to landfilling). This has been achieved through reference to the latest Environment Agency Waste Data Interrogator - Wastes Received dataset.</p> <p>While this has been contextually discussed in the assessment of likely effects section, LA 110 only requires that the assessment of likely significant effects consider the effects on regional 'landfill' capacity, and this has therefore not formed part of the assessment of significant effects.</p> <p>The assessment makes reference to the Essex &amp; Southend on Sea Waste Local Plan Waste Capacity Gap Update (BPP Consulting, 2015) in order to provide additional sub-regional context in line with</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Essex County Council's Scoping Opinion response.</p> <p>Notwithstanding, the assessment of likely significant effects has ultimately been based on assessing the impacts of the proposed scheme on regional (East of England) landfill capacity as reported in both the Environmental Scoping Report and Preliminary Environmental Information Report.</p> <p>The Scoping Report proposed to scope out an assessment of material assets and waste within Chapter 16: Cumulative Effects Assessment, of the Environmental Statement [TR010060/APP/6.1] due to these matters already being assessed on a regional scale within the aspect chapter. On this basis, the Inspectorate agreed that these matters can be scoped out of the cumulative assessment within the Environmental Statement [TR010060/APP/6.1].</p> <p>The assessment in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] considers the impact of the proposed scheme on national material recovery targets, regional recycled</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								aggregate targets, sub-regional minerals sterilisation and regional landfill capacity, and therefore relevant consideration of cumulative effects is inherent to the assessment.	
OQ/070	Information / Data Error / Correction	Essex County Council - Highways & Transportation Service	✓				<p>Paragraph 11.8.13 Clarification/ Further Assessment</p> <p>The statement does not acknowledge that the road corridor would impact the existing quarry processing plant footprint and a consequence of the road going ahead could be the need to relocate the processing plant facilities and for this either being accomplished in the DCO or as a separate planning application.</p> <p>Need to assess the impact of the road corridor on the existing quarry processing plant footprint, and the resultant consequences.</p>	This has been acknowledged in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] and in the Mineral Resource Assessment and Mineral Infrastructure Assessment that has been prepared for the proposed scheme.	
OQ/071	Design / Information / Data Error / Correction	Essex County Council - Highways & Transportation Service	✓				<p>Table 11.9</p> <p>Clarification/ Further Assessment</p> <p>As set out previously, it is not considered appropriate to assume a supply of primary aggregate until the</p>	The significance criteria in Design Manual for Roads and Bridges (DMRB) LA 110 take account of the use of primary aggregate materials through its linked descriptor of effect criteria relating to the percentage of re-	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>total and annual aggregate take of this proposed scheme is understood in isolation and in combination with other proximate major schemes in the context of historic aggregate sales. It cannot be assumed that primary aggregate supply will just be there. The aggregate demand of this project, alone and in combination with other major projects, should be assessed and compared with recent sales, scaled to an appropriate market area, to justify that the impact on primary aggregate demand would not go significantly beyond 'business as usual.'</p>	<p>used/recycled aggregate content in imported aggregates.</p> <p>The impact of primary aggregates consumption of the proposed scheme has been compared against recent annual regional and sub-regional baseline sales at the request of Essex County Council in its Scoping Opinion response.</p> <p>While this has been contextually discussed in the assessment of likely effects section in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1], it is not a requirement of the DMRB LA 110 environmental assessment standard and has therefore not formed part of the assessment of likely significant effects.</p> <p>The Scoping Report proposed to scope out an assessment of material assets and waste within Chapter 16: Cumulative Effects Assessment, of the Environmental Statement [TR010060/APP/6.1] due to these matters already being assessed on a regional scale within the aspect chapter. On this basis, the Inspectorate agreed that these matters can be scoped out of the cumulative assessment</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>within the Environmental Statement [TR010060/APP/6.1].</p> <p>The assessment in Chapter 11: Material Assets and Waste, of the Environmental Statement [TR010060/APP/6.1] considers the impact of the proposed scheme on national material recovery targets, regional recycled aggregate targets, sub-regional minerals sterilisation and regional landfill capacity, and therefore relevant consideration of cumulative effects is inherent to the assessment.</p>	
OQ/072	Public Transport / Bus Infrastructure	Essex County Council - Highways & Transportation Service Hedingham Buses - Konectbus Ltd	✓				<p>There is limited mention to improve bus infrastructure and bus priority on the A12. In the fly through video explaining the potential changes to J23 to J25 for example, there is reference to 'possible new bus stops' around Junction 24 but no mention of the dynamics of these or whether their locations are likely to change.</p> <p>There is no mention of bus stop infrastructure in documents and video clips on J22 for Witham, which is used for our Route 91. Will the development</p>	<p>No bus priority is proposed on A12 but improved capacity and reliability on that route with the provided technology between J21 and J25 is expected to improve journey reliability for buses as for other vehicles. Bus stops on the local network will be reviewed and appropriate locations and form will be determined in the detailed design stage in liaison with Essex County Council and the operators.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>of the A12 affect access to the pre-existing bus stops near the junction?</p> <p>ECC notes and welcomes the points made (at paragraph 13.8.28) on opportunities to improve public transport provision. Use of public transport might be encouraged by potential improvements to journey reliability and shorter journey times along public transport routes through the scheme if it is successful in tackling traffic congestion. The stated improvements to accessibility of bus stops and railway stations cited will require publicising in order to ensure that users are aware of these benefits and to thereby encourage their take up and use.</p>		
OQ/073	Engagement	Essex County Council - Highways & Transportation Service	✓				<p>Essex County Council look forward to continuing to work on the proposals for the Scheme, which it is intended to be submitted as a Development Consent Order application to the Planning Inspectorate in Q2/Q3 2022. The purpose of this statutory consultation is to give stakeholders the opportunity to</p>	<p>The Applicant welcome comments from the Essex County Council Highways and Transportation Service and will continue to work closely with the council during the development stages of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>input into the process and ECC look forward to additional engagement throughout the rest of 2021 and 2022 as proposals continue to develop and are refined prior to eventual submission.</p> <p>ECC have offered to develop solutions either inside or outside the scope of the widening proposals, as long as provision is made in the widening design and there is recognition that funding would be prioritise.</p> <p>Therefore, the Council requests urgent additional discussions with Highways England to see if a more appropriate scheme, and hence a more beneficial legacy, can be achieved through additional design work.</p> <p>ECC welcomes the opportunity for constructive engagement and active involvement with Highways England in the scheme design and assessment processes. It is noted that there will be further engagement and discussion to shape an iterative design and implementation process as proposals</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							evolve and develop further. ECC expects to comment further when the full DCO application is developed, together with the ES to support this.		
OQ/074	Design / Laybys / Refuge Areas	Essex County Council - Highways & Transportation Service	✓				<p>We would be keen to learn more about the following:</p> <ul style="list-style-type: none"> <li>• signing strategy</li> <li>• vehicle and driver information systems</li> <li>• access to fuel and electric charging stations</li> <li>• rest areas and laybys</li> <li>• HGV and other large vehicle routing</li> <li>• provision for cross overs and metre strips for use during future maintenance</li> <li>• diversionary routes for periods of closure</li> <li>• ideas for dealing with vehicle breakdowns to prevent whole lane closure</li> </ul>	<p>Signing strategy reflects the prohibition of certain vehicle classes. details of local destination signing will be finalised in detailed design in liaison with Essex County Council.</p> <p>The A12 between J21 and J25 will feature technology including variable message signs and variable speed limits. Camera and other detection technology will identify stationary vehicles and alert drivers to lane closures with red X signals.</p> <p>The A12 between J21 and J25 will feature the same technology used on smart motorways, including variable message signs and variable speed limits. Camera and other detection technology will identify stationary vehicles and alert drivers to lane closures with red X signals.</p> <p>The section subject to the technology is 10 miles in length and there are no proposals for fuel or battery charging.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• speed monitoring systems</li> <li>• vehicle restraint systems</li> <li>• low noise surfacing</li> <li>• noise attenuation measures</li> </ul> <p>Refuge areas will be 2500 metres SIMM to motorway?</p> <p>Abload layby located at Marks Tey - is this being relocated elsewhere?</p>	<p>The existing laybys between J21 and J25 will be closed and detailed ANPR-survey and analysis of layby use indicated that laybys downstream and offline surveys (such as J19) can accommodate the displaced parking.</p> <p>HGVs using A12 will follow the upgraded A12. Slow-moving vehicles will be prohibited from A12 and will follow alternative routes which will be signed.</p> <p>It is proposed that the existing crossovers will be retained. The widened 3-lane cross section and lane-control signalling will assist with maintenance and incident management.</p> <p>The diversion routes will be broadly comparable with existing diversions from A12, with signing indicating the alternative routes. All junctions will be all-movements, unlike the existing partial-movement junctions, which will ease diversion signing.</p> <p>The dual-3-lane cross section will have lane-control signalling, mandatory variable speed limit and stopped vehicle detection. This will improve the detection and protection of incidents and keeping some traffic movement</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>if possible, during incident management conditions.</p> <p>The A21 will have HADECS speed enforcement of both the national and any reduced limit in force, in addition to red-X enforcement.</p> <p>Vehicle restraints have been designed in accordance with Design Manual for Roads and Bridges (DMRB) using risk-based evaluation. The section between J21 and J25 will have rigid concrete barrier central reservation.</p> <p>Surfacing has been designed in accordance with DMRB and where the environmental assessment identified a requirement, low noise surfacing has been specified.</p> <p>Where the environmental assessment identified a requirement, noise attenuation has been specified.</p> <p>The spacing of places of relative safety is to be in accordance with GD 300, i.e. not more than 1,200m where practicable, and a maximum of 1,600m apart.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The layby would be removed as part of remodelling to provide a roundabout connection to an access road. In consultation, the Applicant was advised by Essex Police that a replacement of this layby was no longer required.	
OQ/075	Economic Impact / Land	Essex County Council - Highways & Transportation Service	✓				<p>Within the more detailed assessment of this measure, ECC notes that there would be temporary and permanent impacts on land allocated for employment and commercial uses and to businesses. This raises some concern to ECC and we would wish to see attention given to appropriate minimisation and mitigation measures in this regard, particularly given the significant difficulties faced by enterprise and business within Essex as a result of the COVID pandemic. This aligns with extensive work and efforts in which ECC and the other constituent local authorities have been involved since early 2020 to support businesses and jobs within Essex.</p>	<p>The Applicant notes the comments from the consultee. The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p> <p>The Government's £27.4 billion funding for the 2020-2025 second road period (RP2) allows the Applicant to make more improvements to the strategic road network.</p> <p>The Traffic Modelling Report for Consultation describes the approach to modelling that has been undertaken, using growth predictions pre-COVID-19.</p> <p>The Applicant's work creates £2.50 of value for every £1 invested and benefits the economy, road users, communities and the environment. It stimulates employment and supports housing and business</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>developments. The Applicant will work to minimise impact on business and ports as much as possible during construction period.</p> <p>The Applicant has engaged in conversation with developers and landowners to understand the impacts of the proposed scheme on business and how the works could be mitigated or moved to an area where no impacts would occur. The Applicant has done this where possible and most of the businesses directly impacted have seen a significant reduction on impacts or been completely resolved.</p>	
OQ/076	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				<p>The timing of the consultation further prejudices comment. July and August are within the school holidays and a number of internal stakeholders have taken the opportunity to take leave with their families as Covid restrictions ease.</p>	<p>The consultation ran for 8 weeks starting in June2021, prior to the holiday period, it is also above the minimum of 4 weeks consultation period set out by the Planning Act 2008. The details of how the A12 would consult was discussed and agreed with the local authorities as part of the Statement of Community Consultation.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>of how the proposed scheme will be developed.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops the proposals, it will work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The latest updates for the proposed scheme can be found at [REDACTED]	
OQ/077	Highways / Emergency Access	Essex County Council - Highways & Transportation Service	✓				<p>The documents as submitted indicate there may be, potential changes to routes for ambulances (emergency and routine), health workers and patients to all healthcare settings (acute, primary and care homes) both during construction and the operational scheme. In general, there is an absence of information addressing this in the documentation provided.</p> <p>Therefore, it is necessary for any submission to explain how the applicant will demonstrate how these routes have been considered, to show what impacts have been identified, and what mitigation is proposed. It is noted that the Health Care providers will be able to assist with information about the location of key facilities that may be impacted and can give examples of particular cases of concern. Further</p>	<p>The project team has liaised directly with the emergency services to discuss the concerns and further meetings have been arranged to discuss the proposed scheme's Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>The Applicant will continue the engagement with the emergency services through the detailed design stage and throughout construction of the proposed scheme.</p> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade-separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>discussions on this topic are therefore necessary. ECC will support Heath Care providers, but it is noted that a separate return will be made by these organisations.</p>	<p>The impact on local roads has been assessed in the Applicant's strategic traffic model, which allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads. All A12 junctions from J19-25 become all-movements meaning less scope for drivers not familiar with the network to make errors navigating.</p> <p>Emergency vehicle access is improved by a combination of:</p> <ul style="list-style-type: none"> <li>• Widening A12 to reduce congestion for all journeys on that route</li> <li>• Realignment of parts of A12 freeing up de-trunked A12 for local journeys (with improved accessibility due to local-only function and reduced traffic flow)</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								All junctions will be self-explanatory all-movement junctions, maximising ease of turnarounds to access the network (local and strategic) and meet response targets. The liaison described above and the operational arrangements for emergency services will be documented in the next update to the Combined Operations Product report at the detailed design stage.	
OQ/078	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				The Councils' capacity to fully engage with the Stage 1 Consultation has been impacted by the unprecedented impacts of the Coronavirus COVID 19 pandemic. The officer comments below have been limited by priority commitments to addressing the COVID 19 response, and similar impacts on other organisations and stakeholders that limited the normal level of co-ordination and discussion between colleagues before the comments were provided.	<p>The proposed scheme acknowledges the challenges posed by the global pandemic which affected the UK. The proposed scheme has followed the government guidance at the time of the consultation and use industry best practices to make the information available to everyone (virtual and present events). During the consultation process the proposed scheme consulted and agreed the Statement of Community Consultation (SOCC) with the local authorities setting out how the consultation would be carried out.</p> <p>A minimum of 28 days from the notification of consultation in accordance with S.45 of 2008 planning act was provided. The proposed scheme has followed the SoCC as agreed and any changes required were previously</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								discussed and agreed with the local authorities. S.47 of the Planning Act 2008 and subsequent guidance states that the Applicant has a duty under section 47 of the Planning Act to prepare a Statement of Community Consultation, and then to conduct its consultation in line with that statement. Before doing so, the Applicant must consult on its Statement of Community Consultation with each local authority in whose area the proposed development is situated.	
OQ/079	Consultation / Engagement	Essex County Council - Highways & Transportation Service	✓				To make the most of the opportunities it is considered that a number of actions need to be considered, including <ul style="list-style-type: none"> <li>• A local roads improvement package</li> <li>• Detailed discussion about redundant sections of trunk road</li> <li>• Investigation of the potential to enhance sustainable transport</li> <li>• Some possible revisions to the proposals.</li> </ul>	The Applicant is currently holding regular meeting with officers at Essex County Council to discuss these matters. To date the Applicant has held over 166 meetings / forums with councillors and parish councillors.	
OQ/080	Consultation / Engagement	Essex County Council -	✓				In addition, ECC has seen a significant increase in NSIP submissions in	The Applicant acknowledges the pressures that the local authorities and in particular	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Highways & Transportation Service					Summer 2021 including additional consultation on the Lower Thames Crossing, two Scoping Opinions on the Bramford to Twinstead, on Longfield Solar Farm, the North Falls offshore windfarm, with engagement on the Five Estuaries Wind Farm and the Oikos Marine NSIP proposals. In addition, the M25 Junction 28 scheme completed its DCO process within a similar timeframe. This alone has stretched resources and in combination with the above has resulted in significant pressure on staff, on resources and time.	Essex has in terms of resources and demand from different projects. Acknowledging this challenge the Applicant entered a Planning Performance Agreement (PPA) to provide funds and project management capabilities for Essex County Council and local authorities to deal with the proposed scheme workload.	
OQ/081	Support	Essex County Council - Highways & Transportation Service & Feering Parish Council	✓				<p>We strongly support the bypassing of the sections of current A12 for the following reasons:</p> <p>The Rivenhall section has long been recognised as substandard with local connections and many access points all of which lack good acceleration and deceleration lanes. Cycling and walking facilities have been rudimentary and unattractive; communities have been severed and the A12 and local roads</p>	<p>The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>combined in one highway. By separating out the strategic and local uses whilst ensuring good accessibility to local roads the A12 can perform as a much safer road and local traffic need not use it. This is a big improvement.</p> <p>Feering Parish Council support the removal of Junction 23, the new all movement junctions 22 and 24 and the re-establishment of bus stops on the de-trunked A12.</p>		
OQ/082	Design	Essex County Council - Highways & Transportation Service	✓				The clear support for adhering to circular economy principles is noted and welcomed, as is the intention to produce and maintain a Site Waste Management Plan.	The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.	
OQ/083	Design / Scope	Essex County Council - Highways & Transportation Service	✓				If more flexibility in the scope of the A12 widening scheme was planned for and provided by DfT, it would greatly enhance the proposals and go a long way to alleviating local community concerns, providing the as mentioned legacy benefits. ECC consider as it is, that the scheme clearly misses out on a one-off opportunity to make the most of	The proposed scheme scope and extent is set out by the Applicant and approved by the department of transport based on a business case following the government Green Book. The scope of the proposed scheme which has received funding as part of the second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction. Any Development Consent Order	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the very welcome A12 widening project. It is considered that if this is not dealt with here this could result in significant opposition at the DCO stage.</p>	<p>(DCO) application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority. These developments have been included within the Applicant's strategic traffic model and factored into the provision of capacity of the proposed scheme for the design year of 15 years after planned road opening. Within this design year, in order to provide capacity for queuing vehicles the surface of Boreham Bridge is planned to be widened to three lanes in each direction.</p> <p>The Applicant continues to engage extensively with the consultee.</p>	
OQ/084	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓				<p>The provision of a flyover at the end of Easthorpe Road onto a de-trunked section of the A12 does not reduce local traffic on this road according to out of date Highways England figures.</p> <p>Under the proposal outlined, residents would access the de-trunked section of the A12 then go via Marks Tey or Feering to get back to the 'new' A12. You have said this could see a</p>	<p>As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 7 of this report for responses to that consultation.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>significant increase in traffic flow along the already dangerous, narrow Easthorpe Road as a north/south movement would be possible under the proposed flyover. This is likely to cause an overall increase in traffic flow along Easthorpe Road.</p> <p>The junctions and proposed flyover work on paper but further consideration must be given to the whether they will meet the brief of reducing traffic on local roads and the clear answer is that the proposal does not.</p>		
OQ/085	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓				160 residents of Easthorpe have signed a petition requesting that the flyover plan is dropped and there is no access to the A12 from Easthorpe Road. This would seem to be a strong community voice not to have the flyover as proposed which the Parish Council would wish to support.	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 6 of this report for responses to that consultation.	Y
OQ/086	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓				There is an argument that could be put forward for keeping the flyover at the end of Easthorpe Road with restricted	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							access for Agricultural vehicles, pedestrians, cyclist and horse riders.	to restrict access to Easthorpe Road. Please see Chapter 7 of this report for responses to that consultation.	
OQ/087	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓				<p>This road is already a 'rat run' to the existing A12. It is a narrow road with passing places which traffic regularly speeds along. The local Community Speedwatch Group have recorded vehicles travelling at 75 mph in a 30mph limit and increased numbers of HGV and out of area traffic. Most of the domestic vehicles using this 'rat run' are cutting through or leaving the zoo for the A12, they are not local residents.</p> <p>The Highways England suggested increase of 47% in traffic by 2027 does not match figures obtained by the Speedwatch Group, the HE figures are taken from out of date traffic surveys i and since that time there has been significant local building in and around the Stanway area which would show an increase in use.</p>	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 7 of this report for responses to that consultation.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/088	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓			✓	It may be that any closure of Easthorpe Road would see an increase on traffic flow along School Road Copford, but it is difficult to predict this, especially as the improved A12 capacity and reduced journey time is just as likely to take more traffic onto the A12 at Junction 26. Also, the reduction of traffic on local roads and its transfer to the A12 is one of your key success indicators; it is not achieved by your own data for either London Road or Easthorpe Road. We understand that new data will be collected for Easthorpe Road. We would hope modelling for this will be completed as part of the A12 scheme.	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Anne J2 of this report for responses to that consultation.  The change in traffic flow on local roads has been taken into account during the development and assessment of the proposed scheme. A summary of the predicted changes is provided in Appendix C of the Transport Assessment [TR010060/APP/7.2].	
OQ/089	Environment / Air Quality	Copford with Easthorpe Parish Council	✓				Air Quality, noise and vibration also do not seem to have been given sufficient consideration	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter less than 10µm (PM<sub>10</sub>) and less than 2.5µm (PM<sub>2.5</sub>).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors siding the existing A12 between J 22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p> <p>The noise and vibration assessment of the proposed scheme seeks to avoid adverse impacts upon health and quality of life. Where this is not possible adverse impacts are minimised, and where possible improvements in the noise climate along the route of the proposed scheme are created. Such</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>measures to reduce the noise include the use of noise barriers or a road surface with better noise-reducing properties than conventional low-noise surfacing. For instance, due to the predicted noise levels along some parts of Maldon Road in Witham, noise barriers are being installed alongside the A12. By providing a noise barrier at this location, the predicted noise levels will reduce to ensure that receptors in this area experience a noticeable reduction in noise.</p> <p>During the consideration of measures to reduce noise, adverse environmental effect for other topics are also considered. An example of this would result in adverse impacts for landscape or biodiversity if a large amount of vegetation is required to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/090	Location Specific / Easthorpe	Copford with Easthorpe Parish Council	✓				Under the proposal outlined, residents would access the de-trunked section of the A12 then go via Marks Tey or Feering to get back to the 'new' A12. You have said this could see a significant increase in traffic flow along the already dangerous, narrow Easthorpe Road as a north/south movement would be possible under the proposed flyover. This is likely to cause an overall increase in traffic flow along Easthorpe Road.	As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 7 of this report for responses to that consultation.	Y
OQ/091	Environment / Noise	Public Health England (from October 2021 this consultee is now known as UK Health Security Agency and Office for Health Improvement and Disparities)	✓				PHE does not agree with the statement made in Box 2 'Noise and Health' of Chapter 13: "at present there is only limited evidence for the impact of exposure to road traffic noise on the cardiovascular system, but the results of current studies indicate further investigation is warranted", which references the 2018 WHO Environmental Noise Guidelines (ENG) for the European Region [1]. Page 22 of the WHO ENG states that: "High-quality epidemiological evidence described in the systematic review on	The evidence is noted and it is agreed that the evidence of a positive association between noise and cardiovascular outcomes is consistent in the last decade's body of research. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] sets out the evidence for a range of health outcomes, with a commentary on the strength of evidence.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>cardiovascular and metabolic effects of environmental noise indicates that exposure to road traffic noise increases the risk of IHD [ischaemic heart disease] (van Kempen et al., 2018).</p> <p>The GDG [guideline development group] was confident that health risks result from exposure at a relative risk increase in the order of 5–10% in the incidence of IHD.”</p> <p>There is also evidence that annoyance and sleep-disturbance may be part of the causal pathway for cardiovascular diseases [1, 2], and therefore all three outcomes require consideration.</p>		
OQ/092	Environment / Noise	Public Health England	✓				<p>Noise Important Areas (NIAS) were identified within the study area. These are areas with the highest noise exposure, and in line with its scoping response, PHE expects very careful consideration of any potential increase in noise exposure in these areas, however small.</p> <p>Furthermore PHE encourages the promoter to explore all opportunities for</p>	<p>A decrease in noise has been predicted at the majority of the Noise Important Areas. However, where there are still increases in noise at Noise Important Areas, further noise reduction measures have been examined in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These include the use of noise barriers and the use of a road surface with better noise-reducing properties than</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							reducing the existing noise exposure in these areas.	conventional low-noise surfacing. This new surfacing will provide a reduction in noise to areas that do not require it for mitigation purposes as part of the proposed scheme.	
OQ/093	Environment / Noise	Public Health England	✓				whilst PHE welcomes the detailed discussion on mitigation considerations presented in Section 12.10, more detailed consideration should be given to opportunities to reduce the number of people experiencing an increase in noise exposure.	Further opportunities to reduce the noise impacts are examined in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These include the use of noise barriers and the use of a road surface with better noise-reducing properties than conventional low-noise surfacing.	
OQ/094	Environment / Air Quality	Public Health England	✓				We note that there is one Air Quality Management Area (AQMA) within 200 metres of the ARN, Lucy Lane North AQMA, that is situated in Colchester near Junction 26 of the A12.	Receptors at Lucy Lane North were included in the assessment undertaken for Preliminary Environmental Information Report (PEIR) and are included in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1].	
OQ/095	Environment / Air Quality	Public Health England	✓				The modelling assessments indicate that for both the do minimum and do something scenarios, nitrogen dioxide levels are expected to decrease for the majority of residential receptors from the base 2016 year to the opening year 2027 under both the do minimum (DM) and do something (DM) scenarios. One	The results described in the comment are those estimated for the Preliminary Environmental Information Report submission. More specifically, the results are for human health receptor R141 off Halstead Road, Colchester. This was the highest modelled concentration across the study area. The results remained very similar in the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>receptor location, however, is still projected to exceed the annual nitrogen dioxide AQO during the construction (2025 DS predicted concentration of 42.1µg/m<sup>3</sup>) and opening year (2027 DS of 41.7µg/m<sup>3</sup>). For DM scenario, that receptor location in 2027 is still predicted to be above the AQO (40.0µg/m<sup>3</sup>).</p>	<p>assessment undertaken in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1]. The construction phase (2025) the same receptor location (renamed as R193) was 42.3 µg/m<sup>3</sup> and 42.5 µg/m<sup>3</sup> for the do-minimum (DM) and do-something (DS) scenarios respectively. Operational phase (2027) the results were 41.5µg/m<sup>3</sup> and 42.4µg/m<sup>3</sup> for the DM and DS respectively.</p> <p>The modelling undertaken in Chapter 6 indicated that receptor R193 is at risk of exceeding the threshold of the annual mean NO<sub>2</sub> AQO (40µg/m<sup>3</sup>) with the proposed scheme in the construction and opening year 2027. Receptor R193 was in exceedance of the AQO in both the DM and the DS scenarios. In accordance with Design Manual for Roads and Bridges LA 105, the magnitude of change in concentration at this receptor (0.9µg/m<sup>3</sup> increase) was deemed to be small. In total here human health receptors were found to be at risk of exceeding the threshold of the annual mean objective with imperceptible, small and medium concentration changes. Three occurrences are below the guideline number of properties that would constitute a likely significant effect</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								according to the significance criteria in DMRB LA 105.	
OQ/096	Environment / Air Quality	Public Health England	✓				The proposed scheme would not lead to new AQO exceedances.	<p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NO<sub>x</sub>), nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter less than 10µm (PM<sub>10</sub>) and less than 2.5µm (PM<sub>2.5</sub>).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								siding the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.	
OQ/097	Environment / Noise	Public Health England	✓				<p>PHE also recommends that the population exposure estimates shown in Table 12.12 are broken down into categories according to their existing noise exposure (expressed as Lden and Lnight), commencing from the WHO guideline level of 53dB Lden and 45dB Lnight.</p> <p>PHE recommends that the Population and Human Health Chapter refers in greater detail to Chapter 12 Noise and Vibration, in order to ensure that the full extent of potential health impacts is presented. This is important as some stakeholders are likely to read only the chapter on health, rather than the full PEIR.</p>	<p>This has been undertaken and is shown in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] together with the required Design Manual for Roads and Bridges (DMRB) LA111 tables.</p> <p>Where appropriate, Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] refers to Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] in order to ensure that the full extent of potential health impacts is presented.</p>	
OQ/098	Environment / Noise	Public Health England	✓				Table 12.7 sets out the proposed operational noise LOAEL and SOAEL values for the scheme.	The setting of values for Significant Observed Adverse Effect Level (SOAEL) and Lowest Observed Adverse Effect Level (LOAEL) is an area where Design Manual for Roads and	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>12.8.46 states that, “although DMRB allows these example values to be modified, they are considered to be appropriate for the proposed scheme.”</p> <p>As explained at scoping stage and in March 2021, PHE recommends that the Applicant explains what the chosen LOAELs and SOAELs mean in health terms, in order to facilitate their interpretation by a broader audience.</p>	<p>Bridges (DMRB) LA 111 provides example values but allows for modification to fit local circumstances. The suggested values for LOAEL and SOAEL within DMRB LA 111 are based on values that have been used for road schemes over the past six years, with many of these schemes passing through examination. The proposed scheme is similar to many of these schemes, both in terms of the type of scheme and the surrounding environment.</p> <p>For these reasons it is the intention to use the example values of LOAEL and SOAEL provided in LA 111 (as stated in para 12.7.3 of the Environmental Scoping Report). It is considered that deviating from these values could open the proposed scheme up to challenge and place an unnecessary risk on the Applicant. The methods for deriving these are described within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/100	Environment / Public Health	Public Health England	✓				<p>Chapter 13, Population &amp; Human Health 13.2.3 states that “Specific stakeholder engagement has been undertaken with Public Health England on 29th January 2021 to further discuss</p>	<p>A meeting was held with Public Health England 2021 in relation to this.</p> <p>Quantification has been undertaken as described Appendix 13.2: Detailed Health</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and clarify the approach to health assessment in the EIA. One of the recommendations made by PHE in its scoping response was to consider the use of a methodology that allows quantification of health outcomes associated with exposure to noise. At this preliminary assessment stage, the assessment of health effects has adopted a qualitative approach in accordance with Highways England’s standard for the assessment of population and human health.”</p> <p>In 13.2.4, “Further pre-application engagement with stakeholders will be undertaken to inform the ongoing assessment and the understanding of the local population health circumstance. Any revised approaches to the assessment of likely significant effects on populations health outcomes which are adopted as a result of this ongoing pre-application engagement will be reported in the Environmental Statement.”</p>	<p>Assessment Methodology [TR010060/APP/6.3].</p> <p>The assessment within Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] has drawn on those findings as evidence for the likely significance of effect on health outcomes.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							PHE stated its recommendation for quantification of health outcomes related to noise exposure at scoping stage and again in March 2021. Suitable methods can be found in PHE's scoping response.		
OQ/101	Environment / Public Health	Public Health England	✓				The applicant should refer to the vulnerable groups identified by the Wales Health Impact Assessment Support Unit to inform assessments of any possible differential impacts. In addition to health data this should encompass deprivation, demographics and other socio-economic factors as these are currently missing.	Public Health England (from October 2021 this consultee is now known as UK Health Security Agency and Office for Health Improvement and Disparities) has been provided with the proposed methodology for Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] in communication 5 February 2021, which refers to the Wales Health Impact Assessment Support Unit guidance on vulnerable groups. Indicators for deprivation, demographics and other socio-economic factors have also been considered.	
OQ/102	Environment / Public Health / Equalities	Public Health England	✓				The impacts on health and wellbeing and health inequalities of the scheme may have particular effect on vulnerable or disadvantaged populations, including those that fall within the list of protected	The health assessment in Chapter 13: Population and Human Health, of the Environmental Statement (ES) [TR010060/APP/6.1], and particularly the Appendix 13.4: Mental Well-being Impact Assessment [TR010060/APP/6.3], have	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>characteristics. The Environmental Statement and any Equalities Impact Assessment should not be completely separated.</p> <p>Health inequalities have not been assessed in this PEIR based on the rationale that further evidence and local information is required to inform the assessment. No further information on the methodology or the data that will be used has been provided.</p>	<p>identified vulnerable groups, some of which have protected characteristics under the Equality Act 2010. The crossover of issues identified through the Equalities Impact Assessment (EqIA) and the ES health assessment processes is acknowledged. Information on vulnerable groups and health inequalities has been shared with the team responsible for the EqIA. Further detail on the methodology used to identify vulnerable groups and how health inequalities have been assessed is provided in Appendix 13.2: Supplementary health assessment methodology [TR010060/APP/6.3].</p>	
OQ/103	Environment / Public Health	Public Health England	✓				<p>The scoping report does not identify any proposed approaches to monitoring for health and wellbeing.</p> <p>It is acknowledged that the need for and type of monitoring will evolve but a rational, robust and transparent monitoring strategy is required within the ES, given the length of the scheme. The final ES should identify monitoring requirements, to be determined by the outcome of further detailed survey work and consultation with key stakeholders</p>	<p>The monitoring proposals are set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. Due to current uncertainty over the number and type of job opportunities and training opportunities that would be available during the construction stage of the proposed scheme (which is dependent on the capacity of the supply chain companies at that time), it is proposed that the Principal Contractor works with stakeholders such as Essex County Council</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and the public. PHE expects an assessment to include consideration of the need for monitoring.</p> <p>It may be appropriate to undertake monitoring where: Critical assumptions have been made There is uncertainty about whether negative impacts are likely to occur as it may be appropriate to include planned monitoring measures to track whether impacts do occur.</p> <p>There is uncertainty about the potential success of mitigation measures It is necessary to track the nature of the impact and provide useful and timely feedback that would allow action to be taken.</p>	<p>to set monitoring targets. Proposed employment and skills criteria are set out in Section 13.12 of the Environmental Statement. This monitoring would help to understand the level of benefit that the proposed scheme would have locally, in terms of the wider determinant of 'access to employment, education and skills.'</p>	
OQ/104	Environment / Public Health / Equalities	Public Health England	✓				<p>It is also important to ensure that any impact on tranquillity in open spaces is identified and assessed within the ES.</p>	<p>Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the findings of the Landscape and Visual Impact Assessment and noise assessments to identify any existing areas of tranquillity and how these are expected to be impacted on by the proposed scheme. Where a loss of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>tranquillity is predicted, the health assessment considers the sensitivity of the population exposed, taking into account the Mental Wellbeing Impact Assessment community profiling, and provides a qualitative assessment guided by the assessment criteria set out in the human health methodology section. The judgement of health effect is informed by the literature review and evidence set out in Appendix 13.1: Human Health Literature Review and Evidence [TR010060/APP/6.3].</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers tranquillity as a perceptual quality of the landscape. In addition to reference to Campaign to Protect Rural England's Tranquillity Map, the baseline for tranquillity is informed by published landscape character assessments and field observations.</p>	
OQ/105	Environment / Public Health / Equalities	Public Health England	✓				The assessments and findings of the Environmental Statement and any Equalities Impact Assessment should also be cross referenced between the two documents, particularly to ensure	The Environmental Statement has been prepared so that it contains all relevant environmental and health information as a standalone document, rather than cross-referencing out to other documents. Any	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the comprehensive assessment of potential impacts for health and inequalities for vulnerable populations and where resulting mitigation measures are mutually supportive.	relevant mitigation measures identified through the EqIA process have been included in the Environmental Statement, and vice versa.  The approach is described in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] and Appendix 13.2: Detailed Health Assessment Methodology [TR010060/APP/6.3].	
OQ/106	Environment	Public Health England	✓				Recommendation  The ES should give an indication of the significance of an impact using an industry standard method and be based on the data that is available or else justify why an expert judgement is not being made.	Where relevant, the environmental assessment has drawn on relevant topic guidance and best practice. More details on the methods used are provided in each of the aspect chapters within the Environmental Statement [TR010060/APP/6.1].	
OQ/107	Land	Public Health England - Environmental Hazards and Emergencies Department Centre for Radiation,	✓				The report states that the construction of the proposed scheme would lead to permanent loss of land from residential premises, and although efforts will be made to limit the impacts on residential dwellings, demolition of a limited number of buildings within the footprint	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. Extensive efforts have been made to minimise the impact on properties in there development boundary where possible. All landowners of properties that are within the development boundary	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Chemical and Environmental Hazards (CRCE)					of the proposed scheme would be required.	have been consulted with direct and informed of the appropriate compensation options.	
OQ/108	Construction	Public Health England - Environmental Hazards and Emergencies Department Centre for Radiation, Chemical and Environmental Hazards (CRCE)	✓				The final ES should identify the temporary traffic management system design principles or standards that will be maintained with specific reference to WCH. This may be incorporated within the Code of Construction Practice.	An Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part of the DCO suite of documents.	
OQ/109	Land / Economic	Public Health England - Environmental Hazards and Emergencies Department Centre for Radiation, Chemical and Environmental	✓				The report identifies that two residential properties would need to be demolished to accommodate the footprint of the scheme but it does not identify the properties required for demolition or their tenure. Compensation schemes may not address the impact on the loss of homes on the tenants of these	The health assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] is geared towards effects on population health, rather than impacts on individuals. No data are provided related to the health status of individuals who may be impacted on by the proposed scheme. Matters of compensation and direct liaison with affected householders is a	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Hazards (CRCE)					<p>properties, who may have poor health or be considered vulnerable.</p> <p>The proposed loss of one commercial property may lead to the permanent loss of jobs from the local area or as a result of businesses ceasing to operate. No quantitative assessment on the potential impact on jobs has been undertaken. The PEIR does link jobs and health (Table 13.3) and as such an assessment is required.</p> <p>The report states that the construction of the proposed scheme would lead to permanent loss of land from residential premises, and although efforts will be made to limit the impacts on residential dwellings, demolition of a limited number of buildings within the footprint of the proposed scheme would be required.</p>	<p>process undertaken outside of the Environmental Impact Assessment process.</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. Extensive efforts have been made to minimise the impact on properties in there development boundary where possible. All landowners of properties that are within the development boundary have been consulted with direct and informed of the appropriate compensation options.</p>	
OQ/110	Engagement	Public Health England - Environmental Hazards and Emergencies	✓				Provide detail on plans for continued engagement and consultation throughout the construction stage as part of the ES.	A requirement for continued engagement is set out in the Register of Environmental Actions and Commitments which can be found in the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Department Centre for Radiation, Chemical and Environmental Hazards (CRCE)							
OQ/111	Support / Environment / Air Quality	Public Health England	✓				PHE is generally satisfied with the proposed methodology and finds that it is in line with current guidance and good practice. The developer has suitably assessed air quality impacts from the construction and operation of the proposed development whilst considering traffic flows. They also intend to prepare an Environmental Management Plan (EMP) in consultation with stakeholders that will set out mitigation for the assessment, management and control of potential emissions during the construction phase. Once this document is prepared, we will comment in due course.	Various meetings have been held with key consultees to agree the mitigation within the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. Details of these meetings are included in the specific topic chapters of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/112	Public Health	Public Health England	✓				It is welcomed that the applicant has committed to work with the local Director of Public Health to inform an understanding of any additional groups within the study area who are particularly vulnerable to the matters scoped into the health assessment.	Local information on potential vulnerable groups was requested from Essex County Council's Director of Public Health and department of Wellbeing and Public Health on 14 October 2021. In response to this request, information was provided on refugee resettlement proposals by Essex County Council and contact information in relation to gypsy and traveller groups.	
OQ/113	Public Health	Public Health England	✓				The specific reference to mental health is welcomed along with the inclusion of mental health indicators as part of the baseline health data. Further to PHEs response to the scoping report, the PIER references that the assessment will also take on board guidance by the National Mental Wellbeing Impact Assessment Collaborative (2011) for opportunities to support mental wellbeing which we support.	Appendix 13.4 [TR010060/APP/6.3] provides the Mental Wellbeing Impact Assessment.	
OQ/114	Environment / Noise	Public Health England	✓				Table 12.1 'Key stakeholder feedback for noise and vibration aspect' states that, "the determination of significance will not be simply undertaken by considering the decibel change. Other	The methodology has been explained in detail within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1], although it needs to be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>factors are considered, such as the absolute noise level and the location of the noise source and whether it will change. The steps taken to arrive at significance will be reported in the Environmental Statement.”</p> <p>In line with its scoping response, PHE welcomes the consideration of a broad range of factors in the determination of significance. However, we were not able to locate within the PEIR documentation the methodology that will be used to consider these “other factors” to determine significance. We believe that this important information should be clarified prior to the Environmental Statement, so that stakeholders including PHE can have a meaningful input.</p>	understood that there is not a 'one size fits all' approach that can be applied to all situations.	
OQ/115	Design / Access	Public Health England	✓				<p>Physical activity and active travel / access to open space</p> <p>The report identifies how walkers, cyclists and horse riders (WCH) will be impacted through the loss or change in formal Public Rights of Way (PRoW),</p>	During the proposed scheme concept and preliminary design stages, the Applicant commissioned the consultant to conduct a walking, cycling and horse-riding (WCH) assessment and review as part of the design process. This process included consultation with relevant stakeholders and interested	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							open space and the existing road network. Active travel forms an important part in helping to promote healthy weight environments and as such it is important that any changes have a positive long term impact where possible. Changes to WCH routes have the potential to impact on usage, create displacement to other routes	parties, including Essex County Council. To date, WCH recommendations and improvements, proposed at preliminary design stage, have been subject to an independent road safety audit. Consultation with Essex County Council continues, particularly regarding the raised concerns that lay outside the scope of the proposed scheme such as WCH observations. As the proposed scheme progresses to detailed design stage then the WCH assessment and review will continue to take into consideration the concerns and observations raised by the consultation exercise. WCH improvements will be designed to the required standard and best practice, where possible. The detailed design proposals will again be subject to an independent road safety audit that will include those facilities and improvements that address WCH.	
OQ/116	Environment / Landscape / Visual / Noise & Vibration	Public Health England	✓				Tranquillity is included in the PEIR Glossary, and defined as, "A state of calm and quietude associated with peace, considered to be a significant asset of landscape." Some limited consideration of tranquillity is included	Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the findings of the Landscape and Visual Impact Assessment and noise assessments to identify any existing areas of tranquillity and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>in Chapter 8 Landscape and Visual, however it is not clear how judgements of significance are made in relation to potential for loss of tranquillity, nor how modelling undertaken in Chapter 12 Noise and Vibration may have been used to inform the assessment. Furthermore, the Campaign to Protect Rural England's Tranquillity Map England (referred to in Chapter 8) is a national map dating from 2007, and is therefore unlikely to reflect current, local environmental conditions.</p> <p>The PEIR also states that pre-application consultation will be carefully considered to identify the key areas of concern for members of the public and how these concerns can be managed. Whilst this has the potential to contribute to ensuring some of the overarching protective factors (enhancing control and facilitating participation) are satisfied, there is no detail on what the approach might be except that it will be based on good practice.</p>	<p>how these are expected to be impacted on by the proposed scheme. Where a loss of tranquillity is predicted, the health assessment considers the sensitivity of the population exposed, taking into account the Mental Wellbeing Impact Assessment community profiling, and provides a qualitative assessment guided by the assessment criteria set out in the human health methodology section. The judgement of health effect is informed by the literature review and evidence set out in Appendix 13.1: Human Health Literature Review and Evidence [TR010060/APP/6.3]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers tranquillity as a perceptual quality of the landscape. In addition to reference to Campaign to Protect Rural England's Tranquillity Map, the baseline for tranquillity is informed by published landscape character assessments and field observations.</p> <p>The methodology is clearly set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>The scoping report did not identify any aspects to be scoped out of the assessment for population and human health. The list of wider determinants to be scoped into the ES, by the applicant, were very broad descriptions and each contained an important range of potential impacts on health and wellbeing. This has carried through to the PEIR.</p> <p>A meeting between the applicant and PHE took place on 29 January 2021 to further discuss and clarify the approach to health assessment in the EIA. Clearer definitions on timescales used in the assessment are noted as are the consideration of WCHs in temporary traffic management proposals, with further detail expected in the ES.</p>		
OQ/117	Environment / Noise	Public Health England	✓				Table 12.1 states that, "there is no intention to undertake post opening noise monitoring. However, noise is one of the environmental aspects that is assessed within Highways England's Post Opening Project Evaluation (POPE) process, which examines how	In accordance with Design Manual for Roads and Bridges LA 111 (para 4.2), there is no intention to undertake post opening noise monitoring.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>a scheme is performing against the predicted impacts after one and five years.”</p> <p>PHE’s recommendation has always been to monitor health outcomes, rather than noise levels, in order to fully evaluate the impacts of a scheme, including the effectiveness of mitigation</p>		
OQ/118	Support	Public Health England	✓				<p>It is PHE’s view, that reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design, environmental and health impact assessment, and development consent.</p>	<p>As part of the statutory consultation, a Preliminary Environmental Information Report was published on the proposed scheme webpage (<a href="http://www.highwaysengland.co.uk/A12">www.highwaysengland.co.uk/A12</a>). The PEIR gives information about the potential environmental effects of the proposed scheme and the measures put forward to reduce any significant adverse effects identified. It addresses the full range of environmental topics including air quality, noise, water, soils, landscape, biodiversity, heritage, population and health, and climate change.</p> <p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								design on major highway schemes across England.	
OQ/119	Design / Land / Impact	Public Health England	✓				The impact of the development on the owners and tenants should be considered within the PEIR, which should identify the scale and nature of impact and address specific mitigation measures.	The assessment of land use in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers these aspects. However, matters of compensation for impacts on business viability or blight are dealt with outside the Environmental Impact Assessment process. Appendix 13.4: Mental Well-being Impact Assessment [TR010060/APP/6.3] describes the nature of impacts on property owners and tenants and the potential effect this may have on mental wellbeing.	
OQ/120	Environment / Public Health	Public Health England	✓				In the PEIR, health outcomes are reported as positive, neutral, negative or uncertain, and no judgement of significance is made.  Individual reports may take their own approach to assign sensitivity / magnitude, where industry standard methodologies are appropriate or another approach has been agreed. Where a different approach is taken,	DMRB LA 112 provides National Highway's standard for the assessment of population and health. At the time of assessment, LA 112 has not adopted any significance criteria for the assessment of human health. Therefore, in the absence of any adopted criteria, a narrative has been provided in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] setting out the assessor's judgement as to whether or not a	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							this should be justified. PHE considers that significant effects are taken to be those of moderate or major significance.	predicted effect on human health is considered to be significant.	
OQ/121	Environment / Health	Public Health England	✓				When drawing on the Mental Well-being Impact Assessment (MWIA) as a methodology, ensure that based on the findings there are clear mitigation strategies that are adequately linked to any local services or assets.	Appendix 13.4: Mental Wellbeing Impact Assessment [TR010060/APP/6.3] informs the mitigation proposals set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. No significant impact on local services or assets has been identified during the assessment.	
OQ/122	Environment / Noise	Public Health England	✓				No quantitative assessment of construction noise impacts has been undertaken at this stage, so PHE is not able to provide any comment in addition to that provided in its Scoping response.	Construction noise impacts are assessed within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Details of construction noise mitigation measures are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
OQ/123	Design / Walking, Cycling and Horse Riding	Public Health England	✓				The scheme should continue to identify any additional opportunities to contribute to improved infrastructure provision for active travel and physical activity. This is particularly relevant to the de-trunking stretches of the A12.	During the proposed scheme concept and preliminary design stages, the Applicant commissioned the consultant to conduct a walking, cycling and horse-riding (WCH) assessment and review as part of the design process. This process included consultation	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								with relevant stakeholders and interested parties, including Essex County Council. To date, WCH recommendations and improvements, proposed at preliminary design stage, have been subject to an independent road safety audit. Consultation with Essex County Council continues in particular to those raised concerns that lay outside the scope of the proposed scheme such as WCH observations. As the proposed scheme progresses to detailed design stage, the WCH assessment and review will continue to take into consideration the concerns and observations raised by the consultation exercise. WCH improvements will be design to the required standard and best practice. The detailed design proposals will again be subject to an independent road safety audit that will include those facilities and improvements that address WCH.	
OQ/124	Environment / Health	Public Health England	✓				We welcome the schemes opportunity to enhance the existing infrastructure that supports active travel and physical activity. We expect the proposal to contribute to improved provision for	The Applicant has been working towards improved active travel networks which are segregated from busy roads so far as practicable, and will continue to further develop these routes int other detailed design.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>active travel, physical activity and access to green space.</p> <p>It is important to ensure that any impact on tranquillity in open spaces is considered.</p>	<p>Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the findings of the Landscape and Visual Impact Assessment and noise assessments to identify any existing areas of tranquillity and how these are expected to be impacted on by the proposed scheme. Where a loss of tranquillity is predicted, the health assessment considers the sensitivity of the population exposed, taking into account the Mental Wellbeing Impact Assessment community profiling, and provides a qualitative assessment guided by the assessment criteria set out in the human health methodology section. The judgement of health effect is informed by the literature review and evidence set out in Appendix 13.1: Human Health Literature Review and Evidence [TR010060/APP/6.3].</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers tranquillity as a perceptual quality of the landscape. In addition to reference to Campaign to Protect Rural England’s Tranquillity Map, the baseline</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								for tranquillity is informed by published landscape character assessments and field observations.	
OQ/125	Design / Walking, Cycling and Horse Riding	Public Health England	✓				<p>The overall risk to WCH and impact on active travel should be considered on a case-by-case basis, taking into account, the number and type of users and the effect that the temporary traffic management system will have on their journey and safety.</p> <p>Any traffic counts and assessment should also, as far as reasonably practicable, identify informal routes used by WCH or potential routes used due to displacement.</p>	<p>The Applicant has undertaken walking, cycling and horse-riding (WCH) surveys during weekdays and at weekends (not during lockdown) to capture movements for a full day, and located survey cameras at locations identified as being popular WCH routes. The Applicant also held public consultations with a dedicated WCH specialist, and dedicated consultations with WCH stakeholder groups from which any potential routes or gaps in provision where user demand has created informal routes, could be identified.</p> <p>The proposed scheme has also given consideration to any required diversions for WCH routes during construction and alternative routes would be proposed where possible. Details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	
OQ/126	Environment / Wildlife / Ecology	Environment Agency	✓				in general clearing trees and scrub along watercourses is likely to do more harm than good. Planting more native	The environmental design includes a range of planting types to offset lost habitats and vegetation. The majority of new planting	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							trees and shrubs in a scattered mosaic to introduce partial shade and reduce the impact of climate change would be a useful proposal.	would be native, except where responding to local character e.g., parklands. The planting will be agreed in conjunction with the drainage and landscape team during the pre-construction stage. Further details are included in the Environmental Management Plan [TR010060/APP/6.5].	
OQ/127	Environment / Water	Environment Agency	✓				The PEIR recognises the need to obtain abstraction licences and environmental permits for water discharge activities. We should be consulted at the earliest opportunity regarding specific requirements and exemptions.	Pre-application discussions have been held with the Environment Agency and requirements are included in the Environmental Management Plan [TR010060/APP/6.5] and the Consents and Licences Position Statement [TR010060/APP/3.3]	
OQ/128	Environment / Water	Environment Agency	✓				We have some significant concerns regarding the impact on the watercourses and rivers crossed by the proposed A12 widening. The proposed crossings are in some cases particularly poor for biodiversity and look likely to contribute to the scheme compounding existing ecological damage, including by contributing to more otter deaths on the road. Further	At Roman River a realignment is required which will be gently sinuous with one-stage channel comprising of varied bottom widths and sediment augmentation to produce pool-riffle sequences for habitat creation. Baffles will also be added to both the existing Roman River culvert and the extension to create flow diversity and encourage fish passage. This would provide mitigation for the widening of this crossing.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>mitigation for loss and damage to river habitat is required.</p> <p>The Roman River, Domsey Brook and River Blackwater crossings look to be overly long and will cause problems for wildlife though habitat loss and river ecosystem fragmentation.</p> <p>Realignments should be avoided unless absolutely necessary and then full mitigation provided to compensate for damage to the environment. The Domsey Brook and River Blackwater appear to have long dark crossings which extend beyond the footprint of the road.</p>	<p>At Domsey Brook Bridge the crossing will be 7m wide under current proposals. The crossing is close to J24 so any reduction would be a departure from Design Manual for Roads and Bridges (DMRB) design standards. An additional crossing (Domsey East Culvert) will also be constructed allowing an offline mainline structure to cross Domsey Brook. Realignments are required at both crossings where the planform would be an improvement on the existing alignment. Additional mitigation measures will involve sediment augmentation along the realignment to replicate a pool-riffle sequence and improve habitat. The realignment would be excavated as a two-stage channel. Furthermore, Biodiversity Net Gain enhancements also include creating a 10m wide buffer zone to encourage riparian habitat development, planting trees and saplings along the bank tops and faces and planting channel margin vegetation. The installation of baffles along both the existing and extended Domsey Bridge has been agreed and will be take forward into the detailed design stage.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The current design proposals at River Blackwater are to widen the bridge by 10.1m. No change has been proposed on the spanning structure, but to stitch the extension onto the existing bridge. The structure at present is wide and light filled and will remain this way when widened.</p> <p>A realignment is also proposed at the Rivenhall Brook. The proposed realignment and culvert would reduce the channel between 5 – 10m overall. However, the open channel would be reduced by approximately 70m, as a result of the proposed culvert and realignment. To mitigate the effects of the culvert crossing and to improve conditions along Rivenhall Brook, similar channel design elements to Domsey Brook have been proposed. This would include a two-stage channel, a gently sinuous planform and the presence of pool-riffle sequences following sediment augmentation. This augmentation would also be used to enhance the channel, as per Biodiversity Net Gain.</p> <p>Fencing will be used to dissuade otters from crossing the proposed scheme. New and modified culverts with mammal ledges or</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>other means of wildlife passage would allow for continued connectivity for otter commuting and foraging across the wider landscape. Realigned watercourses are being designed to be beneficial for wildlife.</p> <p>Further information can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].</p>	
OQ/129	Environment / Wildlife	Environment Agency	✓				<p>We have some significant concerns regarding the impact on the watercourses and rivers crossed by the proposed A12 widening. The proposed crossings are in some cases particularly poor for biodiversity and look likely to contribute to the scheme compounding existing ecological damage, including by contributing to more otter deaths on the road. Further mitigation for loss and damage to river habitat is required.</p> <p>The Roman River, Domsey Brook and River Blackwater crossings look to be</p>	<p>At Domsey Brook Bridge the crossing will be 7m wide under current proposals. The crossing is close to J24 so any reduction would be a departure from Design Manual for Roads and Bridges design standards. An additional crossing (Domsey East Culvert) will also be constructed allowing an offline mainline structure to cross Domsey Brook. Realignments are required at both crossings where the planform would be an improvement on the existing alignment. Additional mitigation measures will involve sediment augmentation along the realignment to replicate a pool-riffle sequence and improve habitat. The realignment would be excavated</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>overly long and will cause problems for wildlife though habitat loss and river ecosystem fragmentation. Realignments should be avoided unless absolutely necessary and then full mitigation provided to compensate for damage to the environment. The Domsey Brook and River Blackwater appear to have long dark crossings which extend beyond the footprint of the road.</p>	<p>as a two-stage channel. Furthermore, Biodiversity Net Gain enhancements also include creating a 10m wide buffer zone to encourage riparian habitat development, planting trees and saplings along the bank tops and faces and planting channel margin vegetation. The installation of baffles along both the existing and extended Domsey Bridge has been agreed and will be take forward into the detailed design stage.</p> <p>The current design proposals at River Blackwater are to widen the bridge by 10.1m. No change has been proposed on the spanning structure, but to stitch the extension onto the existing bridge. The structure at present is wide and light filled and will remain this way when widened.</p> <p>A realignment is also proposed at the Rivenhall Brook. The proposed realignment and culvert would reduce the channel between 5 – 10m overall. However, the open channel would be reduced by approximately 70m, as a result of the proposed culvert and realignment. To mitigate the effects of the culvert crossing and to improve conditions along Rivenhall Brook, similar channel design</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								elements to Domsey Brook have been proposed. This would include a two-stage channel, a gently sinuous planform and the presence of pool-riffle sequences following sediment augmentation. This augmentation would also be used to enhance the channel, as per Biodiversity Net Gain.	
OQ/130	Environment / Wildlife	Environment Agency	✓				<p>Roman River Crossing</p> <p>This crossing has always caused problems for wildlife. The scheme presents an opportunity to improve on the current poor design, but that opportunity has not yet been taken. River processes are held up here by the current angles of poorly designed drainage, and the new proposals look likely to make this worse and compound this effect without any meaningful mitigation. We wish to see this crossing re-designed to provide mitigation for natural river processes and wildlife. We acknowledge that this may be problematic but unless dealt with these problems will remain. It would appear to require a completely fresh look.</p>	<p>At the Roman River crossing the existing culvert will be extended to the south with the watercourse being realigned further to the south and around to the east. The crossing is currently a box culvert, it would be difficult to redesign the crossing itself. As mitigation augmentation of coarser sediment upstream of the culvert and along the downstream realignment would improve riverine environment. Baffles will also be installed into the crossing to improve sediment conveyance, flow dynamics and facilitate fish passage.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/131	Environment / Wildlife	Environment Agency	✓				<p>River Brain Crossing</p> <p>The current existing crossing has a high sill which forms an unnatural riverbed and holds up the water level upstream in Witham. The proposals should be revisited to see what improvements can be made here. The current result is a silty, slow flowing ponded section which then runs over a concrete bed which is very shallow and inhospitable for wildlife in summer.</p>	<p>The River Brain crossing is currently a single span structure with pad footings. The cill forms the foundation for the structure so cannot change its level or have a channel carved into it. Widened sections of bridge will be piled so there is no hard apron under watercourse. Gabion mattress will be used to aid scour protection. It may be possible to introduce gravels upstream of the cill to force flow turbulence in an attempt to improve entrainment capabilities of the silt and introduce tree planting beyond the Order Limits however note flood risk particularly with the close proximity to Witham.</p> <p>Potential clashes arising from land ownership post-scheme, Biodiversity Net Gain enhancements along the River Brain are not practicable. However, following consultation with the contractor, enhancement to the River Brain could be achieved through long-term consultation between the Applicant, Costain, Witham Town Council and the Environment Agency. Thus, providing a platform to proceed with exploring ways in which the hydromorphology of the River Brain can be improved over the long term.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Further information can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].	
OQ/132	Water	Environment Agency	✓				<p>The proposed mitigation for river species is currently insufficient and in some cases likely to be ineffective. For example, removing some macrophytes from a stretch that is silty and overgrown will not lead to a lasting improvement - the problem will return unless the root cause is assessed and any river morphology problem resolved. Similarly, in general clearing trees and scrub along watercourses is likely to do more harm than good.</p> <p>The proposed river crossings appear to be designed as canalised drains, and risk repeating and compounding the mistakes that were made in the mid-twentieth century. The crossings need to be rethought as part of a functioning river system and designed to deliver the fully functioning ecosystems that</p>	Proposed mitigation along the Main River realignments (Domsey Brook, Rivenhall Brook and Roman River) will include new gently sinuous lengths of watercourse to include two-stage channels (with the exception of Roman River) and sediment augmentation where possible to create pool-riffle sequences which will provide new habitat for aquatic species. Also, enhancements along the watercourses have been considered to improve the Biodiversity Net Gain River Condition, where practicable. Baffles will be installed along Roman River Culvert and Domsey Bridge to improve sediment conveyance, flow diversity and encourage fish passage. Vegetation and trees will be used at the entrances and exits of culverts to provide a gradual transition of light to encourage migration of fish species through crossings.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							we need for an uncertain future. If the crossings concept is led by fluvial geomorphology and ecology they will also provide drainage solutions. Any engineering solutions that are needed should be assessed holistically and collaboratively. There is the potential for biodiversity to be significantly adversely affected with the proposals as they are presently set out, and we could not currently agree that the new crossings would result in neutral impacts on fish and otter.	Further information can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].	
OQ/133	Design / Water / Attenuation Ponds	Environment Agency	✓				Paragraph 14.10.27 states that following channel realignment of Rivenhall Brook, Ordinary Watercourse 15a would be disconnected from its source, and that this would likely cause flow to cease leading to an ephemeral flow regime dependent on antecedent rainfall events. This would have negative impacts on the ecology and hydro morphology of the watercourse, and therefore alternative options should be considered.	This was discussed in the watercourse crossings meeting with the Environment Agency on 15 September 2021. It was advised at the time that the watercourse is in fact a dry, heavily vegetated drain, which would receive flows from a new source - the proposed attenuation pond. Also, further observations appear to indicate this channel is a surface water pathway. Rainfall would still be collected here, however as the source has changed it no longer depends on flood flows from Rivenhall Brook.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Also, it should be shown whether an increase in flood risk to the remaining watercourses would occur if Ordinary Watercourse 15a no longer carried any flows.	Watercourse 15a is a short tributary of Rivenhall Brook and any flows previously captured by 15a that were no longer reaching the watercourse would be anticipated to flow into Rivenhall Brook. The disconnection of Watercourse 15a has been included in the modelling of the Rivenhall Brook and no adverse flood impacts have been identified.  Further information can be found in Chapter 14: Road Drainage and the Wwater Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].	
OQ/134	Water	Environment Agency	✓				Two very minor observations to make concerning the text of the report:  1. Regarding Table 14.7, we would just highlight that the Lowestoft Formation comprises both sand and gravel and tills/diamicton. It is the tills that were formerly known as boulder clay, not the whole formation as currently suggested.  2. The abbreviation 'PWS' is used within Chapter 10 and 14 to refer to	The suggested amendments are incorporated into the relevant chapters of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							private abstractions (private water supply). However, 'PWS' is more commonly used to refer to 'public water supply' abstractions, which could be a little confusing.		
OQ/135	Water / Drainage	Environment Agency	✓				Ordinary Watercourse 11 is proposed to be extensively culverted. It should be explained why such extensive culverting is required, as watercourses should be culverted for the shortest possible lengths for both flood risk and biodiversity reasons.	<p>The culvert at Ordinary Watercourse 11 is split into three separate culverts extending below the offline junction. Culverts were used ahead of other structures, such as bridges and portal culverts, as they would use up less concrete than those mentioned. This and the use of 30 additional potential portal culverts would deviate from the objective of the proposed scheme being environmentally sustainable. There has been discussion on shortening this culvert by altering the angle in which it crosses the proposed scheme. However, upon further review this option has since been ruled out as it would require a realignment that would encroach upon the live quarry present in the area. This option is discussed further in the Environmental Statement [TR010060/APP/6.1] as a potential modification to the design.</p> <p>There is limited room within the Order Limits to carry out any changes to the current culvert</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								design. There is a potential alternative route for the culvert that will be investigated further, crossing the A12 diagonally. This would reduce the length of the culverting, however other implications regarding space associated with the quarry could occur. This is discussed as a potential mitigation option in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
OQ/136	Environment / Climate Change / Flood Risk	Environment Agency	✓				The revised fluvial climate change allowances and updated guidance for use were published on 20 July 2021. For essential infrastructure (such as this scheme) the new guidance states that the 'Higher Central' allowances can now be used when assessing risk to the road itself. When assessing offsite impacts, as in these scenarios, the 'Central' climate change allowance can be considered providing there is no essential infrastructure in the area affected. If there is, then the 'Higher Central' allowance should be used. The PEIR states that the land affected is agricultural, so on that basis the	The assessment has been updated as per the updated climate change guidance. Flood risk to the proposed scheme and the impact of the proposed scheme on flood risk elsewhere is evaluated using the 38% climate change uplift in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>'Central' allowance can be used. The full guidance is available at: <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-changeallowances#peak-river-flow-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-changeallowances#peak-river-flow-allowances</a></p> <p>For the Essex Management Catchment the Higher Central climate change allowance is 38% and the Central allowance is 25%. Therefore, it would be advantageous to consider the offsite impacts with 25% climate change. If this shows no increase in offsite flood risk then this can be considered to be acceptable.</p>		
OQ/137	Water	Environment Agency	✓				Environment Agency guidance for Piling Works into contaminated land Hydrological Impact Assessment for Dewatering should be followed.	A de-watering assessment has been undertaken to inform Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and is included in Appendix 14.4: Groundwater baseline, dewatering assessment and Groundwater Dependent Terrestrial Ecosystem assessments [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/138	Water / Construction	Environment Agency	✓				<p>We note that paragraph 2.5.15 refers to foul water disposal options at compounds. The applicant should refer to our permitting guidance and use the pre-application service if any discharges to ground or surface water are proposed.</p> <p><a href="https://www.gov.uk/guidance/discharge-s-to-surface-water-and-groundwaterenvironmental-permits">https://www.gov.uk/guidance/discharge-s-to-surface-water-and-groundwaterenvironmental-permits</a>  <a href="https://www.gov.uk/government/publications/environmental-permit-pre-applicationadvice-form+D579">https://www.gov.uk/government/publications/environmental-permit-pre-applicationadvice-form+D579</a></p>	Foul water from compounds will be managed via self-contained units and will not require discharge to watercourse but will be transported to a suitable treatment facility. This is included in the Environmental Management Plan [TR010060/APP/6.5].	
OQ/139	Water	Environment Agency	✓				<p>We are also currently generally satisfied in respect of how the PEIR has specifically addressed Water Framework Directive (WFD) issues. We would however highlight that although the overall aim of projects should be 'no deterioration of overall status in watercourses,' as reported in 14.3.2, the WFD additionally requires that there is no deterioration in the individual elements. This needs to be acknowledged and it should be ensured that the individual elements</p>	<p>This is considered and assessed in line with the comments throughout the site-specific impact assessment found in Appendix 14.2 Water Environment Regulations (WFD regulations) Compliance Assessment [TR010060/APP/6.3]. Requirements will be picked up during detailed design (and mitigation implemented if required) so as to ensure there are no changes to WFD individual elements.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>are also assessed and considered during the detailed design process.</p> <p>We have also reviewed the updated Preliminary WFD Assessment as referred to in Chapter 14 of the PEIR.</p> <p>We note that sections 1.2 and 1.4 mention WFD requirements to prevent the deterioration of waterbody class. Again, it should be acknowledged that these 'no deterioration' requirements also apply independently to each of the elements that come together to form the waterbody classification. (See the "Weser Ruling" by the European Court of Justice in 2015 <a href="http://www.cmscoms.com/?p=4281">http://www.cmscoms.com/?p=4281</a>)</p>		
OQ/140	Waterways	Environment Agency	✓				<p>The Domsey Brook and River Blackwater appear to have long dark crossings which extend beyond the footprint of the road. We would like to see this revised to deliver the shortest possible length of road crossing. Dark crossings discourage almost all life from large mammals such as badgers,</p>	<p>At Domsey Brook Bridge the crossing will be 7m wide under current proposals. The crossing is close to J24 so any reduction would be a departure from Design Manual for Roads and Bridges (DMRB) design standards. An additional crossing (Domsey East Culvert) will also be constructed allowing an offline mainline structure to cross Domsey Brook. Realignments are required at both</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>deer and otters to aquatic life including fish and invertebrates.</p> <p>To minimise damage to the ecology of an area (and in this case potential harm to whole river ecosystems), crossings should be short, wide, light-filled with natural vegetation and habitat throughout and lots of space to prevent wildlife being intimidated and tempted to find alternative routes which take them out from familiar surroundings and into danger.</p> <p>Unfortunately, mammal fencing cannot always provide the solution. Increasingly we are seeing more large mammals trapped and becoming traffic fatalities due to the inability to get off dangerous roads once they get on to them. Wide generous treatment of river crossings allow animals to travel safely in their natural environment without having to leave and explore more dangerous options over roads.</p>	<p>crossings where the planform would be an improvement on the existing alignment. Additional mitigation measures will involve sediment augmentation along the realignment to replicate a pool-riffle sequence and improve habitat. The realignment would be excavated as a two-stage channel. Furthermore, Biodiversity Net Gain enhancements also include creating a 10m wide buffer zone to encourage riparian habitat development, planting trees and saplings along the bank tops and faces and planting channel margin vegetation. The installation of baffles along both the existing and extended Domsey Bridge has been agreed and will be take forward into the detailed design stage.</p> <p>River Blackwater - The current design proposals are to widen the bridge by 10.1m. No change has been proposed on the spanning structure, but to stitch the extension onto the existing bridge. The structure at present is wide and light-filled and will remain this way when widened. Fencing would be used to dissuade otters from crossing the proposed scheme. New and modified culverts with mammal ledges or other means of wildlife passage would allow for continued</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>connectivity for otter commuting and foraging across the wider landscape. Realigned watercourses are being designed to be beneficial for wildlife.</p> <p>Further detail can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/141	Environment / Outfalls / Habitat	Environment Agency	✓				<p>Outfalls</p> <p>We wish to see all outfalls to watercourses set back in a short bay rather than directly into the riverbank and channel. This reduces overall engineering impact on the watercourses and adds a small amount of diverse habitat to the channels, rather than removing natural bank.</p>	The detailed design will seek to set back outfalls from the river bank and channel.	
OQ/142	Water / Wildlife	Environment Agency	✓				<p>we could not currently agree that the new crossings would result in neutral impacts on fish and otter. We would like to see some new meandering sections designed to compensate for the lengths of river darkened by increased crossing length.</p>	<p>At Roman River a realignment is required which would be gently sinuous one-stage channel with varied bottom widths and sediment augmentation to produce pool-riffle sequences for habitat creation.</p> <p>At Domsey Brook sediment augmentation will replicate a pool-riffle sequences here. The</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>proposed realignment planform is an improvement on the existing alignment and would provide additional habitat. Further enhancements are also under consideration to improve Biodiversity Net Gain.</p> <p>The currently proposed realignment of Rivenhall Brook is shorter than the existing. It is proposed that augmenting sediment will create pool-riffles to provide aquatic habitat, regulate flow and reduce likelihood of channel instability. This would also work towards improving Biodiversity Net Gain along this channel.</p> <p>The banks of the drainage channels and Ordinary Watercourses will be pushed back, as opposed to excavating two-stage channels, which would be unfeasible. This would create sinuous one-stage channels to replicate improved hydro morphology processes and provide additional aquatic habitat.</p>	
OQ/143	Water / Waterways / River	Environment Agency	✓				Any new designed channels should be meandering in plan form, natural in shape and materials and should incorporate two stage channels to	Gently sinuous channels have been incorporated into the preliminary design for the Main River realignments (Rivenhall Brook, Domsey Brook and Roman River). Gravel	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>provide narrower low flow channels with gravel bottoms. They should be designed to be self-cleaning and of exemplary natural form incorporating plentiful habitat to attempt to compensate for the dark culverts and crossings.</p>	<p>augmentation would provide additional mitigation along the Main River realignments and will be carried forward into detailed design. This would replicate pool-riffle sequences to facilitate hydromorphological processes along the realignments.</p> <p>Moreover, two-stage channels have also been agreed and will be incorporated into the detailed design for most of the Main River realignments, with the exception of Roman River where woodland prevents a two-stage channel from being excavated. For Roman River, a one-stage channel with setback, gently sloping banks and varied channel bottom widths has been agreed. Sinuous one-stage channels have been agreed for the drainage channels (Ordinary Watercourses); however, no additional mitigation would be taken forward for Ordinary Watercourses.</p> <p>The majority of Ordinary Watercourses are ephemeral, therefore augmenting gravels would not provide any additional benefit to the watercourses. These options will be considered further at detailed design.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/144	Water / Drainage	Environment Agency	✓				We would wish to review and comment on the detailed drainage proposals when they become available. This would include the Surface Water Drainage Strategy and the Water Quality Assessment Report, in addition to the Environmental Statement. We note that pollution prevention measures will be included in the Environmental Management Plan and pollution response plan. As above, we would want to review and approve these documents.	The preliminary Water Quality Assessment Report was sent to Essex County Council on 21 December 2021 and the preliminary Flood Risk Assessment on 31 August 2021. These documents can be found in Appendix 14.1 Water Quality Assessment Report and Appendix 14.3 Hydromorphology Assessment [TR010060/APP/6.3]. The first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been submitted with the Development Consent Order application and will be available for review during examination.	
OQ/145	Water / Drainage	Environment Agency	✓				We note that local abstractions will be investigated along with Groundwater Dependent Terrestrial Ecosystems; with mitigation for all activities that could impact on groundwater resources to be addressed through measures within the EMP. It should be ensured that we are able to review and comment on the detailed proposals.  We have provided comments under this heading in respect of all groundwater and contaminated land	The first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been submitted with the Development Consent Order application and will be available for review during examination.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>related issues, although some comments are also relevant in relation to Chapter 14 Road drainage and the water environment.</p> <p>We welcome the commitment in the Environmental Statement to investigate potential sources of contamination throughout the route of the scheme, including historic landfills, pits, railway branch lines, sewage works and petrol filling stations. Along with the identified need to fully assess the potential for adverse impacts from leachable soil/sediment inorganics on surface and groundwater quality.</p>		
OQ/146	Lighting	Environment Agency	✓				<p>Lighting</p> <p>It is stated that there will be no impacts on wildlife from lighting. Is this due to a design decision to install low level non-spilling lighting at watercourse crossings? Further information on this is required.</p>	<p>Lighting will be designed sensitively, such as through the use of horizontally mounted flat glass lanterns, modern dimmable light-emitting diodes (LEDs) with cut-off properties, and dynamic systems of operation to provide the minimum amount of light required at different times. Design will be carried out in accordance with the latest BS 5489 standard and the Applicant's specifications. The design will also take into consideration guidance notes from the Institution of Lighting</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Professionals, including Guidance Note 1 for the Reduction of Obtrusive Light (2020) and Guidance Note 8 for Bats and Artificial Lighting (2018).	
OQ/147	Water / Drainage	Environment Agency	✓				<p>We agree with paragraph 14.9.26, outlining the additional mitigation for hydro morphology, that the culvert should be shortened to the width of the highway structure. It may be preferable to install a bridge, or a portal culvert, in order to ensure that the natural bed and banks are maintained at the very least. This option should also be considered.</p> <p>We note that new culverts are proposed on Rivenhall Brook and Domsey Brook, with “around 30 new culvert structures for ordinary watercourses and drainage channels” (paragraph 2.4.26). In general, culverts should only be considered if the use of a bridge has been ruled out, and in each instance where a culvert is proposed justification as to why a bridge cannot be used should be provided. If it is</p>	Portal culverts and bridges have been considered for the new structures. However, these have been ruled out due to incompatibility with the proposed scheme requirements of environmentally sustainable construction. Best practice / standard mitigation has been incorporated into the design, for example at Rivenhall Brook and Domsey East culverts, including provision of gravel beds within the culverts.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							possible to install a bridge instead then this should be used in preference on every occasion where it is feasible, for flood risk, blockage risk, hydro morphology and biodiversity reasons (as highlighted above). If a culvert is considered to be the only option then portal culverts may be a more preferable option compared to standard culverts as such structures can enable the natural bed and banks of the watercourse to be retained. The length of any culvert or bridge structure should be as short as possible.		
OQ/148	Water / Drainage	Environment Agency	✓				these river works appear to be unnecessarily damaging and should be ameliorated before moving on to the next stage. Once that is done we would encourage a reconsideration of relevant and effective mitigation.	Amelioration will take place through site-specific measures incorporated into the design.	
OQ/149	Water / Drainage	Environment Agency	✓				We are satisfied that risks to the water environment have been identified from construction and operation in tables 4.1 and 4.2. However, some of the conclusions in table 4.2 and section 5.1.2 seem a little early to make. The	The detailed assessment has been completed to assess whether the proposed scheme would be WFD compliant; the assessment is reported in Appendix 14.2: Water Environment Regulations (WFD regulations) Compliance Assessment	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							table states no risk to status for all risks, and section 5.1.2 says 'compliance with the WFD would be achieved.' More detailed assessment is required before this can be confirmed and assessment at element level for WFD is required as mentioned above.	[TR010060/APP/6.3]. To confirm, the compliance assessment has concluded that the proposed scheme would achieve compliance under WFD Regulations.	
OQ/150	Borrow Pits	Environment Agency	✓				We look forward to receiving further information concerning borrow pit dimensions, fill, material re-use and dewatering after further ground investigation works.	To support the application, the proposed scheme will be submitting a Borrow Pit report as part of the DCO suite of documents.  Further details on borrow pits and restoration plans can be found in the Borrow Pit Report [TR010060/APP/7.8]	
OQ/151	Water / Drainage	Environment Agency	✓				We suggest that a further meeting is held to assess and review the river crossings mentioned above. We have not reviewed mitigation proposals for other species and habits. We have not yet received the Water Quality Assessment Report but look forward to doing so in due course.	Meetings were held with the EA on 15 October 2021 and 22 November 2021 to discuss concerns around watercourse crossings.  Appendix 14.1: Water Quality Assessment Report [TR010060/APP/6.3] was shared with the EA for comment in December 2021.	
OQ/152	Borrow Pits	Environment Agency	✓				We look forward to receiving further information concerning borrow pit	To support the application the proposed scheme submitted a Borrow Pit Report	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							dimensions, fill, material re-use and dewatering after further ground investigation works.	[TR010060/APP/7.8] which contains the investigation and strategy for the extraction of material and its remediation.	
OQ/153	Environment	Environment Agency	✓				The PEIR recognises the need to obtain abstraction licences and environmental permits for water discharge activities. We should be consulted at the earliest opportunity regarding specific requirements and exemptions.	Pre-application discussions have been held with the Environment Agency and requirements are included in the Environmental Management Plan [TR010060/APP/6.5] and the Consents and Licences Position Statement [TR010060/APP/3.3].	
OQ/154	Water / Drainage	Environment Agency	✓				<p>We have provided comments under this heading in respect of all groundwater and contaminated land related issues, although some comments are also relevant in relation to Chapter 14 Road drainage and the water environment.</p> <p>We welcome the commitment in the Environmental Statement to investigate potential sources of contamination throughout the route of the scheme, including historic landfills, pits, railway branch lines, sewage works and petrol filling stations. Along with the identified need to fully assess the potential for</p>	The first iteration of the Environmental Management Plan [TR010060/APP/6.5] has been submitted with the Development Consent Order application and will be available for review during examination.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>adverse impacts from leachable soil/sediment inorganics on surface and groundwater quality.</p> <p>We are pleased to note that that the potential for run off to adversely impact groundwater quality will be assessed within the Environmental Statement, along with a quantitative assessment of dewatering and discharges to ground. We welcome the fact that activities, including cuttings, widening, drainage, piling and the installation of other subsurface structures, will also be assessed in terms of potential impacts on groundwater flow.</p> <p>We are pleased to note that that the potential for run off to adversely impact groundwater quality will be assessed within the Environmental Statement, along with a quantitative assessment of dewatering and discharges to ground. We welcome the fact that activities, including cuttings, widening, drainage, piling and the installation of other subsurface structures, will also be</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>assessed in terms of potential impacts on groundwater flow.</p> <p>We are also currently generally satisfied in respect of how the PEIR has specifically addressed Water Framework Directive (WFD) issues.</p> <p>In respect of surface water quality, we note that plans are still being developed. At this stage section 14.8 looks to be appropriate for risks to the water environment and the mitigation measures to be considered.</p> <p>We are pleased to note that mitigation will be addressed via the Environmental Management Plan (EMP), Materials Management Plan, Risk Assessments and Method Statements. Also, that additional water quality monitoring is being undertaken to support assessment before, during and after construction, and that there will be a strategy in place to address unexpected contamination.</p> <p>We are pleased to see that a detailed WFD compliance assessment will be undertaken to support the</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Environmental Statement, also mentioned in section 5.		
OQ/155	Environment / Trees / Vegetation	Forestry Commission	✓				<p>Thank you for consulting the Forestry Commission with regard to the A12 Chelmsford to A120 . The aims of the Commission is to protect, improve and expand England’s woodlands and forests. Examining the drawings of the A12 – A120 I found that the proposed route will pass through the woodland south of Rivenhall End at grid reference TL 8399 1632. That will inevitably result in the loss woodland cover. Looking through the other on-line consultation documents I could not find any reference to new woodland creation to compensate for the loss at Rivenhall End. Given that biodiversity net gain will become a requirement by autumn 2021, could you confirm what provision is being made to plant compensatory new woodland.</p>	<p>Existing vegetation is retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration is given to the species, pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>The Defra metric 3.0 is being applied to the proposed scheme, with the aim of achieving no net loss, and of maximising biodiversity value. Further details of the methodology can be seen within the Appendix 9.14 Biodiversity Net gain Report. This is discussed further in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Loss of part of the woodland at Rivenhall End is unavoidable to facilitate construction of a side road required as part of the Braxted</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Road diversion. Replacement woodland planting is planned around the proposed scheme in this location, and it has been designed to link to retained woodland in this area. Planting proposals will be shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] submitted with the Development Consent Order application.	
OQ/156	Environment / Trees	Forestry Commission	✓				With regard to new woodland creation that extends or connects to existing woodland, I see from our mapping system that near Rivendell End and within 700 metres of the A12 there is an ancient woodland called Kelvedon Hall Wood (national grid reference TL 8595 1696). Ancient woodlands are those known to have been in existence since 1600 A.D. and most often have great biodiversity and heritage value. They are in effect the crown jewels of England's woodland. It would of course require the consent of the landowner of that woodland, and if possible there would be considerable biodiversity gain if new woodland could connect to or extends Kelvedon Hall Wood.	The Applicant recognises the planting of trees is important as it helps mitigate the visual effects of the road widening and assists with integrating it into the landscape.  Kelvedon Hall Wood is located approximately 500m from the proposed scheme boundary and so habitat creation would have to be undertaken under land owner agreement. Many areas are to be planted with trees but Kelvedon Hall Wood along with the adjoining land are beyond the scope of the proposed scheme. The use of additional funding for enhancements could be explored for this habitat creation. Planting proposals will be shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] submitted with the Development Consent Order application.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/157	Heritage	Historic England	✓				At this stage, no photomontage has been proposed, for example, for Marks Tey Hall, which includes one Grade II* and two Grade II Listed buildings (one viewpoint, 24, is proposed but no other visualisations). No photomontages are proposed for Braxted Park, which is a Grade II* park and garden (LEN 1000455) (one viewpoint, 12, is proposed).	<p>Viewpoints for the Landscape and Visual Impact Assessment have been undertaken in accordance with the Design Manual for Roads and Bridges LA 107 - Landscape and visual effects; and Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3).</p> <p>Historic England confirmed to the Landscape Team (1 October 2021) that the proposed viewpoint locations are considered acceptable (via email).</p> <p>Historic England requested an additional photomontage was produced for the Marks Tey listed building group of Grade II listed Hall, Grade II* listed barn and Grade II listed barn (Assets 819, 816, 817). The location was agreed 02 February 2022 and it is included in Figure 8.5: Photomontages [TR010060/APP/6.2].</p>	
OQ/158	Heritage	Historic England	✓				We note that non-designated archaeological remains such as field boundaries, undated cropmark features, are categorised as negligible in Table 7.5 while archaeological remains including possible ring ditches,	The value of non-designated archaeological remains is assessed using professional judgement guided by the criteria set out in the assessment methodology in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							enclosures or trackways identified through aerial photographs and geophysical survey. For example, it is suggested in Table 7.5 that archaeological remains including possible ring ditches, enclosures or trackways identified through aerial photographs and geophysical survey are of low value. The significance of such remains needs to be properly assessed; it is quite possible that their value could be of medium, if not high, value, depending on, for example, date, preservation and association of the archaeological remains.	Where such assets may be physically affected by the proposed scheme, further detail has been sought using a combination of non-intrusive and intrusive means to assess their value in more detail. This is reflected in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/159	Heritage	Historic England	✓				Church Field at Hatfield Peverel (Asset 133; EHER no. MEX20640) is recorded to be the location of a church demolished during the Dissolution (para. 7.10.12). The value of this asset has been assessed to be low. Again, it is quite possible that the value of this site could be significantly higher, and this needs to be established by archaeological evaluation, especially as	The value of this asset in the Preliminary Environment Information Report was assessed based on the Historic Environment Records evidence and geophysical survey results which although inconclusive, were supportive of a demolished structure in this location. The trial trenching has failed to identify any physical remains or finds to confirm that this field is the site of a demolished church. These results appear to confirm that the church was located north of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							a temporary site compound/laydown area is proposed in this area.	the railway in or near the Church Hills deserted settlement (Asset 134/MEX20640). Further details can be found in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/160	Heritage	Historic England	✓				We note the impacts of the proposed development in levels of noise light, traffic, and landscape assessments have been addressed in the relevant specialist chapters. We would ask that a non-technical summary of these impacts on the designated heritage assets is also provided in the cultural heritage chapter, with cross-referencing. This would be aimed at helping us to interpret the technical data and assess the impact. We advise that all supporting technical heritage information is included as appendices.	Chapter 7 Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] has, where relevant, been informed by Chapter 8: Landscape and Visual, and Chapter 12: Noise and Vibration, and is cross-referenced as such.	
OQ/161	Heritage	Historic England	✓				representative viewpoints, and five longer distance illustrative viewpoints, are shown in Figure 8.3 and Table 8.8. It is, however, unclear how these have been informed by the assessment of cultural heritage, and this needs to be clarified in the Environmental	A revised set of viewpoints, taking account of the feedback received, was issued for consultation with the local planning authorities as well as with Historic England (as requested within the Scoping Opinion) in February 2021. Consultation included requests for feedback on the proposed study area and the proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Statement. These have not been discussed with Historic England, contra Table 7.2.	<p>photomontage methodology to be applied to the landscape and visual impact assessment in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Final consultation with the local planning authorities and Historic England was carried out following the statutory consultation in September 2021 to confirm the location of representative and illustrative viewpoints for the assessment of visual effects and the location of proposed viewpoints for photomontages. No requests for changes to the location of viewpoints was received and Historic England confirmed that they are satisfied with the viewpoints on 1 October 2021.</p> <p>A full explanation of what viewpoints were selected and why, during the viewpoint consultation, is summarised in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/162	Heritage	Historic England	✓				The PEIR report identifies designated heritage assets within a 1km study area	This scheduled monument is included in the baseline for assessment in Chapter 7: Cultural Heritage, of the Environmental	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and 300m for non-designated heritage assets.</p> <p>We note the designated cultural heritage assets within the 1km study area (Table 7.3). The following designated assets have been identified within the 1km study area:</p> <p>six scheduled monuments; 414 listed buildings (including 10 grade I listed and eight grade II* listed buildings); one grade II* and three grade II registered parks and gardens.</p> <p>We would also advise that the scheduled monument known as 'Roman villa, Anglo-Saxon hall, cemetery and church site, around and to the north and east of St Mary and All Saints Church' (LEN 1013831) is also included in the assessment as it lies immediately outside the 1km study area. This is consistent with our advice to the Scoping Report (24 November 2020).</p>	Statement [TR010060/APP/6.1]. No impact on the scheduled monument (List Entry Number 1013831) or its setting has been predicted during construction or operation of the proposed scheme.	
OQ/163	Heritage	Historic England	✓				The PEIR report confirms that no designated heritage assets would be	In the Preliminary Environmental Information Report, only Grade I and II* listed buildings	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							directly affected by the proposed development. We note, however, that only grade I and II* listed buildings are included in Table 7.3 because of the high number of listed buildings in the study area (para. 7.7.3). The large number of grade II designated heritage assets should not preclude them from assessment, and/or unless they are grouped together within conservation areas. We would strongly recommend that these designated assets are also assessed in the ES (and as stated in para. 7.6.2).	were tabulated. In Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] all historic buildings are assessed individually and significant effects during construction and operation are presented. The remaining non-significant effects can be viewed in the supporting impact tables in the appendices [TR010060/APP/6.3].	
OQ/164	Heritage	Historic England	✓				In terms of the impact of the development on Grade II listed assets, we would expect the historic environment advisors to the Local Planning Authorities to provide comments (and we do not intend to offer comments). We also note that conservation areas and Grade II parks and gardens are identified in the PEIR as receptors of medium value (sensitivity), at the same level (i.e., medium value) as some non-	The Conservation Areas have been assessed on a case-by-case basis using professional judgement. While a Conservation Area is a statutory designation, the protection is directed towards its 'character and appearance' and exactly what that character and appearance is, interpreted by the local authority within the Conservation Area appraisal. Therefore, whilst some Conservation Areas may be of high or national value, others would be of regional or medium value. Further detail is contained in	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							designated heritage assets (see Table 7.5). In our opinion, all designated heritage assets should be categorised as being of high value or significance.	Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/165	Heritage	Historic England	✓				In terms of assessment criteria, in our comments relating to the Scoping Report (24 November 2020), we have previously advised the need for care with the use of fixed criteria/matrices (although this feedback is not included in Table 7.2). In terms of the assessment of setting, we consider the analysis of setting (and the impact upon it) as a matter of qualitative and expert judgement which cannot be achieved solely by use of systematic matrices or scoring systems, as proposed in the PEIR (Section 7.4).	The settings of historic buildings and the impacts on them are assessed on a case-by-case basis using professional judgement. Further detail is contained in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/166	Heritage	Historic England	✓				We would advise that assets 784, 785 (LENs 1225564 and 1238923, both grade II listed buildings dating from the late 16th - 17th centuries) and Asset 902 (Easthorpe Green, Copford) should be assessed together (as well as individually), as they derive significance from their group value, and also there	The values of historic buildings are assessed in terms of their individual values but also the contribution made by group value. Further detail is contained in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>spatial relationship to the historic line of the A12 (paras. 7.10.27-31, 7.10.50-52). This is a surviving green with green edge occupation set back from the line of the historic road, which is the current line of the A12.</p> <p>Likewise, Asset 795 (LEN. 1266767) should be assessed with Potts Green, Marks Tey, which is a non-designated (and locally listed) asset (7.10.32-33, 7.10.53-54). Like Easthorpe Green, this is surviving green set back from the road. These are distinctive historic landscape features and need to be adequately assessed. Marks Tey Hall has a similar, and distinctive, spatial relationship to the historic alignment of the A12 (7.10.36-39, 7.10.55-58). It is also stated that the character of Marks Tey Hall is compromised by the road, the caravan sales lot and also industrial units (7.10.37, 7.10.56) – this, and the suggested ‘semi-rural’ character, will need to be demonstrated in the Environmental Statement.</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/167	Heritage	Historic England	✓				The ZTV, and proposed viewpoints, should be produced in relation to the cultural heritage, and in relation to designated heritage assets – and this should be used to inform the assessment, and to inform the heritage viewpoints for further analysis.	The agreed viewpoints together with the zone of theoretical visibility are used to inform the built heritage assessment of impacts in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/168	Heritage	Historic England	✓				Viewpoints should be agreed with Historic England and the LPA's historic environment advisers to assess the impact of the proposed development on the setting of these assets. If the information is presented in the Landscape and Visual Chapter, this should be clearly cross-referenced with the Cultural Heritage Chapter.	The viewpoints have been agreed with Historic England as per email of 1 October 2021 to Helen Bradley (Jacobs) from Jess Tipper (Historic England). This is discussed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].  The values of historic buildings are assessed terms of their individual values but also the contribution made by group value. Further detail is contained in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/169	Heritage	Historic England	✓				We would recommend that the Historic England document 'Preserving Archaeological Remains' (2016) is referred to.	The Historic England document 'Preserving Archaeological Remains' (2016) is referred to within the assessment in Chapter 7: Cultural	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Like Easthorpe Green, this is surviving green set back from the road. These are distinctive historic landscape features and need to be adequately assessed.	Heritage, of the Environmental Statement [TR010060/APP/6.1].  The values of historic buildings are assessed in terms of their individual values and their settings including the historic greens. The settings of historic buildings and the impacts on them are assessed on a case-by-case basis using professional judgement. Further detail can be found in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/170	Heritage	Historic England	✓				<p>We would recommend that the Historic England document 'Preserving Archaeological Remains' (2016) is referred to.</p> <p>We would advise that the results of these surveys, and the proposals for mitigation, are discussed and agreed in advance of the submission of the Environmental Statement.</p> <p>The archaeological evaluation is ongoing and, based on these results, further mitigation may be required where significant and substantial archaeological evidence is encountered</p>	<p>The Historic England document 'Preserving Archaeological Remains' (2016) is referred to within the assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Appendix 7.7: Trial Trenching Final Report [TR010060/APP/6.3] has been provided to the heritage stakeholders along with the results of previous evaluations.</p> <p>A meeting was held with the heritage stakeholders on 14 March 2022 to discuss the results of the evaluations and proposed mitigation measures.</p> <p>Appendix 7.7: Trial Trenching Final Report</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							(para. 7.9.5). This mitigation should include alterations to the design of the scheme (embedded mitigation), where appropriate, as well as mitigation in the form of archaeological excavation (paras. 7.9.5-6).	[TR010060/APP/6.3] provided additional information on a number of known sites allowing a fuller understanding of their archaeological potential and heritage value to be made. It also identified 18 new archaeological sites which have been included in the baseline and assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/171	Heritage	Historic England	✓				<p>We would also advise that the results of these surveys, and the proposals for mitigation, are discussed and agreed in advance of the submission of the Environmental Statement. We note that copies of the full survey reports will be included in the appendices to allow the information to be critically assessed (para. 7.4.5).</p> <p>We would recommend that undated archaeological remains identified, for example, by aerial photography and / or geophysical survey, need to be further assessed by trial-trenched evaluation. This is in order to establish their significance with more</p>	<p>Appendix 7.7: Trial Trenching Final Report [TR010060/APP/6.1] has been provided to the heritage stakeholders along with the results of previous evaluations.</p> <p>A meeting was held with the heritage stakeholders on 13 April 2022 to discuss the results of the evaluations and agree proposed mitigation measures.</p> <p>Trial trenching has been completed across all accessible and suitable parts of the proposed scheme. This included evaluation of undated or uncertain sites identified through non-intrusive means. The results are used to inform assessments of value and proposals for mitigation in Chapter 7: Cultural Heritage,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							certainty before values, and also magnitudes of impact, are attributed that could be otherwise misleading. Consequently, the assessment of the likely significant effects presented in section 7.10 will need to be supported by the detailed evidence in the ES.	of the Environmental Statement [TR010060/APP/6.1].	
OQ/172	Heritage	Historic England	✓				We would recommend that deposits of palaeoenvironmental and geoarchaeological potential are included in Table 7.5 and discussed in terms of the impact that the proposed development may have on them. For example, deposits can be physically removed/damaged or could experience changes to the preservation conditions if groundwater levels are changed or if contaminants are present. It is stated in the Palaeolithic Desk-based Assessment that the GI boreholes will be investigated in terms of their archaeological potential (Wenban-Smith 2020, p.49), but this information will also help to characterise and understand the palaeoenvironmental and geoarchaeology potential.	Where areas of geoarchaeological or palaeoenvironmental potential have been identified they are included in the baseline for assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/173	Heritage	Historic England	✓				<p>In terms of non-designated archaeology, the assessment of likely significant effects (para. 7.10 and Table 7.6) will need to be updated following the results of the ongoing surveys, and once the significance of below-ground archaeological remains have been fully assessed. For example, the magnitude of this impact has been assessed to be moderate for any archaeological remains associated with the Kelvedon Iron Age Warrior and mitigation for this impact would include archaeological excavation of the affected area (para. 7.10.10).</p> <p>Depending on the significance of any below-ground remains identified by trial-trenching, however, it is possible that the magnitude of impact could be much higher. We would also recommend that the survey and evaluation reports are included as appendices in the Environmental Statement so that the findings and conclusions can be critically assessed.</p>	<p>All survey and evaluation reports are included as Appendices [TR010060/APP/6.3].</p> <p>The relevant appendices are:</p> <p>7.4: Aerial Investigation and Mapping Report</p> <p>7.5: Geophysical Survey Phase 1 Report</p> <p>7.6: Geophysical Survey Phase 2 Report</p> <p>7.7: Trial Trenching Final Report</p> <p>7.11: Palaeolithic Assessment Evaluation Report</p> <p>The findspot of the Kelvedon Iron Age warrior (Asset 657) is located a short distance outside the Order Limits, however, the results of trial trenching near the site points towards a potential contemporary settlement. No evidence of further burials was found inside the Order Limits.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/174	Heritage	Historic England	✓				<p>The information obtained for Chapters 12 (Geology &amp; Soils) and 14 (Road Drainage &amp; the Water Environment) will also aid the assessments of the potential impact of the proposed scheme on the historic environment. For example, the potential for groundwater contamination has been discussed (Sections 10.8.6, 14.8.17, 14.8.9), which may impact the preservation conditions of deposit of archaeological interest. The proposed development may also alter the groundwater levels (Section 14.8.42 &amp; 14.8.47), temporarily or permanently, as well as potentially effecting the flow of groundwater (Section 14.8.6). It is acknowledged that the Section 2 and 3 GI works are still ongoing, and so the Flood Risk Assessment and Conceptual model will need to be updated/revised on completion (Section 14.5.17), but it should be noted that any changes could impact the preservation of archaeological materials.</p>	<p>The results of the assessments in Chapter 10: Geology and Soils and Chapter 14: Road Drainage and Water Environment, of the Environmental Statement [TR010060/APP/6.1] are taken into account in the assessment in Chapter 7 Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							We are pleased to see that changes to groundwater levels and the compaction of archaeological deposits/remains has been considered as part of the impacts that may result from the proposed construction (para 7.8.1).		
OQ/175	Heritage	Historic England	✓				but assessments should also include the impacts of contaminants. The mitigation strategy proposed to manage these issues should also consider how the measures may impact on the historic environment. We would recommend that the Historic England documents 'Preserving Archaeological Remains' (2016) and 'Piling and Archaeology' (2019) are referred to.	<p>The potential for contamination during construction will be covered in the Environmental Management Plan [TR010060/APP/6.5].</p> <p>Contamination during operation will be mitigated through the road drainage scheme which is designed in line with agreed national standards to protect the whole environment.</p> <p>Preserving Archaeological Remains, and Piling and Archaeology, are referred to within the assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/176	Heritage / Waterways	Historic England	✓				It is stated in Sections 14.8.11, 14.8.13 and 14.8.14 that the proposed development may impact sediment transport mechanisms that could lead to scour of the bed or bank. In addition,	Results of the road drainage and water environment assessments are taken into account in the assessment in Chapter 7 Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							construction works may result in the replacement of riverbeds and banks. Questions would need to be asked about whether any of this work would result in damage and/or loss of archaeological remains/deposits. We would therefore recommend that these aspects are included in the impact assessment for the historic environment.		
OQ/177	Heritage / PEIR	Historic England			✓		<p>Comments in relation to the PEIR: Cumulative Impacts</p> <p>In terms of cumulative impacts (Chapter 16), we would advise the cumulative impacts of the proposed A120 Braintree to A12 project should be assessed in the Environmental Statement, referred to in para. 7.7.8. Two options were proposed in 2018 for the junction with the A12, one to the south of Kelvedon and the other between Kelvedon and Marks Tey, with a new junction with J23 of the A12 (south of Kelvedon) as the favoured route at that time. The project is currently being review and updated,</p>	The A120 to A12 project is scoped out of the cumulative effects assessment in Chapter 16 of the Environmental Statement, [TR010060/APP/6.1]. It is included in Road Investment Strategy 3 and will therefore be implemented after the proposed scheme, which is being implemented under Road Investment Strategy 2. It would be for the A120 Braintree to A12 project Environment Impact Assessment to consider the cumulative effects in due course.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							with a preferred route selection in March 2022. We would strongly advise that the cumulative impact of this scheme, and the new junction, is assessed for both proposed locations because a preferred route has not yet been announced		
OQ/178	Heritage / Visual Impact / Noise & Lighting	Historic England	✓				The proposed offline section of raised road, between Kelvedon and Marks Tey, is positioned in the gap between the current, and historic, alignment of the A12 and these settlements. We would advise the need for detailed visual assessment, as well as noise and light assessments, for all these settlements, in order to assess the impact of the proposed off-line section, both construction and operation.	A detailed visual impact assessment is not being undertaken in this area and instead the representative viewpoints are being assessed as per the approach in Design Manual for Roads and Bridges (DMRB) LA 107. In accordance with DMRB LA 107 and Guidelines for Landscape and Visual Impact Assessment (GLVIA3), the Landscape and Visual Impact Assessment provides a proportionate assessment, with the assessment of visual effects based upon representative and illustrative viewpoints. The viewpoints have been consulted upon and agreed with the local planning authorities and Historic England. Winter year 1 (worst case) and summer year 15 (when mitigation planting has established) photography is assessed for the representative viewpoints in accordance with GLVIA3 and DMRB LA 107,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								in Chapter 8: Landscape and Visual, in the Environmental Statement, [TR010060/APP/6.1]. This chapter also considers the effects of construction lighting, highway lighting and vehicle lights in this area.	
OQ/179	Heritage	Historic England	✓				We note that the study area has high potential for palaeolithic remains, in particular artefacts and palaeoenvironmental remains from Hoxnian lake and Blackwater Terrace Deposits near Witham and Marks Tey (para. 7.7.7). Careful assessment will be required to establish the significance of any palaeolithic deposits and discussion to minimise, and mitigate, the impact of the scheme on any remains. We would expect the assessments to build on the findings and recommendations presented in the Palaeolithic Desk-based Assessment prepared for this project (Wenban-Smith 2020).	Impacts on the Hoxnian Interglacial lake and Blackwater Terrace Deposits are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. The results of the trial trenching and the Palaeolithic assessment are contained within the appendices to Chapter 7 [TR010060/APP/6.3]. Consultation responses from Historic England are also presented within Chapter 7.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/180	Heritage	Historic England	✓				<p>Historic England welcomes the work undertaken to assess the impact of the scheme on the historic environment and the continuing dialogue. We acknowledge that the proposed scheme preliminary design is ongoing and will continue to be influenced by environmental factors to avoid or reduce effects. In terms of the historic environment settings analysis, we note that the detailed assessment and development of appropriate mitigation will be undertaken in consultation with Historic England and reported in the Environmental Statement.</p> <p>We are also pleased to have been consulted on the extent of the archaeology evaluation, and the content of the written scheme of investigation. We also welcome the specialist palaeolithic survey and deposit model.</p> <p>We are, therefore, pleased to see that the impacts of dewatering on the historic environment will be considered</p>	<p>The Applicant thanks the consultee for the positive comments which have been noted and looks forward to ongoing engagement.</p> <p>A meeting was held with the heritage stakeholders on 13 April 2022 to discuss the results of the evaluations and agree proposed mitigation measures.</p> <p>The trial trenching results are fully included in the baseline and assessment of Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. Further information can be found in Appendix 7.3: Palaeolithic Desk-based Assessment, Appendix 7.7: Trial Trenching Final Report and Appendix 7.8: Palaeolithic Stage 1 Report [TR010060/APP/6.3]. Appendix 7.10 contains the Archaeological Mitigation Strategy.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/181	Heritage	Historic England	✓				<p>Comments in relation to the PEIR: Archaeological Remains</p> <p>The historic environment advisors to the Local Planning Authorities will lead on the identification, assessment and detailed content of the mitigation strategy for non-designated buried archaeological remains. This work will need to be undertaken to inform the EIA in order that the application meets the requirements of the National Networks National Policy Statement (paras. 5.120-5.142).</p> <p>We welcome the preparation of a cultural heritage desk-based assessment and programme of archaeological surveys that is being carried out within the proposed scheme footprint, including geophysical survey and trial-trenched evaluation. There are 417 known non-designated archaeological remains and 15 non-designated historic landscape assets currently recorded within the 300m study area. We note there is high potential for the presence of unknown</p>	<p>The Applicant thanks the consultee for the positive comments which have been noted and looks forward to ongoing engagement.</p> <p>A meeting was held with the heritage stakeholders on 13 April 2022 to discuss the results of the evaluations and agree proposed mitigation measures.</p> <p>The trial trenching results are fully included in the baseline and assessment of Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. Further information can be found in Appendix 7.3: Palaeolithic Desk-based Assessment, Appendix 7.7: Trial Trenching Final Report and Appendix 7.8: Palaeolithic Stage 1 Report [TR010060/APP/6.3]. Appendix 7.10 contains the Archaeological Mitigation Strategy.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							archaeological remains of prehistoric, Roman and medieval date throughout the study area (para. 7.7.7).		
OQ/182	Heritage	Historic England	✓				Asset 795 (LEN. 1266767) should be assessed with Potts Green, Marks Tey, which is a non-designated (and locally listed) asset (7.10.32-33, 7.10.53-54)	The value of historic buildings, including Asset 795, are assessed in terms of their individual values and their settings including the historic greens. The settings of historic buildings and the impacts on them are assessed on a case by-case basis using professional judgement. Further detail can be found in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/183	Heritage	Historic England	✓				<p>Heritage</p> <p>The preliminary assessment has concluded that construction of the proposed scheme would result in adverse impacts on cultural heritage assets.</p> <p>Para. 7.10.2 states that no impacts have been predicted for the six scheduled monuments identified in the archaeological remains baseline, all of which are located outside the provisional Order Limits. Two scheduled monuments are located,</p>	The proposed scheme will result in changes in the visual and noise elements of the setting of both scheduled monuments mentioned (within 300m of the Order Limits). However, the assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] concludes that the change in their setting will not result in a significant effect on their significance. Neither monument has any surface expression, and although the highway or associated infrastructure will be closer than before, it is believed that this will not affect the ability to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>however, within 300m of the provisional Order Limits (Assets 399 and 646; LEN nos. 1008980 and 1013515).</p> <p>Para. 7.10.2 asserts that the setting of these scheduled monuments within the agricultural landscape does not contribute to their value and would not be significantly affected by construction of the proposed scheme. In our opinion, the rural agricultural landscape setting does contribute to their value. This is environment is quite different from the proposed transport infrastructure, and the scheme will bring the line of the road closer to the scheduled monument, as it passes to the south of Rivenhall End. The scheme will include visual changes to the landscape as well as, for example, changes to noise and lighting.</p>	understand the assets and their relationship with the modern landscape.	
OQ/184	Heritage	Natural England	✓				<p>However, we recommend caution with regard to the application of 2km Zones of Influence (Zoi) for nationally / internationally designated sites pending the outcome of the detailed assessment and given the potential for</p>	Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] assesses potential impacts to all SSSIs within 2km of the proposed scheme, and 200m of the ARN, or which have hydrological connectivity to the proposed scheme, therefore including any	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							impacts to occur over significantly greater distance e.g., through water mediated effects.	sites beyond 2km where there is potential for impacts to occur over greater distances.	
OQ/185	Environment / Biodiversity	Natural England	✓				We support the inclusion of chapter 14 in the Report to assess the potential effects of the scheme on road drainage and the water environment. We note this doesn't include consideration of the ecological potential of waterbodies and other sensitive ecological receptors such as hydrologically connected designated sites, nor great crested newt ponds and potential impacts on water-dependent species and riparian mammals, but note they are considered in other chapters	The ecological potential of waterbodies and other sensitive ecological receptors such as hydrologically connected designated sites, and great crested newt ponds and potential impacts on water-dependent species and riparian mammals is considered within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/186	Environment / Biodiversity	Natural England	✓				There are eight sites where there is possible interaction of the proposed scheme with ranging bird species of designated sites: Blackwater Estuary (Mid-Essex Coast Phase 4, Abberton Reservoir SPA and Ramsar; Colne Estuary (Mid-Essex Coast Phase 2) SPA and Ramsar; Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA and Ramsar; Dengie (Mid-Essex	These sites are considered in considered within the Habitats Regulations Assessment [TR010060/APP/6.8].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Coast Phase 1) SPA and Ramsar; Outer Thames Estuary SPA; Stour and Orwell Estuaries SPA and Ramsar; and Alde-Ore Estuary SPA and Ramsar.		
OQ/187	Environment / Biodiversity	Natural England	✓				<p>The scheme also lies within close proximity to the following nationally designated nature conservation sites:</p> <ul style="list-style-type: none"> <li>• Tiptree Heath SSSI</li> <li>• River Ter SSSI</li> </ul> <p>The proposed scheme is also within close proximity to a number of locally designated wildlife sites and areas of priority habitat including ancient woodland.</p>	<p>Tiptree Heath SSSI lies over 1km away from the proposed scheme. Therefore, based on Design Manual for Roads and Bridges LA 105 which states only sites up to 200m from construction activity could be impacted by construction dust, air quality impacts due to dust are scoped out for this site. Tiptree Heath SSSI was assessed with respect to nitrogen deposition from operational traffic. Results are not reported in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] as the impact was considered to be beneficial.</p> <p>The River Ter Site of Special Scientific Interest is located approximately 8km upstream from the proposed scheme. There are therefore not considered to be any likely impacts to this site from construction of the proposed scheme due to hydrological or water quality changes. Further information on these sites is provided in Chapter 9:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/188	Environment / Biodiversity	Natural England	✓				<p>Priority habitats</p> <p>The priority habitats within the study area include arable field margins, lowland mixed deciduous woodland, eutrophic standing waters, wet woodland, hedgerows, open mosaic habitats on formerly developed land, ponds, rivers, wood-pasture and parkland. Some of which will be lost through the scheme.</p>	<p>Existing vegetation is retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration is given to the species, pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology and the biodiversity net gain scores can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].</p>	
OQ/189	Environment / Social Benefits /	Natural England	✓				Any assessment should consider potential impacts on access land, public open land and rights of way in	Figure 13.2: Land Use and Accessibility Impacts [TR010060/APP/6.2] shows land use and accessibility impacts, including public	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
	Health / Biodiversity						<p>the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced. Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure.</p>	<p>rights of way. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] considers the potential impacts and opportunities of the proposed scheme on past severance and on existing walking, cycling and horse riding provision.</p> <p>The proposals create extensive improvements in walking, cycling and horse-riding (WCH) infrastructure including:</p> <ul style="list-style-type: none"> <li>• Five new bridges across A12 for these groups</li> <li>• One improved walking/cycling bridge across A12</li> <li>• Six road bridges with walking and cycling provision, five of which are an improvement over existing provision</li> <li>• 30km of new and/or improved WCH facilities</li> <li>• Bringing 3.6km of Essex County Council route up to LTN 1/20 standard, much of which is removing noisy polluted hazardous routes alongside A12 and</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>replacing and/or building new routes alongside quieter local roads.</p> <p>Together these works create better connectivity to support local people being able to enjoy quieter routes for walking cycling and riding, both for leisure use and for journeys to education, employment, shops and services.</p>	
OQ/190	Environment / Biodiversity	Natural England	✓				<p>Natural England encourages Highways England to take advantage of the Discretionary Advice Service which is offered to provide non-statutory advice related to development proposals and the Pre-submission Screening Service(PSS) for advice on proposals that will require a protected species mitigation licence. These services can help to resolve outstanding environmental matters, particularly relating to designated sites and protected species, early on in the process. Advice from Natural England under DAS, early on in the process, can help to scope out or refine protected species issues well before a draft wildlife licence application is prepared. PSS provides early advice</p>	<p>The proposed scheme is already engaging with Natural England through the Discretionary Advice Service.</p> <p>There have been three Discretionary Advice Service meetings with Natural England, the dates and full details of which are provided in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>on all 3 licensing tests<sup>1</sup>(in relation to European protected species), before a Development Consent Order is granted. This service also extends to other protected species (such as badger and water vole), protected by domestic wildlife legislation.</p> <p>This early assessment provides confidence that Natural England, as the statutory licensing authority, has considered the appropriate issues relating to protected species and that, where possible, Letters of No Impediment (LONIs) can be submitted at the application stage.</p> <p>Section 9.4.8 suggests that EPSM licences will likely be required for bats and badger, and potentially otter and water vole. A District Level Licence will be obtained for great crested newts (Section 9.9). In order to resolve any outstanding issues early in the process Highways England is encouraged to seek advice on protected species survey, assessment and draft mitigation proposals through Natural England's DAS and PSS. We are</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>pleased to note that Highways England are already engaging in our DAS service and we will be providing advice on species surveys. PSS provides early advice on all 3 licensing tests (in relation to European protected species), before a Development Consent Order is granted. This service also extends to other protected species (such as badger and water vole), protected by domestic wildlife legislation. This early assessment provides seeks to provide confidence, where required, that Natural England, as the statutory licensing authority, has considered the appropriate issues relating to protected species. In order to do this, Natural England will conduct a review, based on a full draft licence application, in advance of the formal submission of the NSIP application to the Inspectorate. Following the review of the draft licence application, Natural England will either: provide a Letter of No Impediment (LONI), explaining that based on the information reviewed to date, that it sees no impediment to a</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							licence being granted in the future should the DCO be issued; or if there are licensing issues to address, these will be set out in writing for the applicant to resolve.		
OQ/191	Environment / Biodiversity	Natural England	✓				Highways England is encouraged to seek Natural England's early advice on draft biodiversity enhancement / net environmental gain proposals through the Discretionary Advice Service.	The proposed scheme is already engaging with Natural England through the Discretionary Advice Service.	
OQ/192	Environment / Biodiversity	Natural England	✓				For further information on the availability of existing agricultural land classification (ALC) information see <a href="mailto:www.defra@magic.gov.uk">www.defra@magic.gov.uk</a> . Natural England Technical Information Note 049 -Agricultural Land Classification: protecting the best and most versatile agricultural land also contains useful background information.	Agricultural land classification is discussed in Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1].	
OQ/193	Environment / Biodiversity	Natural England	✓				Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.	The Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites guidance has been used to inform Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1].	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/194	Environment / Biodiversity	Natural England	✓				<p>Natural England wishes to highlight the following key points for consideration in progressing the proposed scheme:</p> <ul style="list-style-type: none"> <li>•We appreciate that the National Policy Statement for National Networks (Department for Transport, December 2014) (NPS) sets out the environmental enhancement delivery requirements for transport related Nationally Significant Infrastructure Projects (NSIPs). However, in light of government aspirations and objectives for the environment, including those set out in the Defra 25 Year Environment Plan, we believe a project of this scale should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain and delivery of the Nature Recovery Network(NRN).</li> </ul>	<p>The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology and the biodiversity net gain scores can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3]. This is in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.</p>	
OQ/195	Environment / Biodiversity	Natural England	✓				<p>Habitat creation and enhancements are proposed to seek to achieve a beneficial outcome. Natural England advises that opportunities should be sought to maximise biodiversity net</p>	<p>The proposed scheme, as part of the Applicant's wider Delivery Plan aims to achieve no net loss, and maximising biodiversity value, in line with the requirements of the National Planning Policy</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							gain including buffering and connecting designated sites and habitats. In our view a scheme of this scale should deliver significant biodiversity net gain. Please see our further comments on biodiversity enhancements below.	Framework and National Networks National Policy Statement.	
OQ/196	Environment / Biodiversity	Natural England	✓				<p>Biodiversity enhancements</p> <p>As a minimum we advise that the ES should demonstrate how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests, in accordance with NPS requirements.</p> <p>However, in light of Government environmental targets and ambitions Natural England would expect a scheme of this scale to deliver significant biodiversity net gain. Our advice is that the scheme should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain and delivery of the Nature Recovery Network(NRN). National Habitats</p>	The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology and the biodiversity net gain scores can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3]. This is in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Network mapping is available to view at <a href="http://www.magic.defra.gov.uk">www.magic.defra.gov.uk</a> . The scheme should seek to contribute significant landscape-scale biodiversity enhancements to priority areas. In particular, Natural England would welcome ecological enhancement proposals which seek to reduce ( and thus help to reverse) the isolation and fragmentation of ancient woodland habitat through ecological buffering and enhancement of habitat connectivity.		
OQ/197	Environment / Wildlife / Ecology	Natural England	✓				Our advice is that survey effort, assessment and mitigation relating to protected species should generally accord with Natural England's standing advice. Mitigation measures should be detailed in the ES.	There has been some departure from standard survey methodologies with respect to bats and barn owls. Methodologies and rationale used are detailed within the relevant technical Appendices [TR010060/APP/6.3]. Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments which summarises the committed mitigation measures within the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								chapters of the Environmental Statement and associated appendices.	
OQ/198	Environment / Biodiversity	Natural England	✓				<p>Priority habitats</p> <p>The priority habitats within the study area include arable field margins, lowland mixed deciduous woodland, eutrophic standing waters, wet woodland, hedgerows, open mosaic habitats on formerly developed land, ponds, rivers, wood-pasture and parkland. Some of which will be lost through the scheme.</p>	Existing vegetation is retained as far as practicable, with particular attention on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration is given to the species, pattern and distribution of proposed planting of hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. The Defra biodiversity metric is being applied to the proposed scheme, with the aim of maximising biodiversity. This is discussed further in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/199	Environment / Social Impact	Natural England	✓				<p>Any assessment should consider potential impacts on access land, public open land and rights of way in the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be</p>	<p>These issues are addressed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].</p> <p>In the design of the proposed scheme, the Applicant has sought to both mitigate severance and provide improved networks of rights of way in rural locations and into urban</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							maintained or enhanced. Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure.	areas. These proposals will continue to be developed at detailed design stage, including scheme proposals, and additional measures where these can be provided by designated funds, for example to improve connectivity beyond the extents directly affected by the proposed scheme.	
OQ/200	Environment / Wildlife / Bats / Owls	Natural England	✓				<p>Natural England suggests that survey effort, assessment and mitigation relating to protected species should generally accord with Natural England's Standing advice.</p> <p>Mitigation measures should be detailed in the ES.</p>	<p>There has been some departure from standard survey methodologies with respect to bats and barn owls. Methodologies and rationale used are detailed within the relevant technical Appendices [TR010060/APP/6.3].</p> <p>Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments which summarises the committed mitigation measures within the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								chapters of the Environmental Statement and associated appendices.	
OQ/201	Environment / Biodiversity	Natural England	✓				<p>We note that some surveys, including those for, bats, badger and great crested newt are ongoing. Natural England advises that the ES should demonstrate how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests in 2CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine. Chartered Institute of Ecology and Environmental Management, Winchester.</p> <p>accordance with NPS requirements. The NPS references the Government's Biodiversity 2020 and the Natural Environment White Paper (NEWP) vision for moving progressively from net biodiversity loss to net gain, by supporting healthy, well-functioning ecosystems and establishing more coherent ecological networks that are more resilient to current and future</p>	<p>The proposed scheme has taken into account the locations of valuable and priority habitats, including important connective habitats (i.e., hedgerows, watercourses and treelines) and the location of protected species. The mitigation hierarchy has been followed to, where practicable, modify the design to avoid impacts to these features. In addition, opportunities to enhance biodiversity have been proposed. Mitigation and enhancement measures are described within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The proposed scheme, as part of the Applicant's wider Delivery Plan, aims to maximise biodiversity, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							pressures. The ES should seek to demonstrate the contribution the proposed scheme will make towards this vision.		
OQ/202	Environment / Biodiversity	Natural England	✓				In screening sites out of the detailed assessment, the ES should clearly demonstrate that all potential impact pathways have been considered.	All potential pathways to impact have been assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/203	Environment / Biodiversity / Habitats	Natural England	✓				Natural England notes the proposal to prepare a HRA Screening Report in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations)(as amended). We trust that the findings of the HRA will inform the ES.	The Habitats Regulations Assessment [TR010060/APP/6.8] is used to inform the Environmental Statement [TR010060/APP/6.1].	
OQ/204	Environment / Biodiversity	Natural England	✓				A clear rationale for any departures from this advice, and any likely consequences, should be provided in the ES.	Rationale for departure from survey methodologies is included within the Chapter 9 Appendices [TR010060/APP/6.3], where appropriate.	
OQ/205	Environment / Biodiversity	Natural England	✓				Natural England advises that the detailed findings of all protected species survey and assessment work, and mitigation measures to address	The detailed findings of all protected species survey and assessment work, and mitigation measures to address any adverse impacts, is presented in Chapter 9: Biodiversity, of the	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							any adverse impacts, should be presented in the ES.	Environmental Statement [TR010060/APP/6.1].	
OQ/206	Heritage	Natural England	✓				We understand that you are consulting us in line with paragraph 67 of the Planning Act 2008 "Guidance on pre-application consultation", and that further consultation may be required in line with paragraph 85, particularly if/when the draft Environmental Statement has been prepared. We also appreciate that this consultation under S42 of the Planning Act 2008 also encompasses consultation on the preliminary environmental information, and that some overlap exists between these various requirements. Natural England welcomes both formal and informal pre application consultation and refers you to our Annex C to the NID advice note 11.	The Applicant intends to maintain ongoing communication with stakeholders and welcomes the opportunity for both formal and informal pre application engagement	
OQ/207	Water	Natural England	✓				Natural England welcomes this and advises that the detailed assessment and mitigation measures to address any adverse impacts should be presented in the ES. This should include details of drainage designs and	The assessment of impacts of the proposed scheme on receiving watercourses is included in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1]. The details of the proposed surface water drainage strategy for	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							water management, such as using new attenuation ponds to store surface runoff, to ensure no adverse impact to designated sites with downstream hydrological connectivity such as the Essex Estuaries SAC.	the proposed scheme are included in Chapter 14 Appendix 14.6: Surface Water Drainage Strategy, and the detailed assessment of water quality impacts in Appendix 14.1: the Water Quality Assessment Report [TR010060/APP/6.3].	
OQ/208	Environment / Biodiversity	Natural England	✓				The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.	The influence of climate change is considered within Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OQ/209	Environment / Biodiversity	Natural England	✓				We support the key objectives of the scheme to improve safety, to facilitate economic growth and an improved environment. We advise that environmental improvement objectives should seek to deliver net biodiversity gain rather than simply maintain existing levels of biodiversity.	The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology and the biodiversity net gain scores can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/210	Environment / Biodiversity	Natural England	✓				<p>We understand that you are consulting us in line with paragraph 67 of the Planning Act 2008 “Guidance on pre-application consultation”, and that further consultation may be required in line with paragraph 85, particularly if/when the draft Environmental Statement has been prepared. We also appreciate that this consultation under S42 of the Planning Act 2008 also encompasses consultation on the preliminary environmental information, and that some overlap exists between these various requirements. Natural England welcomes both formal and informal pre application consultation and refers you to our Annex C to the NID advice note 11.</p>	<p>The proposed scheme is already engaging with Natural England through the Discretionary Advice Service.</p> <p>There have been three Discretionary Advice Service meetings with Natural England, the dates and full details of which are provided in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	
OQ/211	Environment / Biodiversity	Natural England	✓				<p>Protected species Natural England generally welcomes the protected species assessment work being progressed, as presented in Chapter 9 of the report, noting that surveys for some species is ongoing. Based on survey work carried out to date the Report concludes that whilst there will</p>	<p>The assessment of construction and operation impacts on protected species is included in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. This also includes any necessary mitigation measures to minimise adverse effects.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							be adverse impacts to some species, through construction, these will mitigate to ensure that impacts are not significant. The Report indicates that operational impacts to habitats and species are considered not significant and/or can be mitigated through scheme design, for example through habitat creation and enhancement and implementation of other features to facilitate the movement and connectivity of species including mammals and amphibians. Evidence to confirm these initial findings, and details of any mitigation measures to address adverse impacts, will need to be presented in the ES.		
OQ/212	Environment / Biodiversity	Natural England	✓				The proposed scheme is approximately 150m South-west of Marks Tey Brick pit Site of Special Scientific Interest (SSSI), which is designated for its geology. We agree with section 10.8.1, subject to those mitigation measures being appropriately detailed, agreed and delivered through the DCO, that the proposed scheme is unlikely to	The proposed scheme welcomes the comments of support from the consultee.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							have any adverse effect on the geological interest of the SSSI and can be scoped out of the assessment.		
OQ/213	Environment / Biodiversity	Natural England	✓				<p>Designated sites</p> <p>The proposed scheme lies within close proximity to several statutorily designated wildlife sites as discussed above. Section 9.10 of the Report considers that construction and operation of the Scheme is unlikely to have a significant effect on any of these sites subject to implementation of the proposed embedded, standard and additional mitigation measures detailed in section 9.9 of the report. Natural England is broadly satisfied with this subject to detailed assessment and mitigation measures being set out in the ES.</p> <p>As mentioned above we are satisfied that impacts to Marks Tey Brickpit geological SSSI can be scoped out subject to details of relevant mitigation being provided</p>	NH notes the consultees comments on this point raised	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/214	Environment / Biodiversity	Natural England	✓				Assessment of Cumulative Effects Natural England welcomes the approach to assessing the combined and cumulative impacts of the proposed scheme set out in Chapter 16of the Report.	The proposed scheme welcomes the comments of support from the consultee in relation to this point.	
OQ/215	Environment / Biodiversity	Natural England	✓				Climate We fully support the proposals outlined in Chapter 15of the Report to assess the effects of the scheme on climate from greenhouse gas emissions and the effects of the scheme, and a changing climate, on the environment.	The proposed scheme welcomes the comments of support from the consultee in relation to the point they raise.	
OQ/216	Environment / Biodiversity	Natural England	✓				Air Quality We note that the assessment has identified a designated ecological site that contain features that may be sensitive to air pollutants. Tiptree Heath SSSI is within 200m of the affected road network (ARN) and has Nitrogen sensitive habitats (dry shrub heath, acid grassland and broadleaved woodland). Section 6.7.26 of the report states that traffic modelling indicated	The Applicant notes the consultee's comments in relation to this point.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							that vehicle flows are likely to be reduced near Tiptree Heath SSSI as a result of the proposed scheme. Tables 9.14 and 9.14 indicate that the air quality assessment has confirmed no impact to this site from air quality changes through construction traffic or operation of the proposed scheme. Natural England is satisfied with this subject to presentation of the details within the ES.		
OQ/217	Environment / Biodiversity	Natural England	✓				We welcome consideration of the effects of the proposed scheme on walkers, cyclists and horse riders, within Chapter 13 of the Report.	The Applicant welcomes the comments of support from the consultee in relation to this point.	
OQ/218	Environment / Biodiversity	Natural England	✓				We note that, certain elements of the design have not been decided upon, and options are still being considered. Natural England welcomes that the ES will detail these considerations.	The Applicant welcomes the comments of support from the consultee in relation to this point.	
OQ/219	Environment / Biodiversity	Natural England	✓				Environmental Assessment Methodology We are supportive of the proposed methodology for the Environmental Impact Assessment outlined in Chapter	The Applicant welcomes the comments of support from the consultee in relation to this point.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							5of the Report and believe this generally takes into account the advice provided by Natural England in response to the EIA scoping consultation.		
OQ/220	Environment / Biodiversity	Natural England	✓				We welcome that environmental outcomes will be calculated using Defra 2.0 metric and a report produced, and that it will be summarised within the Environmental Statement (ES).D706	The Defra metric 3.0 is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].	
OQ/221	Environment / Biodiversity	Natural England	✓				Biodiversity Natural England is satisfied with the desk-study and field based survey approach being taken to the assessment of impacts on biodiversity, including statutory and non-statutory wildlife sites, priority habitats and protected species. The approach outlined in Chapter 9of the Report appears broadly in line with CIEEM2best practice guidance for Ecological impact Assessment (EcIA).	The Applicant notes the consultee's comments.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/222	Environment / Biodiversity	Natural England	✓				<p>Geology and Soils We note from Chapter 10 that anALC survey to clearly identify areas of Best and Most Versatile (BMV)land will be undertaken and the Environmental Statement will assess the impact of agricultural land take and recommend mitigation. Natural England welcomes this. We also support the proposal to complete a soil resource survey to feed into the development and implementation of a soil resource plan prior to construction start of works, consistent with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009).</p>	The Applicant welcomes the comments of support from the consultee in relation to this point.	
OQ/223	Environment / Biodiversity	Natural England	✓				<p>Landscape Natural England supports the approach to the assessment of landscape and visual impacts of the proposed scheme outlined in Chapter 8of the Report, recognising that the study area falls within several local Landscape Character Area (LCAs). The approach appears broadly in line with best practice Guidelines for Landscape and Visual Impact</p>	The Applicant welcomes the comments of support from the consultee in relation to this point.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Assessment, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). We welcome that the assessment will consider impacts on amenity from public rights of way and the effects of the scheme on tranquillity.		
OQ/224	Environment / Biodiversity	Natural England	✓				Biodiversity Natural England is satisfied with the desk-study and field based survey approach being taken to the assessment of impacts on biodiversity, including statutory and non-statutory wildlife sites, priority habitats and protected species. The approach outlined in Chapter 9 of the Report appears broadly in line with CIEEM2 best practice guidance for Ecological Impact Assessment (EclA).	The Applicant welcomes the comments of support from the consultee in relation to this point.	
OQ/225	Environment / Biodiversity	Natural England	✓				The ES should provide details of how any adverse impacts on soils can be minimised.	Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1] includes mitigation measures to minimise adverse impacts on soils.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/226	Environment / Biodiversity	Natural England	✓				<p>We welcome that a Habitats Regulations Assessment (HRA) screening exercise is being carried out due to the presence of European sites and their relationship to the scheme. We support the proposed incorporation of embedded mitigation measures to avoid and mitigate environmental impacts including habitat loss as far as possible. Natural England welcomes the proposed embedded measures and standard mitigation outlined in section 15.9.</p> <p>The summary of the preliminary assessment of the effects of the proposed scheme, presented in Chapter 17 of the report, is helpful and we note it is preliminary, and subject to the ongoing EIA process, which includes further surveys, studies, and mitigation development.</p> <p>We welcome the proposed embedded and standard mitigation measures which seek to minimise impacts to the water environment, predominantly through scheme design and pollution</p>	The Applicant notes the consultee's comments.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>prevention measures. The assessment considers that with these mitigation measures in place impacts are generally unlikely to be significant.</p> <p>Natural England supports proposed embedded and standard mitigation measures to minimise impacts to non-road users and to deliver benefits such as provision of re-aligned Public Rights of Way (PRoWs). We believe this generally accords with NPS requirements to minimise impacts on public access and to identify opportunities for enhancements.</p> <p>The project area is not within or close to any statutorily designated landscape hence the Report considers it unlikely to have any significant impact. The Report indicates that the scheme is likely to have some significant adverse impacts on landscape character and amenity for some residents and users of PRoWs. Planting within the landscape strategy is proposed to reduce the significance of adverse impacts in the long-term, alongside</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							other measures including appropriate design of signage and lighting to minimise impacts on amenity and visual intrusion. Natural England supports this.		
OQ/227	Environment / Biodiversity	Natural England	✓				We advise that environmental improvement objectives should seek to deliver net biodiversity gain rather than simply maintain existing levels of biodiversity.	The proposed scheme, as part of the Applicant's wider Delivery Plan, aims to maximise biodiversity, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	
OQ/228	Environment / Biodiversity	Natural England	✓				In light of Government's environmental targets and ambitions a project of this scale, should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain.	The proposed scheme, as part of the Applicant's wider Delivery Plan, aims to maximise biodiversity, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	
OQ/229	Environment / Biodiversity	Natural England	✓				The overview and need for the scheme presented in section 2 of the Report is welcomed and indicates the need to develop a solution to solve strategic traffic problems and congestion, and associated safety issues, between junctions 19 (Boreham interchange)	The Applicant welcomes these comments and looks forward to ongoing engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and 25 (Marks Tey interchange). We note that the scheme includes widening of the existing A12 to three lanes (where it isn't already), junction improvements (19 and 25), construction of new junctions (21, 22 and 24), and removal of existing junctions (20a, 20b and 23). Highways England anticipate that application to the Planning Inspectorate for a Development Consent Order (DCO) for the scheme in spring 2022. Subject to the DCO being granted by the Secretary of State construction work is expected to take around 4 years, with the scheme open to traffic in 2027. Natural England supports the structure, scope and context of the Report, noting that this presents only the preliminary findings of ongoing survey work.</p> <p>Assessment of Alternatives Natural England believes that a satisfactory process has been applied to the identification and assessment of initial route options and selection of a preferred solution to best achieve the</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							scheme objectives, as described in Chapter 3 of the Report		
OQ/230	Construction	Bradwell Power Generation Company Limited	✓				If there are any amendments or changes to the HE proposals, in particular those which affect the schedule and completion date, we request that we are further consulted.	The progress and timescales of the proposed scheme will be published periodically. Further formal consultation would not take place unless significant or material changes were required. The Applicant will of course keep an open dialogue with those affected.	
OQ/231	Construction	Bradwell Power Generation Company Limited	✓				<p>In the meeting, your colleagues explained that HE is considering that the threshold for scoping in cumulative effects between the two projects to be 100 HGVs or 500 Vehicles AADT1. We consider this threshold is appropriate.</p> <p>Your colleagues also outlined HE's proposed road opening date of October 2027. Based on the conclusions concerning thresholds, and assuming that HE delivers the project on or around the dates referred to its consultation materials, BRB does not anticipate that there will be a significant overlap between the construction phases of the two projects that will</p>	The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							result in breaching the threshold scoping described.		
OQ/232	Traffic Management	Essex Police	✓				Would there be a possibility that a Traffic Management role within Essex Police could be funded by the contractor, to support the managing of the project and liaise with other key stakeholders.	The Applicant would welcome involvement from Essex Police with regard to Traffic management planning and implementation. Further to the discussions held with the Police on the 2 March 2022, the Applicant would be glad to discuss mechanisms for working with Essex Police in the future, with regard to traffic management, as it is understood that this would help liaison with all of Essex Police stakeholders. The Applicant will continue to discuss this and other matters with Essex Police.	
OQ/233	Road Safety / Construction	Essex Police	✓				Throughout the new build of the road will there be marker posts to assist with locating broken down vehicles, what is the contingency for broken down vehicles and what will the towing away policy be.	The Applicant will be providing a free recovery service for broken down vehicles (heavy and light vehicles) within the proposed scheme boundary on the strategic road network. These vehicles will be taken to a 'place of safety' provided by the Applicant where the customer can then contact their own recovery provider and wait for the onward recovery. If the customer does not have their own recovery they will be given a A4 leaflet with local contacts for onward recovery. Should the customer wish to arrange their own	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								onward recovery then the vehicle can be left in a secure compound proved by the proposed scheme for 24 hours before costs will be incurred. Further information can be found at the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
OQ/234	Road Safety / Communication	Essex Police	✓				<p>Is the control centre at South Mimms going to organise the operational comms of the sites and allow emergency access onto/through each site and how will that be broadcast ?</p> <p>Are they able to send via STORM [police command and control system]the closures on a regular basis through to Essex Police so we can understand the closures in a timely frame ?</p> <p>How will the operational side of the Highway team function and how will Essex Police know who is going where?</p> <p>When will the works start?</p>	<p>Regarding the construction period, the control centre at South Mimms is not responsible for organising the operational comms of the sites, rather the proposed scheme will have its own operational communications plan and will liaise with all interested / third parties during construction. All the Applicant's documentation is based on GD 300 Level 3 which stipulates operations centre operator assume South Mimms) support and Traffic Officer on-road support, so while there would be a local base for traffic officers, their work would be linked to the regional operations centre operators who would monitor stopped vehicle technology and MIDAS detection tech and notify Traffic Officer crews to attend.</p> <p>There will be an Incident Management Plan agreed and in place before the works begin with the proposed scheme and the emergency services. Further information can</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>Will there be a Highways mobile vehicle team working the road similar to the team on the M25 ?</p> <p>Can you confirm that road safety will be mitigate risk via SMART Tech to detect stranded vehicles, variable speed limits and Red X ?</p>	<p>be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>During construction there will be regular (weekly road space meetings / Monthly TM meetings) where these closures will be discussed. Weekly network occupancy (lane / full carriageway closures) programme will be sent out to all stakeholders.</p> <p>During construction there will be a dedicated TM Manager working with Traffic Safety + Control Officers (TSCO) available 24/7. The Police will have / be given their contact details and will be invited to traffic management meetings.</p> <p>Regarding permanent works, Traffic Officer coverage is a default component of the main design standard: GD 300 Level 3 – which is in effect the same as M25 All-lane running schemes but with three lanes, not four. National Operating Agreement defines operational arrangement e.g., reverse access ‘wrong way’ down slip roads etc.</p> <p>GD 300 Level 3 includes MIDAS incident detection; stopped vehicle detection; variable Mandatory speed limit (MVSL) with red-ring</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>speed limits and HADECS speed enforcement, closed-circuit television, etc, essentially all the same technology as new-build All Lane Running Smart Motorway schemes.</p> <p>The Applicant has a suicide prevention strategy and this will be incorporated into the design where practical.  <a href="https://www.gov.uk/government/publications/suicide-prevention-strategy">https://www.gov.uk/government/publications/suicide-prevention-strategy</a></p> <p>This issue has been raised already, in the design development the Applicant will undertake evaluation of specific structures and other locations where suicide risk needs to be assessed and use safety risk assessment to ensure that the design balances safety of workers, users and other parties – specifically including suicide risk and wider mental health concerns. Mitigation will be identified where this evaluation flags a potential benefit – this might include parapet design form, control of pedestrian access routes, and signing to provide support to anyone in distress, with emergency information.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>At detailed design stage this aspect would be part of design for structures including parapet height and detailing of vehicle restraint (barriers) connected to parapets to minimise opportunity for suicide. The operational road safety team would support the structures team in undertaking safety risk assessment of these issues, in line with Design Manual for Roads and Bridges GG 104 - Requirements for safety risk assessment.</p> <p>The Applicant is looking at all of the diversion routes. Again, these would be agreed with the Applicant and in liaison with the Police and Emergency Services before a Temporary Traffic Regulation Order is applied for.</p>	
OQ/235	Routes	Essex Police	✓				<p>Key Roads</p> <p>Maldon - in the initial stages of work there may be avoidance in following key diversion routes, one key road in Maldon has been flagged Church Street which runs through a school route. Can this be taken into consideration</p>	<p>As shown in Appendix C of the Transport Assessment [TR010060/APP/7.2], traffic is expected to reduce significantly on The Street, reduce slightly on Church Road and increase slightly on Maldon Road as a result of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/236	Traffic / Laybys	Essex Police	✓				<p>Abload layby Marks Tey - is this being moved elsewhere or will there be no further reallocation.</p>	<p>The provision of laybys and other places of relative safety on the proposed A12 mainline are designed in accordance with the Design Manual for Roads and Bridges (DMRB). Between J21 and J25, the design spacing of Places of Relative Safety (PRS including Emergency Areas) is designed in accordance with DMRB document GD 300 and GD 301; for PRS design there is a maximum spacing of 1,600m and desirable spacing of not more than 1,200m. Between J19 and J21, the existing parking laybys (on northbound carriageway between J19 and 20a) will be retained.</p> <p>There is no formal abnormal load bay near Marks Tey but the parking layby on the northbound carriageway to the north of Easthorpe Farm (south of Marks Tey) has historically been used for this purpose. That existing layby is on the part of the A12 that will be de-trunked. The layby will be removed by the proposed scheme because of the new Wishing Well Farm Roundabout and associated works. In consultation with Essex Police, the Applicant was advised by Essex Police (31/8/2021) that this layby was not in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								use and its loss not considered to have any effect on abnormal load operations. During detailed design, operational arrangements will be developed with the Applicant, Essex County Council and Essex Police.	
OQ/237	Design / Road Safety / Health	Essex Police	✓				Are there any suicide prevention plans for the bridges ?	<p>In design development, the Applicant will undertake evaluation of specific structures and other locations where suicide risk needs to be assessed and use safety risk assessment to ensure that the design balances safety of workers, users and other parties – specifically including suicide risk and wider mental health concerns. Mitigation will be identified where this evaluation flags a potential benefit – this might include parapet design form, control of pedestrian access routes, and signing to provide support to anyone in distress with emergency information.</p> <p>At detailed design stage this aspect would be part of design for structures including parapet height and detailing of vehicle restraint (barriers) connected to parapets to minimise opportunity for suicide. The operational road safety team would support the structures team in undertaking safety risk assessment of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>these issues, in line with Design Manual for Roads and Bridges GG 104 - Requirements for safety risk assessment.</p> <p>The Applicant will fulfil its duty of care to staff, supply chain, customers, and those in the wider community affected by suicide, and will continue to work to de-stigmatise mental health and suicide and encourage vulnerable people to seek help.</p> <p>The Applicant's Suicide prevention strategy (Highways England, 2017) sets out the vision that no one attempts to take their life on the roads. This strategy will be incorporated into the design where practicable. <a href="http://www.gov.uk/government/publications/suicide-prevention-strategy">www.gov.uk/government/publications/suicide-prevention-strategy</a>.</p> <p>Suicide is not inevitable, it is preventable. The safety of everyone on the strategic road network matters; the wide-reaching and devastating impact of suicide for both individuals and communities is recognised by the Applicant, as is its important role in influencing and supporting a wider community-based approach to suicide prevention. The Applicant's strategy sets out its intention to continue contributing to the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								principles in the Government's national strategy for suicide prevention, Preventing suicide in England: a cross government outcomes strategy to save lives (HM Government, 2012), through reducing the number of suicides and attempted suicides and supporting those people affected by them on the strategic road network.	
OQ/238	Traffic Management	Essex Police	✓				Could Essex Police see a copy of the TM plans to manage the HGV vehicles in and out of the site whilst construction is underway.	Further to the meetings held with Essex Police and in particular the meeting held on 2 March 2022; the proposed scheme has proposed to discuss the contents of the Outline Construction Traffic Management Plan [TR010060/APP/7.7] with a number of emergency services including Essex Police.  The Outline Construction Traffic Management Plan has been issued as part of the Development Consent Order (DCO) suite of documents. Further regular engagement with Essex Police would continue to be put in place in future stages of the proposed scheme.	
OQ/239	Design / Road Safety / Health	South Woodham Ferrers Police	✓				Essex Police Designing out Crime team regarding the compounds.	The Applicant's employees work continuously on complex and fast-paced projects. All the team members are skilled technically,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
		Station (Essex Police)					<p>To ensure that necessary on-site security measures are in place, all physical security measures will need to be embedded within a culture of company policy, security procedures and staff awareness. During the construction phase, there is a presumption that CCTV will be in full operation to enhance the surveillance of the site. Essex Police would recommend that all CCTV is of an evidential quality. In addition, the CCTV system must be monitored to ensure its effectiveness as a deterrent, especially out of hours.</p> <p>If this measure is adopted, necessary management plans will be required to detail the expectations of all parties involved.</p> <p>During construction of the utilities and temporary substation, site security will be imperative to reduce the potential criminal activity i.e., metal theft. Metal theft is endemic within Essex, therefore appropriate measures will be required to prevent the potential increase of</p>	<p>solutions-oriented and can advise, coach and support employees and contracting partners in all aspects of safety.</p> <p>On a project of this scale, it is expected that the overall security management will be expertly carried out, focusing on managing security risks effectively. Security plans will be produced before construction starts and will be discussed in advance with Essex Police. During the construction phase security risks will be regularly assessed and appropriate measures implemented around the works compounds. These may involve night-time manned security, closed-circuit television or other measures deemed appropriate.</p> <p>The proposed scheme will continue to liaise with Essex police on other security-related matters. The Applicant remains focused on managing security risks effectively.</p>	




Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							such associated crime. Risk commensurate strategies to combat such crime can be attained via the Essex Police Designing out Crime Team.		
OQ/240	Traffic Management / Engagement	Royal Mail Group Limited, BNP Paribas Real Estate UK	✓				<p>It is noted from the informal meeting that took place between Highways England and Royal Mail on 26 July 2021 that the detailed Traffic Management plans will be worked up at a later stage by Highways England's contractor Costain and that (amongst other measures) these will include:</p> <ul style="list-style-type: none"> <li>• night time road closures</li> <li>• weekend road closures, and</li> <li>• diversions.</li> </ul> <p>It was also noted at the meeting that Highways England is likely to set up a consultation group with the Local Highways Authority and major road users in advance of the construction period.</p> <p>Advance consultation and notification by Highways England of the phased</p>	<p>The proposed scheme has engaged with Royal Mail and has received valuable comments and specific requests, that have been included in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>As the proposed scheme approaches construction, there will be a number of regular meetings set up with local authorities and other relevant stakeholders. Specifically, a monthly Traffic Management meeting will be put in place to allow early discussions around the A12 proposed Traffic Management plans and also understand other stakeholders planned schemes which may affect the overall A12 Traffic Management plan. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which has been issued as part of the Development Consent Order (DCO) suite of documents.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>construction will help Royal Mail's operational managers to mitigate and limit its operational impacts.</p> <p>Advance consultation and notification of works that affect the highway network will be a key mitigation of impacts on Royal Mail operations. Accordingly, the following operational contacts within Royal Mail for consultation and notification by Highways England have been identified:</p> <p>Special Events Planner Operations Manager Network Manager</p>		
OQ/241	Hazardous Substance	HSE Safety	✓				<p>Hazardous Substance Consent</p> <p>The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC</p>	<p>It is unlikely that the contractors would be storing any of the substances listed in Schedule 1 of the Regulations at or above the threshold limit, therefore the areas would not be a Control of Major Accident Hazards (COMAH) site.</p> <p>Hazardous substance consent would be sought as part of planning if the contractors were to store any of the substances listed in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.</p> <p>HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations. Further information on HSC should be sought from the relevant Hazardous Substances Authority.</p>	Schedule 1 of the Planning (hazardous substances) regulations 2015.	
OQ/242	Design / Maps / Illustrations	Rivenhall Parish Council	✓				<p>A second compound is shown on the map in the main consultation document at page 53 as being to the north of the A12 opposite Hole Farm. That is not shown in the more detailed map on page 47 – why is that?</p>	<p>The indicative map on page 53 uses symbols to show the general location proposed for borrow pits and compounds among other information. When viewed in more detail in the map on page 47 it can be seen that the proposed compound referred to is split into two sections. Despite being split into two sections this is classified as one compound location so was only illustrated using one marker on the page 53 map. The Applicant has held 10 meeting since 2016 with the parish council to discuss such matters.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].	
OQ/243	De-trunking	Rivenhall Parish Council	✓				The parish council is also concerned about the potential for increased traffic on both the new A12 and the de-trunked section, and for major development to be facilitated, should the A120 Route D become a Preferred Route, with the creation of a further major junction to the north east of Rivenhall End.	<p>In the proposed scheme opening year of 2027, the de-trunked section of the A12 between Rivenhall End and J22 is predicted to have a two-way traffic flow of around 1,600 vehicles per hour in the morning and evening rush hour, or 19,500 vehicles per day. This is a reduction of around 75% compared to if the proposed scheme is not built.</p> <p>East of Rivenhall End, the de-trunked section of the A12 is predicted to have around 520 vehicles per hour in the morning and evening rush hour, or 6,500 vehicles per day. This is a reduction of around 90% compared to if the proposed scheme is not built.</p> <p>The proposed A120 improvement is not a committed development. If it becomes committed it will have to consider the existing and proposed developments in its area.</p>	
OQ/244	Environment / Land	Rivenhall Parish Council	✓				No mitigation areas are shown for losses of countryside and woodland that will occur at several location to the	A revised set of map book drawings were issued for supplementary consultation in November 2021 showing mitigation areas.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							south and to the east of Rivenhall End village. Why is that?	These are available on the National Highways website within the Supplementary Design Consultation 2021 documents. 	
OQ/245	Support / Highways	Rivenhall Parish Council	✓				<p>Alternatives being provided appear sensible (the roundabout near The Fox, the link to Braxted Road and the link to Henry Dixon Road (HDR))</p> <p>The stopping-up of Oak Road is also supported.</p> <p>The proposals for the de-trunked section of the A12 look to be largely positive near Rivenhall End.</p>	The Applicant thanks the respondent for their comments on these points.	
OQ/246	Land	Chelmer & Blackwater Navigation Limited	✓				<p>The Navigation runs from Chelmsford to Heybridge Basin and its Act of Parliament protects it from interference, save from subsequent primary legislation or where an Order under the 1992 Transport &amp; Works Act is obtained.</p> <p>We refer to: Drawing 027 _ARDG_A12_POL_Plan Sheet 1 of 10.</p>	The land acquisition has been reviewed and amended to include permanent acquisition of land in the location of outfalls. Permanent acquisition of land is required for maintenance purposes at the outfalls. Further details of land proposals can be seen in the Land Plans [TR010060/APP/2.7] and details of the drainage proposals across the proposed	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>This shows the red line of the project boundary extending eastwards to include part of the Chelmer &amp; Blackwater Navigation.</p> <p>Drawing HE 551497-DR-C-0046 proposes that 'temporary possession of land and permanent acquisition of rights' is required on this Navigation Company land.</p> <p>Drawing HE 551497-DR-C-0001 shows new surface water attenuation ponds with outfalls both directly and indirectly to the Chelmer &amp; Blackwater Navigation. It also shows a proposed maintenance access roadway to the ponds running parallel to the A12.</p> <p>We shall be grateful for your clarification as to exactly what is intended here in terms of 'taking temporary possession.'</p>	scheme can be seen in the Drainage and Surface Water Plans [TR010060/APP/2.13].	
OQ/247	Traffic Plan	Transport for London - City Planning	✓				<p>TfL's position on the scheme</p> <p>TfL is not able to confirm its position on the scheme until it has a greater understanding of the forecast traffic impacts. TfL therefore wishes to</p>	The traffic model includes the A12 within the extents of the M25. The additional information requested by Transport for London (TfL) was provided to them directly on 22 December 2021. This concluded that the predicted	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							reserve its position at the present time and will consider whether it will participate in the DCO Examination as an Interested Party in due course.	impact of the proposed scheme on that section of the A12 is extremely small. A follow-up meeting to discuss this information was offered, however TfL did not take up this offer.	
OQ/248	Future Development	Suffolk County Council	✓				SCC would look for Highways England to continue with investment in the SRN, for example to deliver improvements to the A12/A14 Copdock Interchange during RIS3 as the proposed A12 Chelmsford to A120 Widening is likely to increase demand and traffic volumes on the A12 corridor between Ipswich and London. Of concern is the lack of investment to improve substandard junctions on the A12 between Colchester and Ipswich where local roads join the SRN.	The Applicant notes the comments from the consultee. The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level. The Copdock interchange on the A14 is part of the Applicant's continued investment in the East of England. Its public consultation closed on 9 December 2021.	

Table 1.11 S42 (b) Local authority

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/249	Air Quality / Maldon	Maldon District Council		✓			The Council is concerned at the recent (November and December 2019) declaration of Air Quality Management Areas in Maldon and Danbury, both on the A414. Whilst we acknowledge the Project will alleviate some congestion on local roads (caused when the A12 is closed), the District's residents and businesses rely on all of these local roads to connect to the A12 national road network.	While it is acknowledged that an Air Quality Management Area is currently declared in Maldon and Danbury, there was no evidence provided by the traffic model in the Preliminary Environmental Information Report and currently anticipated for Development Consent Order in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] that air quality would be impacted in either area by the proposed scheme. In addition, the A12 will on occasion need to be closed to all traffic overnight and at weekends. This will not be a regular occurrence and advance notice will be provided.	
OQ/250	Design	Maldon District Council		✓			Concerns on certain aspects of the 'design' have been continually raised through the engagement sessions and Member Forums relating mainly to the local road network connections to the Project from within the Maldon District. The central, north and west parts of the Maldon District rely on the A414, B1018, B1019, B1022 and B1023 local	All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.  The Applicant welcomes these comments and looks forward to ongoing engagement with the consultee.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>road networks to connect to the A12 via Danbury on A414 to Junction 19 Chelmsford, via B1018 to Witham to Junction 22 (via B1389), via Little Braxted Lane to Junction 22, via Hatfield Peverel on B1019 Maldon Road to Junctions 20a and 20b and via Tiptree and Kelvedon on the B1022 and B1023 to Junctions 23 and 24. These existing junctions will be changed by the Project. We acknowledge the local road network is managed by Essex County Council (ECC) Highways and Transportation and not Highways England.</p> <p>The diagrams on pages 32 and 33 present the predicted congestion on the road in 2042 without the scheme [the Project]. For the reasons set out above, the main settlements in the Maldon District that access and exist the A12 national road network from local roads must be represented on the diagram and that the B1019 Maldon / B1137 is the only access and exit point to the new Junction 21?</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/251	Future Development	Maldon District Council		✓			5.1 Local Growth proposals The Council is reviewing its LDP that commenced March 2021 – 2023 and published a ‘Call for Sites’ consultation that ran to 21 May 2021 to allocate potential sites in a new LDP. The ECC / MDC LDP Review Liaison Group will be meeting regularly every 6 - 8 weeks from 19 May 2021 to discuss transportation and highway matters associated with existing and future local growth proposals.	The Applicant welcomes these comments and looks forward to ongoing engagement with the consultee.	
OQ/252	Environment / Air Quality	Braintree District Council & Maldon District Council		✓			For air quality no exceedance of the air quality objective levels are predicted within the Braintree District as a result of the implementation of the proposed scheme.	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] agree with the Preliminary Environmental Information Report and indicates that there are no exceedances of air quality objectives as a result of the proposed scheme.	
OQ/253	Environment / Noise	Braintree District Council		✓			Highways England are under projecting household and population growth in the district. We believe population increase will be around 20% and the assessment should assign High value	Where appropriate, Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] refers to Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] in order to ensure that	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>and sensitivity along with Chelmsford, Colchester and Maldon.</p> <p>For the baseline assessment, the housing allocations and planning applications used (Table 13.6) are inaccurately identified and the number of dwellings at each site needs updating. The table should reflect all planning applications granted permission or pending decision:            Hatfield Peverel - 224, Gleneagles Way - 100, Wood End Farm - 400, Land at Feering - 795, Land off Inworth Road, Feering – 40, and those likely to be granted planning permission.</p>	<p>the full extent of potential health impacts is presented.</p> <p>This has been updated in the baseline in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The details of planning applications held on planning authority websites were reviewed, taking into account modifications made to the existing planning applications to check for any changes to numbers of dwellings that have been approved.</p>	
OQ/254	Timescales / Consultation / Engagement	Braintree District Council		✓			<p>4.34. It is accepted that as stated in section 12.10.4 that the exact schedule of work is still unknown and the ES, when submitted, will present more detail of the duration and therefore significance of construction activities described in the PEIR.</p> <p>4.35. For the operational phase then there will be changes in road traffic</p>	<p>Where the Preliminary Environmental Information Report identified that noise barriers would not provide value for money, other noise reduction measures have been considered within the Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These measures have mainly included the provision in some areas of surfacing with better noise reduction measures than conventional low noise surfacing.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>noise level which presents significant beneficial effects and significant adverse effects and this is expected as the road is widened, new junctions introduced and the alignment of the A12 changes.</p> <p>4.36. In reference to the noise monitoring locations, it is noted that in the main the locations are close to the existing A12 or the new alignment of the A12. This should allow source data to be provided for the purpose of the model and it is also noted that assessments are proposed close to junction 24 and Braxted Road realignment, which will allow more detailed assessment of the increase in noise levels at the receptor positions where both construction and operation noise effects are predicted as significant. It is logical to adopt this approach to be able to enhance the conclusions of the quantitative assessment within the PIER.</p> <p>4.37. Where the PIER concludes that noise barriers may not offer value for</p>	<p>The assessment of noise within LA 111 is not based upon internal noise levels as given within BS 8233. With over 10,000 dwellings within the noise study area, it would be impractical to investigate each dwelling to determine the glazing specification and then investigate the internal noise levels. The assessment has considered the change in external noise levels that would translate to a change in internal levels. Where possible increase in noise levels has been avoided or minimised.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>money –e.g. south of A12 at Hatfield Peverel and at [Named] Farm House or where there is an increase in noise level due to operational noise, then it would also be appropriate to confirm that there is adequate baseline assessment at such locations and confirmation that the ability to achieve internal noise levels given in BS8233 Table 4 and the ability to control the thermal comfort within the relevant dwellings is not adversely affected more so than the ‘do minimum’ scenario.</p> <p>4.38. Generally where the ES concludes that there is an increase and particularly a significant adverse effect at the operation stage of the project, then it is recommended that the assessment also considers whether the internal noise levels for habitable rooms as given in table 4 of BS8233 may still be achieved without further mitigation and whether acceptable external noise levels in private garden areas as given in BS8233 may still be achieved and where noise levels</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							require that windows shall be closed the impact on the thermal comfort of the relevant receptors at the affected dwellings.		
OQ/255	Environment / Noise	Braintree District Council		✓			Environmental Health would recommend that night time working should be avoided where significant adverse effect is predicted.	Works resulting in significant adverse effects at night will be avoided wherever possible. However, in some instances this may not be possible. In these situations, measures will be taken to limit the adverse impact from the works. These measures are discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
OQ/256	Environment / Noise	Braintree District Council		✓			Environmental Health would wish to see that where adverse noise effects are identified that the impact on living conditions is fully considered and mitigation is implemented to minimize noise levels.	Measures to reduce noise levels are considered in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These will include measures such as the use of different construction techniques, temporary barriers and in some instances insulation or temporary re-housing.	
OQ/257	Environment / Noise	Braintree District Council		✓			Construction noise will give rise to significant adverse effect at residential dwellings and some properties to the south of Rivenhall End would	Works resulting in significant adverse effects at night will be avoided wherever possible. However, in some instances this may not be possible. In these situations, measures will	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>experience a worsening of noise and air pollution but these mainly affect businesses.</p> <p>There is also not enough detail at paragraph 13.9.6 to show how engagement and participation proposed would fully or partially mitigate health issues during construction. The mental health impacts arising from loss of employment due to a number of businesses losing passing trade is also unaccounted for.</p>	<p>be taken to limit the adverse impact from the works. These measures are discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Appendix 13.4 [TR010060/APP/6.3] provides a Mental Wellbeing Impact Assessment (MWIA). This assessment is based around the potential impacts of the proposed scheme on known protective factors for mental health, including engagement and participation. The MWIA also accounts for potential impacts on businesses, including due to a potential loss of passing trade. It should also be noted that the proposed scheme is expected to improve trading conditions for some businesses.</p>	
OQ/258	Environment / Noise	Braintree District Council		✓			<p>Our response on noise identified significant adverse effects on 63 properties where the mitigation proposed would not fully mitigate the impact, here there would be additional impacts on resident's physical and mental health as well. The population and health impact assessment refers back to noise and pollution mitigation</p>	<p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] provides mitigation proposals to limit the impact of noise. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] does not have any mitigation for noise over and above that proposed in Chapter 12. Appendix 13.1</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							which assesses the matter on a technical level without reference to human health.	Human Health Literature Review and Evidence [TR010060/APP/6.3] presents the evidence for mental health effects attributable to noise at various levels. Transport-related noise is relatively widespread issue in the urban and semi-urban UK context but has a relatively small contribution to the burden of disease compared to other risk factors.	
OQ/259	Environment / Noise & Pollution	Braintree District Council		✓			As for the comments on air quality then a comprehensive construction management plan must be agreed and implemented to prevent and control noise pollution during the construction phase.	Air quality and construction noise mitigation measures are detailed in the Environmental Management Plan [TR010060/APP/6.5].	
OQ/260	Environment / Trees	Braintree District Council		✓			4.15 At this stage of submission for consultation, the PIER provides an overview of what is desired in terms of arboriculture landscape features, impacts and mitigation, with greater detail yet to be submitted. The PIER recognises Jacobs as having carried out the assessments and surveys with regards to arboricultural matters and these	The Applicant recognises the planting of trees is important as it helps mitigate the visual effects of the road widening and assists with integrating it into the landscape.  An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>finalised details are to be published within the Environmental Statement.</p> <p>4.15. From an arboricultural perspective, the current design as relayed via the PIER will require large amounts of tree cover to be removed to achieve the physical requirements for extra lanes. However, the PIER also indicates substantial areas of planting in order to mitigate this effect, as well as acknowledging the potential monotonous views to be avoided by simply lining the new A12 with dense tree cover. This acknowledgement is appreciated, as well as the effort made to sculpt and improve the landscape with further planting.</p>	<p>dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p> <p>Planting proposals will be shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] submitted with the Development Consent Order application.</p>	
OQ/261	PEIR / Mitigation / Biodiversity / Landscape and Visual	Braintree District Council		✓			<p>Landscape and visual</p> <p>4.11 BDC supports the approach taken in the Landscape and Visual in chapter 8 of the PIER. Given the limited resources available and the lack of a PPA, unfortunately a landscape specialist was not available to respond to this consultation. As landscape</p>	<p>Embedded mitigation is illustrated in the Environmental Statement [TR010060/APP/6.1] by Figure 2.1: Environment Masterplan and Figure 2.2: Illustrative Cross Sections [TR010060/APP/6.2]. Further illustrative information is provided to support the landscape and visual impact assessment in Chapter 8: Landscape and Visual, of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>resources are not available, our comments on Landscape and Visual Matters are more general.</p> <p>4.12 The PIER states that landscape mitigation will be embedded into the scheme through a series of measures:</p> <ul style="list-style-type: none"> <li>designing junctions to reduce effects on landform, retaining vegetation, field patterns and landforms</li> <li>careful design of major structures, signage and gantries to limit visual intrusion,</li> <li>sensitive location of main road signs to limit visual intrusion within the landscape,</li> <li>use of sensitive lighting and</li> <li>planting to reduce adverse landscape and visual effects including native hedgerow, shrub and tree planting.</li> </ul> <p>4.13 At screening stage, the Council requested that maximum use of</p>	<p>Environmental Statement [TR010060/APP/6.1] including annotated representative and illustrative viewpoints Figure 8.4: Photo sheets and Figure 8.5: Photomontages [TR010060/APP/6.2].</p> <p>There is no public access to Wood End Farm, but representative viewpoint 33 was added to consider views east from public rights of way (PRoW) 90_2 towards borrow pit E, which is the closest publicly accessible point to borrow pit E. Representative viewpoint 5, approximately 170m west of PRoW 90_40, has been selected to consider views from future housing north-east of Gleneagles Way. The visual effects from PRoW 90_40 would likely be similar to the visual effects from representative viewpoint 5, and it is therefore not considered proportionate to incorporate an additional viewpoint in this location.</p> <p>Braintree District Council's Settlement Fringes Capacity Study was reviewed as part of the landscape baseline.</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>supporting visual information, such as plans, cross sections, aerial photography/drone footage and CGI imagery/‘fly throughs’ or ‘fly overs’ is employed by the applicant to assist all parties to comprehensively understand the landscape and visual impact of the proposal. We acknowledge that CGI flyovers have been deployed with viewpoints and cross sections to be published in the Environmental Statement. To help visualise the visual impact of the proposal, we request additional viewpoints from the western edge of Wood End Farm (post restoration of borrow pit BP-E) and the eastern edge of Land off Gleneagles Way at the southern end of POW 90_40.</p> <p>4.14 The Council supports the principle of using embedded mitigation and request that further visual tools are provided to assess the proposed mitigation work in the Environmental Statement. HE is reminded to have reference to BDC’s Settlement Fringes</p>	<p>overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Capacity Study by The Landscape Partnership.		
OQ/262	Water / Groundwater	Braintree District Council		✓			Impacts on groundwater contamination are particularly important where wells are used for domestic water supply. The likelihood of such impacts must be assessed and if possible, prevented. Where prevention is not possible adequate mitigation should be provided.	Contamination impacts on groundwater and domestic water supplies have been assessed and any necessary mitigation measures are included in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
OQ/263	PEIR / Physical Health	Braintree District Council		✓			We note that table 13.7 shows that Witham scores significantly poorly across a range of physical health measures. The Environmental Statement should also include socio-economic measures to show why Witham scores worse than its peers to further understand the matter. Any mitigation measures for inequality (to be included in the Environmental Statement), any legacy improvement funds and accessibility, should improve outcomes at this location. It is acknowledged that consultation with	Socio-economic indicators have been included as part of the human health baseline in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. It should be noted that health indicator data has been updated since the dataset used in the Preliminary Environmental Information Report which show a narrowing of health and socio-economic inequality between wards in Witham compared to average for England.  The information provided by Braintree District Council have been used in the assessment in Chapter 13: Population and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the local Director of Public Health will be undertaken.</p> <p>We are also concerned that the use of ONS 2018 population projections will underestimate the resident population. This does not mean that the deficiencies cannot be rectified by the Environmental Statement and we expect that the issues raised in this response to be considered.</p>	Human Health, of the Environmental Statement [TR010060/APP/6.1].	
OQ/264	Water / Flood Risk / Climate Change	Braintree District Council		✓			<p>The Flood risk Assessment, yet to be completed, must consider climate change impacts from all sources.</p> <p>4.65. Impacts on groundwater contamination are particularly important where wells are used for domestic water supply. The likelihood of such impacts must be assessed</p>	<p>Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3] considers climate change impacts from all sources. The assessment has been updated as per the updated climate change guidance. Flood risk to the proposed scheme and the impact of the proposed scheme on flood risk elsewhere is evaluated using the 38% climate change uplift in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Impacts of groundwater contamination on domestic water supply wells are assessed in Chapter 14: Road Drainage and the Water</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Environmental Statement [TR010060/APP/6.1].	
OQ/265	Environment / Trees / Vegetation / PEIR	Braintree District Council		✓			4.16. Within the Baseline conditions, Landscape Constraints of the PIER, notable trees and woodlands are mentioned. Potential impacts, losses and/or mitigation for these constraints would like to be seen in detail with a suitable mitigation scheme (where necessary) within the Environmental Statement, (Chapter 8. Landscape and visual), alongside the Impact Assessment to be submitted.	The Retained and Removed Vegetation Plans [TR010060/APP/2.14] show effects on notable trees and woodland including Tree Protection Orders, ancient and veteran trees, category A trees and important hedgerows.  Embedded mitigation is illustrated in the Environmental Statement [TR010060/APP/6.1] by Figure 2.1: Environment Masterplan [TR010060/APP/6.2].	
OQ/266	Design / Environment / Traffic / Construction	Braintree District Council		✓			Anticipated climate impacts have been identified and areas of further work to be undertaken are mentioned. These impacts include higher temperatures and dry ground conditions, increased heavy rain events with potential for flood risk have been among the main impacts identified.  4.63. It is important that construction is designed and engineered to cope with the extremes of wet and dry and associated ground movement, so that	Mitigation measures will be embedded within the proposed scheme design in order to reduce its vulnerability to changes in climate. These measures are identified and residual risks assessed within the Environmental Statement [TR010060/APP/6.1].  The influence of climate change is considered within Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1]. Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3] considers climate change impacts from all	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>the need for maintenance is minimised. Similarly, surface materials must be able to remain usable at the high end of the temperature range.</p>	<p>sources. The assessment has been updated as per the updated climate change guidance. Further information can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3].</p> <p>The surface materials used for the mainline and junctions of proposed scheme will be performing best under the softening point of 45°C and above the failure temperature of -15°C, Considering the location of A12, the pavement surface failure due to extreme temperature is very unlikely.</p>	
OQ/267	Design / Environment / Traffic / Construction	Braintree District Council		✓			<p>4.64. The change to the vehicle mix using the road should be considered, as should any differing needs of users of new vehicle technology. Thus, design of roadside infrastructure may need to be considered, including the following aspects which may be relevant:</p> <p>a. usage of electric vehicles during high temperatures can reduce their travel</p>	<p>With respect to the vehicle fleet mix, there are currently no requirements in the relevant design standards for roadside electric charging in emergency laybys or other locations.</p> <p>During detailed design this and other aspects of design proposals will be updated as necessary to reflect the Applicant's requirements including aspects related to emerging issues relevant to climate effects.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>range. Will the existing frequency of laybys and emergency telephone facilities remain suitable?</p> <p>b. Strandings in the increasingly hot temperatures may have more serious consequences as battery (or other) failure means no power to keep cool. The opposite applies for cold temperatures.</p> <p>c. Grid capacity may play a part in whether motorists can reliably recharge for necessary journeys. Thus, there may be a need to consider if there is a need for roadside “shade” at stopping places, and for roadside charging facilities to be served from a “protected” electricity supply.</p>	The proposed scheme will be designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England. Emergency laybys are proposed at regular intervals to help mitigate live-lane breakdowns. The proposed scheme is also seeking to provide additional capacity and improve safety, which is expected to result in a more resilient road with reduced reliance on the surrounding local road network in the case of breakdowns and collisions.	
OQ/268	Public Health	Braintree District Council		✓			4.57. Highways England will become an extensive landowner of areas adjacent to Hatfield Peverel, Witham, Rivenhall End and Feering following the A12 widening scheme. These land uses include areas for drainage attenuation, ecological and landscape mitigation plans within the DCO	Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.3] provides further detail on the human health assessment methodology, while a Mental Wellbeing Impact Assessment is included in Appendix 13.4 [TR010060/APP/6.3] to help better	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>boundary. These areas would include directly adjacent land to existing settlements and planned developments at:</p> <ul style="list-style-type: none"> <li>• West of Bury Lane, Hatfield Peverel</li> <li>• East of Gleneagles Way, Hatfield Peverel</li> <li>• West of Wood End Farm, Witham</li> <li>• Land adjacent to Meadows, South East Witham</li> <li>• Land at Inworth Road, Feering</li> </ul> <p>4.58. In these areas, opportunities for improving access to semi natural and formal greenspace should be explored to contribute positively to physical and mental health. Circular routes for recreational use would contribute to encouraging a healthy, active lifestyle.</p>	<p>inform the assessment with further evidence and analysis.</p> <p>Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] provides an assessment of impacts on the wider determinant of health ‘access to greenspace and outdoor recreation’, which is a protective factor for both mental and physical health. Some improvements have been identified to access greenspace for residents in the Braintree District. For example, proposals would remove existing severance between Witham and countryside south of the A12 with the proposed Gershwin Boulevard footbridge to reconnect footpath FP 121_95 (Witham). The proposed new alignment of NCN Route 16, which takes users via a dedicated footbridge for pedestrians and cyclists instead of through the existing J23, would improve the attractiveness of this route for some recreational users. Proposals for public footpath realignment and landscaping near the Essex Fire and Rescue HQ would provide a more diverse green space and circular recreational route, which would benefit workers from the HQ as well</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>as local residents. New footbridges as part of the proposed scheme would meet requirements for disabled access, and so improve accessibility for more people.</p> <p>Proposals for planting around an attenuation pond close to the land East of Gleneagles Way, Hatfield Peverel, would provide some landscape diversity for users of the proposed new cycle route south of J21 and public footpath PROW 90_40 which border the site and would likely be used by new residents of the East of Gleneagles Way site.</p> <p>Likewise landscaping around the attenuation pond near to the land at Woodend Farm site would be visible from the proposed new shared use cycleway/footway on the northern side of J21.</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.	
OQ/269	Air Quality / Outside Scope	Braintree District Council		✓			2.7. In the population and health chapter of the Piers, we think that the human health study area in the assessment (figure 13.1) should include the village of Nounsley (part of the parish of Hatfield Peverel) as well.	The village of Nounsley is outside of the study area for air quality and noise, as well as outside of the land use and accessibility study area as defined by LA 112. It is therefore not within the human health study area. However, the village has been considered in the wider context of likely origins and destinations for people who may interact with the land use and accessibility study area.	
OQ/270	Physical Health	Braintree District Council		✓			Braintree District Council does not consider that the PEIRS provides sufficient information to make a full assessment on the environmental impact of the development on the environment – we expect the Environmental Statement to rectify this issue.  2.12. We also request that we can fact-check the population, planning data	The information provided by Braintree District Council will be used in the assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].  The long and short lists of developments, the population and draft cumulative assessment were sent via email to Braintree District Council on 21 February 2022. This contained the data used to finalise Chapter 16:	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							used and the cumulative impact assessment in the draft Environmental Statement before submission into the DCO.	Cumulative Effects Assessment, in the Environmental Statement [TR010060/APP/6.1].	
OQ/271	Physical Health	Braintree District Council		✓			2.8. There is also not enough detail at paragraph 13.9.6 to show how engagement and participation proposed would fully or partially potential mitigate health issues during construction. The mental health impacts arising from loss of employment due to a number of businesses losing passing trade is also unaccounted for.	Appendix 13.4 [TR010060/APP/6.3] provides a Mental Wellbeing Impact Assessment (MWIA). This assessment is based around the potential impacts of the proposed scheme on known protective factors for mental health, including engagement and participation. The MWIA also accounts for potential impacts on businesses, including due to a potential loss of passing trade. It should also be noted that the proposed scheme is expected to improve trading conditions for some businesses.	
OQ/272	Environment / Noise / Lighting	Braintree District Council		✓			Negative impact from noise and lighting at night during construction phase should be minded, with respect that both compounds are at edge-of settlement locations.	Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both day and night-time changes for landscape and visual receptors in line with the guidance in DMRB LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								An Environmental Management Plan will be implemented during the construction phase to ensure construction-related mitigation measures and actions are successfully implemented on site. For further information please see the First Iteration Environmental Management Plan [TR010060/APP/6.5]. This will be shared in advance. The Applicant has listened to and considered everyone's feedback. Engagement is an important part of the proposed scheme. Working with the local community and their representatives is an integral part of how the Applicant will develop the proposed scheme.	
OQ/273	Noise	Braintree District Council		✓			Using the DMRB LA11 significant adverse effect due to construction noise is deemed to occur when there is a moderate/major magnitude of impact and works for a duration exceeding 10 or more days or nights in one 15 consecutive day/night period or exceeding more 40 days in any 6 consecutive months.  4.30. It is likely that there will be significant noise impacting on sensitive	It is agreed that noise of shorter durations may still cause complaint from occupiers of the affected dwellings. Reducing these high noise levels, even if only for short duration, will be considered within the construction noise management plan within the first iteration Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							receptors for a lesser time period than that used to define significant adverse effect. Noise of shorter duration may still present cause for complaint from occupiers of the affected dwellings and therefore, as previously stated, effective implementation of the construction management plan is key.		
OQ/274	Walking, Cycling and Horse Riding	Braintree District Council		✓			Improving Cycle route provision is a particular focus in the District at present and the Council would wish to see full and detailed consideration given to this in the Environmental Statement	<p>The Applicant's wider route strategy for walkers, cyclists and horse riders seeks to retain their existing routes, enhancing them where possible within the constraints of the proposal.</p> <p>Details can be found in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p> <p>The Applicant recognises that LTN 1/20 is the relevant design guidance for active travel routes on local roads. The Applicant has taken the guidance and core design principles contained within LTN 1/20 into account, for all proposed cycling infrastructure. The proposed scheme will continue to develop these routes and crossings in detailed design.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/275	Public Health	Braintree District Council		✓			<p>In correlation with existing communities and proposed developments, there should be a focus on severance issues at these geographical locations: between Hatfield Peverel and Witham at Junction 21, Maldon Road underpass to the south of Witham, Braxted Road, south of Rivenhall End, Inworth Road, Feering and Prested Hall, Feering.</p> <p>4.55. Community severance as a result of alterations to traffic flow and induced demand does not appear to be identified, for example severance as a result of higher traffic flows would significantly adversely affect people living in Hatfield Peverel at the B1137 The Street/B1019 Maldon Road where the baseline already recognises traffic flows as relatively high. Two-way traffic (baseline is off-slip only) will likely adversely affect the Street east of the Duke of Wellington. Several PROW, which are correctly identified as mainly recreational routes, at Witham and Kelvedon and Feering are also</p>	<p>Impacts on the wider determinant community severance and social networks is assessed in the human health assessment in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The assessment considers the effects on this determinant on a community by community basis. In addition, impacts on PROW (including beneficial impacts from addressing past severance) are assessed in the walking, cycling and horse-riding assessment as part of the Land Use and Accessibility assessment in Chapter 13.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							important to residents maintaining an active lifestyle.		
OQ/276	Scheme	Braintree District Council		✓			<p>The Council remains disappointed that many details of the A12 widening scheme were not revealed until or produced at a late stage with some construction details released just before preliminary design consultation. The release of this consultation and the PIERS heralded quite a few surprises, and not all existing issues were concluded at engagement events, in particular:</p> <ul style="list-style-type: none"> <li>• Junction 21 – no resolution to mitigation of additional induced traffic at the junction of B1019 / B1137 (aka Duke of Wellington roundabout);</li> <li>• Details of new 3m high noise barriers at Hatfield Peverel;</li> <li>• The location and detail of the 2 construction compounds; and</li> <li>• Construction and land use plans for land west of existing A12 potentially</li> </ul>	<p>The proposed scheme have analysed the traffic model to understand which route people take for journeys from Maldon Road to the A12 London-bound carriageway. In the AM peak hour, 88% turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road. In the PM peak hour, 98% turn right and travel via J21. There is no predicted increase in traffic on Church Road in Hatfield Peverel. Further details are provided in the Transport Assessment [TR010060/APP/7.2].</p> <p>Details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>impacting upon the layout of the strategic growth location at Inworth Road, Feering.</p> <p>1.6. Furthermore, the Council is disappointed that progress on a Planning Performance Agreement (PPA) has not been made such that a lack of resources has negatively impacted the level of specialist advice we are able to provide in this consultation. i.e., There is a lack of time and funding for specialist landscape advice.</p>	<p>The land west of the Existing A12 has an existing allocation for a Crown Land estate development and currently only has planning permission for 162 dwellings and the full masterplan is yet to be submitted. The A12 project team has held various meetings with the developer to optimise the A12 design, and reduce the impact of the proposed scheme on the future development. The preliminary design process is evolutionary and since the statutory consultation, the land take and A12 design was optimised to reduce the impact on the allocation. The supplementary consultation design incorporates many of the changes and demands from the local authority and developer.</p> <p>The developments that are considered on the A12 traffic model and therefore design, have to follow national guidance on the National Networks National Policy Statement, where committed developments are categorised in accordance with National Transport Analysis Guidance. This means that for the A12 core scenario, only current live or approved planning applications are</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>considered. The core scenario considers as background growth national values such as predicted inflation and growth rate and local factors such adopted local plans and allocations.</p> <p>The proposed scheme's project team continues to work closely with the Applicant's A120 Braintree to A12 team, ensuring the development of the two projects is progressed in a considered way, while recognising that a decision has yet to be taken about whether to fund construction of the A120 Braintree to A12 scheme. The proposed scheme design doesn't preclude any future A120 scheme.</p> <p>The Planning Performance Agreement (PPA) discussions started during summer 2021 and the agreement was reached in early 2022. The PPA provided funding and management tools to coordinate the interactions between A12 and the local planning authority.</p>	
OQ/277	Planning / Support	Braintree District Council		✓			The Council is happy to provide additional information to Highways England on this matter, in particular its	The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>most recent Local Plan housing trajectory which was recently updated.</p> <p>If we can assist with refining the population and planning applications data held by HE, or assist with any other aspect of the PIERS, please do get in contact.</p>		
OQ/278	Traffic Modelling	Braintree District Council		✓			<p>We agree that a return to stage 1 is necessary to include the identification of new planning permissions and other reasonably foreseeable development, and request that we can fact-check the cumulative impact assessment in draft Environmental Statement before submission into the DCO.</p>	<p>The A12 traffic model takes into consideration the adopted and emerging local allocations in the traffic forecast background growth for the area. The Traffic Model Core Scenario takes into consideration current and approved planning applications as these have a level of certainty and details that allows the traffic model to run projections. The proposed scheme operational year is 2042 and the road layout is ready to accommodate traffic growth under the forecasts to that year. Any future development currently not committed or allocated will have to mitigate its impact on the road network. Furthermore, the local authority will be adopting a new local plan that has development allocations and any development outside those areas is normally unacceptable and within the local authority</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								powers to determine the adequacy of the proposed development.	
OOQ/279	Access / Future Development / Tiptree	Colchester Borough Council		✓			<p>The adopted Colchester LDF (2010, 2014) together with the emerging Colchester Local Plan 2017-2033 (Part One now adopted and part 2 at an advanced stage awaiting examiner's report) together, set the key principles and spatial strategy for development within Colchester and identifies the key areas of growth. In particular, we wish to highlight the need to ensure there is good access for Tiptree recognising the planned growth for the settlement is significant.</p>	<p>The developments being considered on the A12 Traffic model and therefore design, has to follow national Guidance on the National Networks National Policy Statement, where committed developments are categorised in accordance with National Transport Analysis Guidance (TAG) guidance.</p> <p>This means that for the A12 core scenario only current live or approved planning applications are considered. The core scenario considers as background growth national values such as predicted inflation and growth rate and local factors such adopted (or emerging local plans close to adoption) local plans and allocations. Emerging local plans have significant weight if they are close to adoption.</p> <p>The Tiptree allocations currently have live planning applications and therefore according to the guidance are within the A12 Core Scenario. The new location of J24 and associated mitigation will provide and improve access from Tiptree to the A12.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/280	Future Growth / Traffic Flows	Colchester Borough Council		✓			<p>Colchester is one of the most dynamic areas for growth in England and the emerging local plan 2017-2033 is at a very advanced stage. The Borough needs confirmation that traffic modelling has captured the quantum and spatial patterns of growth that will affect future traffic flows to ensure that congestion is alleviated by this substantial public investment and that the proposed junction designs have adequate capacity to accommodate these predicted flows.</p>	<p>The traffic model specifically incorporates future housing and employment developments which are considered to be certain enough to happen. This means developments which have submitted planning applications. Developments which are in the emerging Local Plans but do not have submitted planning applications are not specifically included in the core traffic model scenario. However, the overall growth in car trips in Colchester Borough Council is based on standard predictions set out in the government's National Trip End Model (NTEM). Any remaining growth in trips which is predicted in NTEM but not captured via specific local developments has instead been applied as background growth. This background growth is spread across existing housing/employment developments in the borough.</p> <p>The list of developments included within the traffic model has been updated as part of the Development Consent Order traffic model update. The full list of developments, including rationale on their inclusion, is provided in Appendix A of the Transport</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Forecasting Package Report, which is provided as Appendix C of the Combined Modelling and Appraisal [TR010060/APP/7.3].	
OQ/281	Scheme Detail / Biodiversity / Habitat	Colchester Borough Council		✓			The consultation document could provide greater information on the landscape, green infrastructure or biodiversity features to be lost and how they will be mitigated and compensated for including net gain. The government confirmed in June 2021 that: 'New Nationally Significant Infrastructure Projects in England, such as future transport and energy projects, will ...need to provide a net gain in biodiversity and habitats for wildlife - through an amendment to be made to the Environment Bill'	The proposed scheme, as part of the Applicant's wider Delivery Plan, aims to maximise biodiversity in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	
OQ/282	Environment / Noise / Disturbance / Easthorpe	Colchester Borough Council		✓			There will be likely noise and disturbance impacts on Easthorpe as a community, both during construction and once the road is operational. Substantial landscape mitigation should be provided to offset this disturbance and any visual impacts of the realigned	Options to mitigate potential significant noise effects are explored and discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Noise and lighting mitigation measures are included in the	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>road, especially from any night-time lighting.</p> <p>Particular regard must be given to public liaison with the noise sensitive residential occupiers to reduce the likelihood of complaints to the local authority.</p>	<p>Environmental Management Plan [TR010060/APP/6.5].</p> <p>As a result of feedback from the consultation, the Applicant held a supplementary consultation between 9 November and 19 December 2021 which included proposals to restrict access to Easthorpe Road. Please see Chapter 7 of this report for the response to the supplementary consultation.</p>	
OQ/283	Heritage	Colchester Borough Council		✓			<p>Para 2.8.1 mentions that there is a degree of 'design uncertainty' built into the proposed scheme, and that there is some flexibility as regards its proposed route. In para 7.3.2, a paragraph from the National Networks National Policy Statement is cited stating that 'non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments should be considered subject to the policies for designated heritage assets. There seems to be no option within the proposed mitigation strategy in the Cultural Heritage chapter for altering</p>	<p>Consultation with heritage stakeholders are ongoing. Where adverse impacts are identified, and subject to the nature of the asset and the potential impact, consideration is given to a range of mitigation measures with a view to removing or reducing the harm to the heritage asset and the suitability of preservation in situ or design changes within the limit of deviation.</p> <p>The choice of proposed mitigation is made with regard to the assets' type, condition, situation, topography, etc. and using professional judgement informed by best practice guidance and consultation with stakeholders. Further details of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the route slightly, or other forms of preservation in situ, in the event that previously unknown heritage assets of schedulable significance are encountered. This should be discussed and reasoning given for its absence as a mitigation technique.	effectiveness of mitigation measures are presented in the recommendations within Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1], where appropriate. It should be noted that not all impacts will require mitigation; some may offer opportunities for enhancement which is made clear in the assessment.	
OQ/284	Landscape & Visual Impact	Colchester Borough Council		✓			<p>Policy SP6 (Infrastructure and Connectivity) states that 'The LPA's will work with government departments, Highways England..... to deliver the following: ...</p> <p>New and improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120 and A133, specifically: Improved access to and capacity of junctions on the A12 and other main roads; A dualled A120 from Braintree to the A12'</p> <p>Policy SP6 also states that the LPA will work with partners, including Highways England, to deliver changes in travel</p>	<p>The Applicant welcomes and notes the comments from the consultee and looks forward to ongoing engagement.</p> <p>The Applicant will continue to work with its partners, including:</p> <ul style="list-style-type: none"> <li>• individuals and groups who have land near, or who rely on the road, or represent groups that use the roads</li> <li>• academic and research organisations that develop and pilot new techniques and innovations</li> <li>• transport providers</li> <li>• local authorities</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport.</p> <p>However, the Vision in Section 1 Local Plan also identifies that '... the undeveloped countryside and the natural and historic environment will be conserved and enhanced'. Policy SP 7 Place Shaping Principles confirms 'All new development should reflect the following place shaping principles, where applicable: Respond positively to local character and context to preserve and enhance the quality of existing places and their environs;' and 'Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car...'</p>		
OQ/285	Wildlife & Ecology	Colchester Borough Council		✓			<p>The PEIR would appear not to acknowledge, in part 8.7 (Baseline conditions), the existence of, or any proposed removal of, numerous sections of hedgerow protected under the Hedgerows Regulations 1997 (HR97) along the route of the A12</p>	<p>Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] and the Retained and Removed Vegetation Plans [TR010060/APP/2.14] reports the losses of important hedgerows and proposed mitigation (to include the authority under which removal is proposed). Important</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Chelmsford to A120 Widening, or under what authority any removal is being proposed (perhaps under the permitted works as detailed under Regulation 6(h) of the HR97?). Note: this point was originally raised with Jacobs 30/10/2020. CBC requests that this matter is addressed by inclusion in the baseline assessment.	hedgerows affected by the proposed scheme will also be listed in Schedule 8 of the Draft Development Consent Order [TR010060/APP/3.1].	
OQ/286	Location Specific / Easthorpe / Landscape & Visual Impact	Colchester Borough Council		✓			Although the landscape character in the section of Colchester through which the proposed realigned road will run is not protected at a national level and is not exceptional in its character or condition, it does provide attractive traditional countryside character as part of the wider setting for Easthorpe. This proposed additional linear structure carves up that pattern causing severance to networks of hedgerows and trees, watercourses and PRoW and widening the corridor of noise, disturbance, and poorer air quality. The figures in the PEIR demonstrate that the theoretical visibility of HGV, lighting	The Environmental Statement [TR010060/APP/6.1] assesses the environmental impacts of the proposed scheme. This includes Chapter 6: Air Quality, Chapter 8: Landscape and Visual and Chapter 12: Noise and Vibration.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							column and gantry target points extends over a wide area.		
OQ/287	PEIR / Environment / Climate Change / Biodiversity	Colchester Borough Council		✓			<p>The PEIR identifies a number of areas where significant adverse impacts on the environment of Colchester Borough have been identified. CBC wishes to be reassured that the project detailed design will address these shortcomings through effective mitigation to ensure that the environment is preserved and enhanced to address the current climate emergency, bolster biodiversity, reinforce our landscape structure and protect our cherished cultural heritage. The Government has placed the concept of sustainable development at the heart of planning. Whilst we recognise this is an NSIP, CBC believes that at the present time it is imperative that major infrastructure projects, especially those by Government agencies are exemplary in this regard.</p>	<p>The construction and operation of the proposed scheme is estimated to result in an increase in greenhouse gas (GHG) emissions, however, measures have been embedded within the proposed scheme design, or will be implemented going forwards, to minimise GHG emissions.</p> <p>Estimated increases in GHG emissions as a result of the proposed scheme are negligible in comparison to UK carbon budgets and are therefore not significant. As such, the proposed scheme is compliant with the National Networks National Policy Statement. Furthermore, road user GHG emissions are expected to reduce substantially over time as more electric / more efficient vehicles enter the vehicle fleet (e.g. in response to the UK Government's Transport Decarbonisation Plan).</p> <p>This is discussed in more detail in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/288	Heritage / Historic Buildings / Inworth Road	Colchester Borough Council		✓			<p>2.16 The most notable affected listed buildings being the Parish Church of All Saints, Inworth (Grade I) and the important group of listed buildings that comprise Marks Tey Hall (Grades II-II*) which may be particularly impacted upon. Marks Tey Hall becomes extremely close to the proposed new junction 25. Whilst it is accepted that in an ancient landscape of settled character, potential impacts on the wider setting of listed buildings is inevitable, it is consequently essential that the scheme makes provision for effective mitigation of the adverse impacts identified to ensure that the long term future of these designated heritage assets is not prejudiced. The use of embedded design mitigation as the foundation approach is valid but will inevitably require additional asset specific mitigation to address residual impacts. In particular, those assets identified as having a moderate adverse impact (table 7.7, Page 151 and 7.7 page 155) must have bespoke</p>	<p>The effect of the proposed scheme on the historic buildings along Inworth Road and at Marks Tey are assessed in the Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The impact of the proposed offline section of road on the Marks Tey Hall historic building group is assessed as a moderate significance of effect from impacts within the settings of the listed buildings. Mitigation proposals have been developed for this area including the use of an acoustic bund, a low noise road surface and woodland landscape planting.</p> <p>The impact on historic buildings along Inworth Road is assessed as having a significance of effect which would be slight.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							solutions identified to mitigate this material harm.		
OQ/289	Environment / PEIR Climate Change / Biodiversity / Landscaping	Colchester Borough Council		✓			<p>The scheme seeks to provide for the mitigation of the potential visual impacts employing 'embedded mitigation' within the PEIR and includes:</p> <ul style="list-style-type: none"> <li>designing junctions to reduce effects on landform, retaining vegetation, field patterns and landforms,</li> <li>careful design of major structures, signage and gantries to limit visual intrusion,</li> <li>sensitive location of main road signs to limit visual intrusion within the landscape,</li> <li>use of sensitive lighting and (v) planting to reduce adverse landscape and visual effects including native hedgerow, shrub and tree planting.</li> </ul> <p>Significant residual visual effects are acknowledged for LCA's B2 Easthorpe</p>	<p>Landscape proposals have been developed to respond to local landscape character based upon the design principles set out in the Design and Access Statement [TR010060/APP/7.4]. The proposals are illustrated on Figure 2.1 Environmental Masterplan [TR010060/APP/6.2] and supported by an Outline Landscape and Ecology Management Plan and measures to protect trees and valued landscape features in the Register of Environmental Actions and Commitments, which can be found in the Environmental Management Plan [TR010060/APP/6.5].</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Farmland Plateau and F1 Messing Wooded Farmland and the Borough wishes to see proportionate additional bespoke mitigation measures to deliver a compensatory programme of mitigation within these LCA including an environmental fund to support the delivery of community-led enhancement projects.	between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.	
OQ/290	Support / Environment / PEIR / Landscape and Visual	Colchester Borough Council		✓			<p>CBC welcomes this opportunity to comment on the PEIR and looks forward to future engagement as further supporting information becomes available and in due course, following formal submission of the DCO application for determination.</p> <p>CBC support Essex County Council proposals that the LVIA should contain '...a detailed landscaping and ecology/green infrastructure strategy should be prepared as part of the LVIA', particularly where, 'potentially significant effects on landscape character (including existing trees), visual amenity, biodiversity net gain value and health and wellbeing of the</p>	<p>The Applicant thanks the consultee for their support and looks forward to ongoing engagement. Landscape proposals have been developed to respond to local landscape character based upon the design principles set out in the Design and Access Statement [TR010060/APP/7.4].</p> <p>The proposals are illustrated on Figure 2.1 Environmental Masterplan [TR010060/APP/6.2] and supported by an Outline Landscape and Ecology Management Plan and measures to protect trees and valued landscape features in the Register of Environmental Actions and Commitments, which can be found in the Environmental Management Plan [TR010060/APP/6.5].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							community (i.e. access to open spaces, encouraging active travel and recreation and reduce air pollution etc.) that may require mitigation.'		
OQ/291	Environment / Wildlife / Bats / Dormice	Colchester Borough Council		✓			CBC supports ECC requests that further information to be provided to demonstrate why dormice have been scoped out and that 'Deviation from the Bat Conservation Trust guidelines would not be supported by Essex County Council unless there is certainty of likely impacts on the bat populations at the local level', CBC wishes to be reassured that the project detailed design will address these shortcomings through effective mitigation to ensure that the environment is preserved and enhanced to address the current climate emergency, bolster biodiversity,	Appendices 9.4 and 9.6 [TR010060/APP/6.3] detail the bat and dormouse surveys undertaken and rationale for deviation from best practice where applicable.  Environmental mitigation is summarised in the Environmental Management Plan [TR010060/APP/6.5] and discussed in each of the topic chapters of the Environmental Statement [TR010060/APP/6.1]. Chapter 9: Biodiversity, includes detailed assessment on protected and notable species as a result of the proposed scheme. The Environmental Statement [TR010060/APP/6.1] also provides a detailed assessment on a number of other topics such as in Chapter 6: Air Quality and Chapter 12: Noise and Vibration.	
OQ/292	Environment / Biodiversity	Colchester Borough Council		✓			Every opportunity should be taken, over and above that of the immediate requirements of mitigation, to strengthen ecological structure where	The proposed scheme is aiming to maximise biodiversity delivery. Design of landscaping proposals aims to maximise connectivity within and beyond the site.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>ecology patterns are disrupted, and to support the governments aims, set out in a proposed amendment on June 14th to the existing Environment Bill, to extend Biodiversity Net Gain to Nationally Significant Infrastructure Projects. The announcement was contained in the Government's response to the Dasgupta Review on the Economics of Biodiversity. It is still widely anticipated that the Environment Bill will be enacted this Autumn.</p> <p>he PEIR identifies that, at the time of submission, the Defra Metric 2.0 was being applied to the proposed scheme, and that the scheme will be seeking net gains for biodiversity. We assume that following the publication of Defra Metric 3.0 this will be updated and would encourage a minimum of 10% to be delivered in line with, but more aspirational than, the Environment Bill's requirement for 10%. CBC supports Natural England's encouragement towards environmental net gain not just biodiversity net gains.</p>	<p>The Defra 3.0 metric is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology can be found within Appendix 9.14: Biodiversity Net Gain Report [TR010060/APP/6.3]. This is discussed further in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/293	Environment / Archaeology	Colchester Borough Council		✓			<p>On reviewing the applicant's Preliminary Environmental Information Report (PEIR) I have the following comments to make regarding archaeology:</p> <p>The baseline information referred to in this document and to be used for the forthcoming Environmental Impact Assessment is appropriate. Furthermore, the programme of archaeological evaluation and assessment devised in consultation with stakeholders, including CBC, is reasonable and should be provided sufficient information to assess the likely impact of the scheme on archaeological assets, provided that the trial trenching, and sufficient post-excavation work associated with the trial trenching, is completed in time to be incorporated. Para 5.2.5 states that the trenching is 'scheduled to be completed before DCO submission,' while para 5.2.8 states that 'these surveys will be completed in full during summer 2021 and reported on within</p>	<p>A programme of archaeological investigation comprising geophysical surveys, archaeological trial trenching, and specialist investigations to establish the Palaeolithic and paleoenvironmental potential of the proposed scheme has been conducted to inform Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. The results are presented in Appendices 7.5 to 7.8 [TR010060/APP/6.3].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							the Environmental Statement'. 'Completion in full' should also mean completion of all necessary post excavation work.		
OQ/294	Historic Buildings & Areas	Colchester Borough Council		✓			Whilst there are no conservation area designations. There are some 26 listed buildings (See Appendix A) within a 200 m catchment zone of the proposed carriageway. The methodology employed in the PEIR is acknowledged as appropriate.	The impacts on listed buildings are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OQ/295	Air Quality	Colchester Borough Council		✓			The PEIR methodology using DMRB LA 105 Air Quality (HE 2019) is considered appropriate. The Borough has highlighted the existing AQ hotspot on the A120 at Marks Tey and we appreciate that 6.7 Worst Case Receptor Pollutant Concentrations Scenarios have been modelled in this air quality assessment. We appreciate that planned developments (Wyvern Farm, Stanway, Chitts Hill) have been captured by the assessment	These are discussed in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/296	Historic Buildings & Areas / Air Quality / Noise	Colchester Borough Council		✓			CBC accepts that the correct methodology has been employed (subject to the caveats below) namely DMRB LA 104 Environmental Assessment and Monitoring (He, 2020) and DMRB LA 108 Biodiversity (HE, 2020) informed by allied relevant information collated on other environmental factors (air quality, noise, drainage etc.).	Relevant methodologies are detailed in the relevant topic chapters of the Environmental Statement [TR010060/APP/6.1].	
OQ/297	Noise	Colchester Borough Council		✓			Noise CBC welcomes the response to engagement with the Borough and the increase in survey locations between junctions 24 and 25 along the location of the proposed bypass and new Marks Tey Junction. The methodology employed to assess the impact of noise on sensitive receptors during the construction and operational phases of the project using DMRB LA 111 Noise and Vibration is also considered appropriate.	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] provides a summary of the consultation undertaken with stakeholders.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/298	Landscape and Visual Impact	Colchester Borough Council		✓			<p>The PEIR acknowledges that the scheme has the potential to result in very significant adverse effects on areas of landscape directly affected by new junctions or offline bypasses or where new infrastructure would significantly change the character of the view.</p> <p>The methodology employed (GLVIA3 - LI &amp; IEMA 2013) and DMRB LA 2017 is considered appropriate. The engagement with CBC specialist staff in 2020 is acknowledged and welcomed.</p>	Impacts on landscape are assessed in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1].	
OQ/299	Environment / Land	Colchester Borough Council		✓			<p>A narrow strip of farmland is left in between the two roadways which will be of arguable agricultural value as a result. Every opportunity should be taken, over and above that of the immediate requirements of mitigation, to strengthen the landscape structure within this leftover space. CBC requests that further attention is paid to this issue and robust proposals advanced to deliver this objective.</p>	<p>The land between the proposed A12 and existing A12 between Feering and Marks Tey will be used for Ecological mitigation, this will mean that the land will be wildflower grassland with some native tree and shrub planting where screening or landscape integration is required, unless requested by landowners to retain the land as farm. Furthermore, there is an application for Designated funds to provide a linear WCH route across the ecological mitigation</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								allowing the community to use it as open space.	
OQ/300	Support	Colchester Borough Council		✓			Cultural Heritage The positive engagement undertaken with the Borough Council's specialist officers in this topic area is acknowledged. The collaborative working arrangements which have been formalised through the PPA is welcomed which also meets the Borough's associated staff.	Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] provides a summary of the consultation undertaken with stakeholders.	
OQ/301	Cultural Heritage / Landscape and Visual / Biodiversity	Colchester Borough Council		✓			The impacts which have the greatest effects on the Colchester element of the scheme relate to cultural heritage, landscape and visual impact, biodiversity, CBC wishes to be reassured that the project detailed design will address these shortcomings through effective mitigation to ensure that the environment is preserved and enhanced to address the current climate emergency, bolster biodiversity, reinforce our landscape structure and protect our cherished cultural heritage.	Cultural heritage, landscape and visual, and biodiversity mitigation are discussed in each of the topic chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							CBC wishes to be reassured that the project detailed design will address these shortcomings through effective mitigation to ensure that the environment is preserved and enhanced to address the current climate emergency, bolster biodiversity, reinforce our landscape structure		
OQ/302	Habitat	Colchester Borough Council		✓			We note that 'Principles of habitat creation' have been drawn up but cannot find details of these in the PEIR documentation. CBC would like the opportunity to comment further on these and help to shape them, particularly in respect of using net gain to provide meaningful green infrastructure and landscape enhancements that benefit both biodiversity and local character.	The principles of habitat creation were illustrated on the Preliminary Environmental Masterplan included within the Preliminary Environmental Information Report. This has been further developed into the final Figure 2.1: Environmental Masterplan [TR010060/APP/6.2] included within the Development Consent Order application.	
OQ/303	Environment / Air Quality	Colchester Borough Council		✓			The PEIR identifies that the proposals may adversely affect pollutant concentrations at residential sites within the Borough of Colchester particularly in and within the vicinity of the Lucy Lane - AQMA 4 and Halstead Road, Colchester. Modelling described in the Preliminary Environmental	Air quality modelling of the proposed scheme, described in the Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1], predicted one NO2 concentration exceedance in the 2027 DS scenario of 41.0µg/m3 at receptor R189, representing one residential property within the Lucy Lane North AQMA. The modelled	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							Information Report identifies one property where an exceedance of the nitrogen dioxide air quality objectives is predicted and that the proposals will have a negative impact upon. CBC requests that Highways England should develop and present air quality measures to mitigate for these adverse effects in order for the proposals to be acceptable on air quality grounds.	increase in NO2 owing to the proposed scheme at this receptor was 0.9 µg/m3. R189 was in exceedance of the AQO in both the DM and the DS scenarios. In accordance with the Design Manual for Roads and Bridges (DMRB) LA 105, the magnitude of change in concentration at this receptor (0.9µg/m3) was deemed to be small. In accordance with DMRB LA 105 criteria on significance, the effect of the proposed scheme on air quality at human health receptors included R189 specifically during operation is considered to be not significant. Based on this outcome the requirement for air quality mitigation measures are unsubstantiated.	
OQ/304	Environment / Noise	Colchester Borough Council		✓			The potential for significant adverse effects during the construction phase (para.12.10.22) and operational phase (para.12.10.47-48) and especially those at Easthorpe Green, Doggett's Lane, Hall Chase Farmhouse, Hall Chase (Junction 25) all require that all options are explored to deliver an effective solution to mitigate the adverse impacts identified on these homes.	Options to mitigate potential significant noise effects are explored and discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Noise and vibration mitigation measures are included in the Environmental Management Plan [TR010060/APP/6.5].  Air quality and construction noise mitigation measures are detailed in the Environmental Management Plan [TR010060/APP/6.5].	

**Table 1.12 S42 (d) PIL Public Interest / Landowners**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/305	Environment / Wildlife / Ecology	142932			✓		The destruction of a number of beautiful and well-established trees along Prested Hall Chase will be devastating for us and local wildlife.	Where practicable, the design minimises the loss of vegetation along Prested Hall Chase. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].  Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OQ/306	Environment / Air Quality / Construction				✓		A number of respondents were concerned that the air quality and dust during construction would cause issues for asthma	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and less than 2.5µm (PM2.5).</p> <p>Construction dust has the potential to aggravate respiratory conditions. The location of Columbyne Cottage is very close to the boundary limits set for construction of the proposed scheme on Inworth Road. In line with (the Design Manual for Roads and Bridges LA 105) the magnitude of the proposed scheme allied to the dust risk potential triggers dust mitigation measures. These measures are detailed in the first iteration Environmental Management Plan [TR010060/APP/6.5]. The measures should be sufficient to suppress elevated dust emissions limiting the risk of affecting respiratory health where appropriate.</p>	
OQ/307	Environment / Visual Impact				✓		Some individuals felt that they would suffer from adverse visual impacts from proposed project	<p>Visual impacts are assessed in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Where practicable, the design minimises the loss of vegetation. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	
OQ/308	Objection	140593			✓		We would like to object to the A12 widening scheme as the block of land that we own will be badly affected by this scheme for the following reason: the loss of productive arable land. This land is currently in arable rotation, and it is proposed to replace it with woodland and an attenuation pond.	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken.	
OQ/309	Objection	140593			✓		We would like to object to the A12 widening scheme as the block of land that we own will be badly affected by this scheme long term, there is development potential for this block of land, situated so close to Witham town centre. The A12 widening scheme will blight the development potential.	The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. In terms of development potential in this area, the proposed scheme is not able to take the landowner's aspirations for the land into account unless a development proposal is already secured by a planning permission or approved by the Local Plan.	
OQ/310	Objection	140593			✓		"would like to object to the A12 widening scheme as the block of land that we own will be badly	Please note the proposed scheme includes widening of A12 mainline which will increase the amount of impermeable surfacing. Without appropriate mitigation	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>affected by this scheme for the following reasons: as In the short term, we are unable to enter into any agreements for using this land to generate renewable energy (e.g., installing solar panels) as part of agriculture’s contribution to mitigating climate change.</p> <p>t is proposed that our land will be used for an attenuation pond, woodland and ecology mitigation/ protection area. What alternative locations were considered for these?</p> <p>If other locations were considered, why is our land the most suitable for the proposed uses?</p>	<p>measures, the increased impervious areas will increase runoff rates in comparison to existing conditions, resulting in an increased risk of flooding downstream in the receiving watercourses. However, the increased runoff volumes are to be stored, and released at rates mimicking the existing rates of runoff, to mitigate these effects for which the attenuation storage pond is required. There are limited options available for the proposed attenuation storage measures that would meet the design criteria and principles followed in the design development process Alternative attenuation storage options, such as use of oversized pipes as replacement to the existing drainage network and/or use of underground attenuation storage are generally impracticable due to the large attenuation storage volumes required. These options would also not provide water treatment benefits as opposed to using an attenuation storage pond. Therefore, the Applicant believes that the current proposal for an attenuation storage pond is the most suitable and feasible option.</p> <p>In relation to the query relating to the proposed attenuation pond, the location is largely to suit the proposed highway geometry and topography levels to ensure the highway drainage systems can be drained by gravity (avoiding the need for less sustainable pumped drainage discharge solutions). There are</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>other key considerations in the selection of proposed attenuation pond locations, namely:</p> <ul style="list-style-type: none"> <li>• Local topography at the proposed pond location avoiding a need for a deeper attenuation pond and extensive earthworks</li> <li>• Locating the pond close to the road alignment to minimise longer pipe runs that could potentially end up requiring a deeper pond</li> <li>• Locating the pond close to the outfall/receiving watercourse (River Brain in this instance) to achieve attenuation and treatment benefits for the entire highway drainage catchment.</li> <li>• Restricting the design depth and providing flatter edge slopes for ponds to minimise the risk of drowning; and</li> <li>• Avoiding existing fluvial floodplains, so as not to increase flood risk elsewhere</li> </ul> <p>In regards to the query relating to the ecological mitigation, mitigation areas are proposed throughout the proposed scheme to offset impacts on habitats and accommodate species, such as reptiles, that need to be cleared from the proposed scheme footprint. In this location the area proposed is to offset loss from the adjacent Whetmead Nature Reserve.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Opportunities in this area are limited due to the River Blackwater flood zone which would be unsuitable for the translocation of reptiles.	
OQ/311	Objection	140593			✓		Our only access to this block of land is via Blackwater Lane. If the proposed widening scheme goes ahead, how will we reach our retained land with farm machinery, such as tractors and combine harvester? If we cannot gain.	<p>In relation to access provisions at this land, the Applicant has engaged with landowner to identify their access requirements. Subsequently, it has been agreed that the existing access to the land will be retained post construction.</p> <p>There will be some disruption to access during the construction of the proposed scheme but any works that affect access to the land will be discussed with the landowner. Arrangements will be made to provide access to the land for maintenance when required by the landowner. Engagement regarding the specific details of access will take place over the next 12 months, prior to construction.</p>	
OQ/312	Environment / Light Pollution / Construction	142993			✓		It goes without saying that the plans for the above widening scheme will have an adverse effect on my home in the form of increased noise and light pollution.	<p>Noise and vibration impacts are assessed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Mitigation measures to minimise impacts are summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								day and night time changes for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges (DMRB) LA 107. The assessment also considers effects of construction lighting, highway lighting and vehicle lights. Specific mitigation measures are detailed in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
OQ/313	Access	142948			✓		The landowners/[Named] require the ability to cross the proposed haul road and provide a connection into the Blackwater trail as this is a key sustainability trait of the planning proposals for the site.	<p>From a land perspective there is no reason to suggest the landowner cannot use the proposed haul road here. Further clarity would be required to establish more detail around the specific requirements the landowner has in terms of shared usage. This access is required post-construction for maintenance of the drainage ditch and embankment.</p> <p>The Applicant will require further detail from the landowner to understand the intentions around their desired future use in order to assess the feasibility of a shared access.</p> <p>A meeting took place on 18/3/22 with the consultee where the issue has been discussed. The Applicant does not have a specific interest in maintaining a 500m path to the attenuation pond along the gas pipe. There is potential for a SoCG or similar to set out access possibilities via the development.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/314	Access / Disruption	142878			✓	The hours of construction are very long with 7-7 weekdays and then Saturdays all morning. This will cause considerable concern to us due to noise and obstruction to the entrance and exits of Paynes Lane (i.e., if a large vehicle has to wait a long time to pull out onto Main Rd, and we are waiting to pull in. There is a huge risk of vehicles over taking our vehicle whilst we are waiting to turn in) and possible obstructing access to our own property which we will not be able to accept.	<p>If required, heavy vehicles movements will be supported by Traffic marshals. Further details around the Applicant's Traffic Management proposals can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order documents.</p> <p>Noise Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p>	
OQ/315	Access	142895			✓	Plans for widening actions at J20 A&B require the bridge at HP Station Road to be closed, this action stops both pedestrian and all vehicle access out of the village, the only alternative being a 5 mile round trip via Terling or Witham which is unacceptable	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, a suite of mitigation measures is proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel train station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties including, residents, councils, emergency services as well as Network Rail and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Greater Anglia after the Development Consent Order process. The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12</li> <li>• Provision of a temporary carpark to the north east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified Colchester bound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Provision of a shuttle service with stops in the temporary car park and the Station, Station Road, with trained drivers and vehicles to support persons with accessibility needs</li> <li>Provision of a signed diversion route, with enhanced cyclical and winter maintenance</li> </ul> <p>Through its community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	
OQ/316	Location Specific / Easthorpe Road	143527			✓		<p>The Easthorpe road junction with the A12 as it currently exists is crucial to our farming business. As Farmers we have vehicles up to 4m wide using the roads, 2500 tonnes of wheat and 1200 tonnes of other seeds a year leaving the farm in HGV's as well as over 100 HGVs of straw. To add to this are the tankers delivering liquid and solid fertiliser, seed, fuel and lime. Currently all large agricultural vehicles and these HGV's access the farms via the Easthorpe road</p>	<p>Since statutory consultation, the Applicant has engaged with the consultee to ensure access is maintained.</p> <p>In response to the consultation proposals, the Applicant received a lot of concerns about the proposed improved access arrangements, and feedback that the access should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, the access arrangements at this location were reviewed and it was concluded that the access could be closed.</p> <p>To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							junction. Whilst there is concern that the flyover from the Easthorpe road onto the old A12 will make it into a 'Rat Run'...if it is made into a Dead End Road the HGV's servicing this farm alone will cause significantly more issues with large vehicles using an unsuitable road network...with some being too large to potentially use them. The access point here and its design is critical for this business.	for a crossing of the proposed scheme for walkers, cyclists and horse riders, the Applicant will maintain an accommodation bridge across the proposed scheme at this location. the updated design will ban general traffic from using this bridge and this will be achieved using signs and by providing a gate.  Please also refer to the supplementary consultation for Easthorpe Road.	
OQ/317	Easthorpe Road	143527			✓		Response in relation to Prested Hall Farm just North of Feering and Badcocks Farm on the Easthorpe Road: the farm is all based east of the existing A12. We have access to the A12 currently at the junction of Prested Hall drive with the Slip road over the A12 to go north on the A12 and south into Feering. The new proposal means that I will not be able to get to the grain store that will be sandwiched between the	Access from the grain store to the farm will be possible by the proposed Prested Hall overbridge and the roundabout at the existing A12 / London Road junction in. If the Development Consent Order is granted, the Applicant would own the majority of Prested Hall Drive and be able to grant rights over the drive to the Easthorpe Estate to ensure access is maintained to the farm.  While the Easthorpe Road overbridge will be closed to general traffic as a through route, the bridge will remain open for access by adjacent farms including the Easthorpe Estate farm as well as emergency services. The road will be stopped up as a through	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							old A12 and new A12 as no road has been designed in from the remaining farm land. I will not be able to use the proposed access to Prested hall as this is sold away and we have no rights across their property.	route for general traffic and will include appropriate gating to prevent this use.	
OQ/318	Access / Easthorpe Green	140216			✓		<p>4.1 Under 12.8.22 of the Highways England's (HE) Preliminary Environmental Information Report it states: "The access for properties on Easthorpe Green, The Hayloft and Wishing Well Farm and Cattery would be severed by the new alignment of the A12 and therefore a single access track would be constructed that would include a bridge over the new alignment of the A12. These works would be offline and so there should be no requirement for night working. "</p> <p>4.2 There is no detail on if our property will be temporary affected by the scheme during the</p>	Access to Easthorpe Green and The Hayloft will be maintained via the existing access until the new proposed Wishing Well Bridge and access road is constructed. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order suite of documents.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							construction. As the proposed A12 route severs our only access to our property, it is not clear how HE proposes to provide continued access during construction.		
OQ/319	Consultation / Doggetts Lane	140214			✓		Furthermore, According to Highways England's (HE) Preliminary Environmental Information Report Doggetts Lane Over bridge is proposed to accommodate the new Damyon's Farm access road across the proposed scheme. The proposed width is approximately 10m and will include diverting the Public Right of Way. There are no engineering or CAD plans which show the dimensions of the footpath diversion over the new A12 and I would like to see these before commenting further.	Further details on the allocation of cross-sections of structures on the proposed scheme are available in the Structures Engineering Sections [TR010060/APP/2.11].	
OQ/320	Maps	142649			✓		On page 47 of the public consultation drawing of Rivenhall End our private concrete road is shown to remain but on Highways England drawing 12 of 20 drawing	Following the Applicant's engagement with the landowner of the access track, it has been agreed that the access track in question will be maintained as part of the proposed scheme design.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
						no. H551497-JAC-HGN-SCHW-DR-C-0012 the concrete road stops at our gate and the farmers part of the road has been removed.	This can be seen in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].	
OQ/321	Easthorpe	142871			✓	Our house is located on the A12 between junctions 24 / 25. The proposed 6 lane will run at 50 - 65 metres at the back of our house as well as the flyover with a connection to Easthorpe Road at about 250 - 300 metres to the right of our property. We will not only experience disturbance through noise, dirt and pollution by the construction throughout the construction period estimated at 4 years but will also experience disturbance once the road has been built. Furthermore, there are several compound and soil storage areas very close to our property which will also add to the disturbance.	<p>The Applicant has communicated with the landowners about their concerns in relation to the construction of the proposed scheme. While the Applicant sympathises and appreciates the disruption and inconvenience to those living and working nearby, it is not always possible to remove all disruption while ensuring the safety of all road users. The Applicant has a statutory duty to improve and maintain the strategic road network. In legal terms it is widely accepted that temporary or permanent changes to traffic flows have to be accepted and that the whole community will benefit from the higher standard of the road and the improvement this brings.</p> <p>Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.16], the Outline Construction Traffic Management Plan [TR010060/APP/7.7], the Environmental Management Plan [TR010060/APP/6.5] and the REAC (Appendix B of the EMP) details mitigation measures that will be</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								implemented during the construction of the proposed scheme.	
OQ/322	Access	143060			✓		The only vehicular access to Wishing well Farm is over a concrete track which will inevitably be blocked by the construction of the new A12. Highways have proposed that a bridge is constructed close to the entrance to our property to allow us access to the existing road.	Access to Wishing well farm will be maintained via the existing access until the new proposed Wishing Well Bridge and access road is constructed. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order documents.	
OQ/323	Access	142932			✓		Our route to join local roads and the new A12 northbound via the old A12 will be much longer and inconvenient.	The proposed J24 will be an 'all movements' junction so the residents of Feering and Kelvedon would be able to join the A12 and travel in either a northerly or southerly direction. It is proposed the existing A12 will remain as a local road so this will also continue to be available to join the A12 at J25 to travel in a northerly direction.	
OQ/324	Access	142932			✓		Our route to join local roads and the new A12 northbound via the old A12 will be much longer and inconvenient.  We use the a12 entrance to access our home, this will greatly	The existing A12 is intended to remain and be handed to Essex County Council to operate as a non-strategic road. The Applicant understands that the respondent is currently able to join the A12 northbound but to access the A12 southbound, a U-turn at J25 will be required, and likewise to return home from the north, the respondent will need to U-turn at J24. The	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							impact us on time, fuel, money etc if altered and will make access to our property very difficult	proposed scheme will allow the respondent to join the existing A12 at the proposed Easthorpe Road Roundabout and continue either northbound and join the A12 itself at J25 or use the new roundabout to join the existing southbound carriageway and continue along the existing southbound A12 and join at J24. One of the strategic objectives of the proposed scheme is to close direct accesses onto the A12 as they have a higher incidence of severe collisions across the strategic road network and provide safe alternative access via junctions designed in accordance with the Design Manual for Roads and Bridges. The Applicant appreciates that in a limited number of cases, the closure of direct accesses may result in increases in journey distances, but the reduced journey times and improved safety of the proposed scheme are expected to counteract this.	
OQ/325	Highways / Access / Waterways	142991			✓		4. As the Navigation is operated as a recreational asset for public benefit in order to assist maintenance of the outfall, tow path and waterway, we request vehicular rights for this purpose over the proposed maintenance access roadway including extending this beyond its	While the Applicant recognises the importance of this public asset, the proposed access track is for maintenance of an attenuation pond and does not extend to the requested location. As no existing access is being affected, an extension of this track is unfortunately beyond the remit of the proposed scheme and will result in additional cost and land required.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							proposed limit up to the Navigation tow path (FP18).		
OQ/326	Design / Permissions / Licences / Drainage	142991			✓		<p>Essex Waterways Ltd is a not-for-profit volunteer led company wholly owned by the Inland Waterways Association (registered as a charity no. 212342). We manage and operate the Chelmer &amp; Blackwater as a navigable waterway for public benefit as a recreational and heritage asset. We have not used the Consultation Response Form provided as our response is specific to the Chelmer &amp; Blackwater Navigation at the Chelmsford end of the proposed widening.</p> <p>We refer in particular to:</p> <p>Drawing 027_ARDG_A12_POL_Plan Sheet 1 of 10 This shows the red line of the project boundary extending eastwards to include</p>	<p>1. This is noted and a diversion of the footpath would be implemented if the works impacted the use of public footpaths FP17 and FP18 (the Navigation tow path).</p> <p>2. This is noted. As the Applicant progresses through detailed design it will share this information with Essex Waterways and seek feedback regarding details of any new surface water outfall which will need to be agreed and subject to licence. Environment Agency consent may also be required.</p> <p>Following the consultation, the Applicant met with Essex Waterways on 21 February and 12 April 2022 to discuss these matters, and will continue to engage with Essex Waterways Limited.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to this work and a key part of how the proposed scheme will be developed.</p> <p>The Applicant will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>part of the Chelmer &amp; Blackwater Navigation.</p> <p>Drawing HE 551497-DR-C-0046 proposes that 'temporary possession of land and permanent acquisition of rights' is required on this Navigation Company land.</p> <p>Drawing HE 551497-DR-C-0001 shows new surface water attenuation ponds with outfalls both directly and indirectly to the Chelmer &amp; Blackwater Navigation. It also shows a proposed maintenance access roadway to the ponds running parallel to the A12.</p> <p>We therefore make the following comments at this stage related to the above:</p> <p>1. The proposed surface water drain crosses Navigation Company land which includes public footpaths FP17 and FP18 (the Navigation tow path) and discharges in to the Navigation.</p>	<p>consultees are encouraged to get in touch with questions or comments.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
						2. Details of any new surface water outfall will need to be agreed with ourselves and subject to licence. Environment Agency consent may also be required.		
OQ/327	Access / Water / Drainage	143499			✓	<p>The site is logistically busy and has substantial annual exports. As material is also hauled to and from site via road, as well as rail, the smooth working of the site access and local road network is critical to Tarmac's operations.</p> <p>Sheet 19 of HE's plans shows proposals for permanent acquisition of land to include the southern part of the site and Tarmac's access track off North Lane. The site is already narrow, situated between the A12 and the railway line, and any encroachment onto the site or the access track permanently or temporarily would create a serious logistical and business interruption, and at worst render</p>	Following a meeting held in October 2021 with the landowner, the Applicant has undertaken a review of the drainage requirements at this location and has concluded that the drainage ditch proposed at DF4 is no longer required for the proposed scheme. Updated drawings will be provided in due course reflecting this change.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
						the site unviable from an operational perspective.		
OQ/328	Land Take	142988			✓	<p>As a farmer who looks after the land either side of the A12 close to Witham and Hatfield Peverel I cannot see that the proposed design takes all of the relevant points into consideration.</p> <p>Firstly, that the South bound carriageway has in recent years already had a third carriageway added. Many of the delays caused are as a result of the inability to repair the existing bridge. Currently a significant proportion the traffic from the rapidly expanding town of Maldon has to pass over mini roundabouts located at Hatfield Peverel, Tiptree or Danbury.</p>	The proposed scheme would provide a third lane on all remaining sections of the A12, in both directions between J19 and J25. It would also provide improved junctions for traffic from the local road network to access the A12. However, the proposed scheme would not change the mini roundabouts at Hatfield Peverel, Tiptree and Danbury. As reported in Chapter 5 and Appendix C of the Transport Assessment [TR010060/APP/7.2], the proposed scheme is not predicted to affect the performance of the mini roundabouts in Tiptree or Danbury. At Hatfield Peverel, the proposed scheme would result in some additional queueing on the Maldon Road approach to the mini-roundabout junction with The Street. Details of this junction assessment are provided in Appendix E.6 of the Transport Assessment.	
OQ/329	Land Take	142948			✓	Section 104 of the Planning Act 2008 requires HE's scheme to be decided in accordance with the relevant National Policy Statement. Paragraph 4.3 of the	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>NNNPS states that HE need to consider the developments: “potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.</p> <p>Therefore, while we welcome further discussion with HE on the proposed A12 Scheme to consider and implement the requested changes and additional information, our current position is that we continue to object to the A12 Scheme proposals as they currently stand in relation to the design in proximity to our land interest.</p> <p>This is on the basis that the A12 Scheme has adverse impacts on the proposed residential development. If further clarity and design changes are adopted, it will allow the removal of these objections. Given our standing</p>	<p>compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. In terms of development potential in this area, the proposed scheme is not able to take the landowner's aspirations for the land in to account unless a planning permission exists or the land is allocated within the Development Plan. The Applicant will continue to work with the developer to reduce the impact where possible.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
						objections, we wish to be contacted and involved with any upcoming sessions relating to the DCO process.		
OQ/330	Land Take	140216			✓	<p>8. Section 104 of the Planning Act 2008 requires HE's scheme to be decided in accordance with the relevant National Policy Statement. Paragraph 4.3 of the NNNPS states that HE needs to consider the developments: "Potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.</p> <p>Therefore, while we welcome further discussion with, HE on the proposed A12 Scheme to consider and implement the requested changes and additional information, we continue to strongly object to the A12 Scheme proposals as they currently stand in relation to the design in</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. In terms of development potential in this area, the proposed scheme is not able to take the landowner's aspirations for the land in to account unless a development proposal is in place or approved by the Chelmsford Local Plan 2020.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given the Applicant the ability to purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from when the proposed scheme is</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							proximity to our property. This is on the basis that the A12 Scheme significantly undermines the use of our property during construction and potentially post construction.	announced through to the first year after it has opened to traffic.  Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.	
OQ/331	Consultation / Engagement	139483			✓		We found the consultation technology hard to engage with having to get help to access Slido, teams chat would have been far simpler. Further Slido restricted our questions to a maximum number of 160 characters making it more difficult to fully explain our question. Where is the accessibility in this method considering that your first 3 physical consultations will be whilst we are still in 'Lockdown'?	The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.  The Applicant has listened to and considered everyone's feedback. Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to this work and a key part of developing the proposed scheme.  As outlined in Section 8 'How will we consult' in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation.  The format of the webinars included a detailed presentation, with opportunities for attendees to ask	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops the proposals, it will work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>The latest updates for the proposed scheme can be found at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a>.</p>	
OQ/332	Consultation / Engagement	142859			✓		Other than that, we found out Thursday evening there was an information event due to be held at our local village hall the following day during working hours so no one could attend to ask questions - very unhelpful!	As outlined in Section 8 'How will we consult' in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation, this included six in-person event, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation period. Engagement is an important part of the proposed scheme. Working with the local community and their	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>representatives is integral to this work and a key part of developing the proposed scheme.</p> <p>The Applicant will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>The latest updates for the proposed scheme can be found at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a>.</p>	
OQ/333	Compensation / Impact on Properties and Land	142661			✓		<p>Give proper compensation to properties in the area directly affected. In particular those close to the construction work, piling, earth moving, borrow pits, haul roads, air and light pollution, heavy machinery and associated traffic etc. The proposed works will have a serious detrimental effect on the value of our property and it is unlikely that anyone will want to buy a house in the middle of a major road construction</p>	<p>The Applicant has engaged with the landowners and provided the relevant documents for discretionary purchase.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given it the ability to purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from when the proposed scheme is announced through to the first year after it has opened to traffic.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
						scheme. I am aware that two of our near neighbours have tried to sell and as soon as the prospective buyer is made aware of the scheme they have withdrawn their offers. We should be offered discretionary purchase without having to go through the pointless exercise of trying to sell our property for a fair price.	Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.	
OQ/334	Objection / Land / Future Development	142948			✓	<p>This letter reiterates our concerns and sets out our objections to the current proposals following recent email exchanges and publication of the Design Fix 2 plans, which utilises part of the land for the A12 Scheme and which is considered to have adverse impacts on the proposed residential development.</p> <p>Taylor Wimpey's Involvement By way of a reminder, Taylor Wimpey's involvement stems from the company having a 15-year option over the site. The option was entered into in November 2019 and the site is being actively</p>	<p>The land in question is proposed to be required for the realignment of an existing ditch and the diversion of a gas main. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The proposed scheme does not necessarily preclude development of the land in question. However, with no development proposal in place or included within the approved, Chelmsford Local Plan 2020, the proposed scheme is not able to take into account the developer's aspirations until further definition is available. The Applicant will continue to work with the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>promoted for residential development. The site is currently assumed to be capable of delivering c. 240 new homes and has the potential to come forward within the next 5 years to address the housing shortfall within the district.</p> <p>Clearly, your proposals for permanent and temporary land take are in direct conflict with the aims of the landowners, S&amp;P and TW to see this site come forward for dev</p>	interested party to minimise the impact to the landowner's future plans.	
OQ/335	Timescales / Mitigation	139483			✓		<p>We would like to know what plans you have to ensure the project does not over run as the A13 road widening scheme has done Thurrock? The construction phase of the scheme blights many properties for its entirety and ensures they will be sold at a discount in this period.</p>	<p>Following statutory consultation in June 2021 and supplementary consultation in November 2021, the Applicant submitted its Development Consent Order application in summer 2022.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given it the ability to purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to the Applicant from</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>when the proposed scheme is announced through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p>	
OQ/336	Land / Design	143122			✓		<p>On behalf of [Named], we re-iterate the request for this information to be provided. As affected statutory consultees, the clients' ability to meaningfully engage in the process is compromised.</p>	<p>The Applicant has met with the land owner and their representatives, on many occasions since November 2019, and following the statutory consultation (dates include: 26.11.19, 30.01.20, 6.02.21, 11.06.21, 03.08.21, b 22.09.21, 3.12.21,17.01.22 and 08.03.22), to discuss the impact of land take and the effect of the proposed scheme on the landowner's property. Through continued engagement with the landowner, the Order Limits and proposed scheme design have been changed where feasible to reduce the impact on the land as far as possible.</p> <p>Changes made since the statutory consultation include:</p> <ul style="list-style-type: none"> <li>• Removal of large attenuation pond</li> <li>• Reduction in land take and buildings removed from the Order Limits.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Majority of the car boot sale site excluded from the Order Limits</li> <li>• Moving the environmental mitigation areas to locations preferred by the landowner. Overall reduction in mitigation land where possible.</li> <li>• Private Means of Access over land to be permanently acquired to ensure the land isn't severed.</li> </ul> <p>Detail on whether land is required permanently, temporarily, or require rights can be found by following the below link and selecting 'A12 Chelmsford to A120 Widening Scheme Preliminary Design Map Book 2 Land Use Plans'. As the proposed scheme develops, the Applicant will continue to inform landowners of any changes to its land take requirements.</p> <p><a href="https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-june21">highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-june21</a></p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to this work and a key part of how the proposed scheme will be developed.</p> <p>As part of the development of the proposed scheme, a detailed programme of engagement took place. This has included community forums, members' forum,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>technical workshops, and one-to-one meetings. Since engagement began, over 230 hours of meetings and workshops have taken place.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The Applicant will continue to work with the landowner and representatives through the detailed design to minimise land take where possible and securing sufficient land to deliver the proposed scheme. whilst ensuring their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>An application for Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Transport, who will decide whether the proposed scheme will go ahead.	
OQ/337	Maldon Road / Maps / Illustrations	143053			✓		<p>Figure 3.5:</p> <p>Key desire lines in the vicinity of the A12 of HE's Options Assessment Report dated 15th May 2017 inexplicably fails to include a desire line to represent the B1019 between Maldon and Hatfield Peverel, despite this being a major route to and from the A12.</p> <p>The illustrations in HE's initial Public Consultation brochure also omit to show any routes between the A12 and Maldon, whereas they do for Braintree.</p> <p>Pages 10 &amp; 11 of HE's Public Consultation brochure of June 2021, with illustrations of the proposed design, again make reference to Braintree but not to Maldon.</p>	<p>The comments on these previously issued documents have been noted. For the statutory consultation the brochure presented traffic figures for the main roads that linked to the proposed scheme, including several from the Maldon District including Maldon Road.</p> <p>Traffic demand from Maldon has considered within the proposed scheme's traffic modelling and assessment, as described in Chapters 5 to 9 of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/338	Objection				✓		Some people felt that the project team were not helpful in providing clear information and that facts of relevance were purposely not easily found.	<p>Transparency is an important part of the Applicant's process. All feedback that has been received as part of public consultation has been listened to and considered, with the aim to keep the public and industry informed about the proposed scheme and the Applicant's activities. A Statement of Community Consultation under S.42 of the Planning Act 2008 was prepared, and was agreed with the local authorities and applied to every consultation that the proposed scheme had since Preferred Route Announcement. The Preliminary Environmental Information Report documents followed the Design Manual for Roads and Bridges (the Applicant's guidance) and the 2017 EIA regulations for its content and reporting while the information scoped in was agreed with the Planning Inspector through a Scoping opinion. All of the consultation information is available online on [REDACTED]</p> <p>To support this, the Applicant has and will continue to provide fit for purpose, accessible information that meets statutory requirements, the interests and needs of stakeholders, the customers who use the roads, and the communities that live alongside them.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Working with the local community and their representatives is integral to this work and a key part of how the proposed scheme will be developed.</p> <p>As the Applicant continues to develop its proposals, it will work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation, this included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day throughout the consultation period.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>The latest updates for the proposed scheme can be found at</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/339	Scheme				✓		Some consultees questioned the need for the scheme and felt that investment should focus on other forms of transport such as rail	<p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p> <p>The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>The proposed changes to this stretch of the A12 road will:</p> <ul style="list-style-type: none"> <li>improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between J19 and J25</li> <li>• take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities</li> <li>• ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area</li> </ul> <p>Make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys.</p> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade-separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The impact on local roads has been assessed in the strategic traffic model, which allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads.</p> <p>The proposed scheme includes two offline sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Option 2 alignment resented in 2017, provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<div data-bbox="1317 469 1865 544" style="background-color: black; width: 100%; height: 47px;"></div> <p data-bbox="1317 555 2029 687">The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked and passed over to the local county council. Both sections of de-trunked A12 will remain two lanes in each direction.</p> <p data-bbox="1317 708 2029 1246">The northern dumbbell roundabout of J22 contains a link to the de-trunked A12, allowing access between the proposed A12, J22 and the de-trunked A12, as well as Colchester Road to the West. Further East, Rivenhall End West Roundabout, located on the de-trunked A12, provides access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road. The existing Oak Road access will be closed to the A12 de-trunked A12; however, access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout. Access to the new A12 will be available via the de-trunked A12 and new A22 junction. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.</p> <p data-bbox="1317 1267 2029 1396">Between J24 and J25 three new roundabouts will be constructed. The proposed Feering East Roundabout, in the location of the existing J24, will maintain access between New Lane to the north, the de-trunked A12 to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>the East, London Road to the West and access to the residential properties to the south. Easthorpe Road Roundabout, located on the de-trunked A12 will connect the de-trunked A12 with Domsey Chase to the North and Easthorpe Road to the south. The proposed Easthorpe Road roundabout will also provide a turning point on the de-trunked A12. Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</p> <p>The existing walking, cycling and horse-riding (WCH) routes will be retained. Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
OQ/340	Compensation				✓		Some consultees asked how they could get their property valued	Specific valuation advice can be obtained via professional bodies such as the Royal Institution of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Chartered Surveyors and the Central Association of Agricultural Valuers.  The Applicant welcomes these comments and looks forward to ongoing engagement with the consultee.	
OQ/341	Construction				✓		<p>Neighbours of the proposed project stated they would like to have a productive and positive relationship with Highways England and their selected sub-contractors.</p> <p>They wanted to know if the proposed project would adhere to the Considerate Contractors scheme and that details on where they could direct queries, questions and issues to as soon as is reasonably possible. Further discussion was requested regarding the compounds near to The Vineyards.</p> <p>We understand this project is needed and look forward to the results. We look forward to hearing how Highways England are going to work with us to</p>	<p>The Applicant welcomes these comments of support and looks forward to ongoing engagement with the consultee.</p> <p>The Applicant will establish a communications management plan and will have a dedicated stakeholder management team which will ensure all communications and requirements are met with due diligence. Regular newsletters will be sent to registered email addresses and letters will be sent out where and when deemed required.</p> <p>The Contractor will be registered with the Considerate Contractors scheme.</p> <p>The compound plans are not yet finalised but consideration has been given to areas closer to properties. These will be dedicated for less noisy operations, such as offices and car park. Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							mitigate the impact the compound, borrow pit and general works will have on us during construction. If any information above is not clear, please do reach back out to us.		
OQ/342	Objection / Borrow Pits / Land Take	143074			✓		<p>Object on two key points affecting their land</p> <ol style="list-style-type: none"> <li>1. unnecessary land take</li> <li>2. use of borrow pits</li> </ol>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. As you state in your consultation response, the tree planting proposed in this area is required to meet environmental mitigation targets as part of the Development Consent Order application. Woodland is also proposed to assist in integrating the proposed scheme into the landscape, reflecting the character of the landscape as it changes along the route.</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that its detailed design has yet to be undertaken.</p> <p>The borrow pits have been marked as being required permanently for the delivery of the proposed scheme. The Applicant cannot guarantee landowners that the land can be reinstated back to the same quality as it was before the construction of borrow pits, thus have identified them for permanent acquisition.</p>	
OQ/343	Consultation / Engagement	142871			✓		<p>The new bypass raises a lot of questions and we feel we have not received any satisfactory answers to any of the raised issues (my email of 25th July)</p> <p>Through personal experience. You have not contacted those who could have major concerns about the scheme, on a personal basis.</p>	<p>A holistic route options exercise was undertaken prior to the proposed scheme's Preferred Route Announcement. The area between the existing J23 and J25 is described from page 9 of the Scheme Assessment Report.  <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf</a>.</p> <p>One of the proposed scheme's objectives as part of the Road Investment Strategy is to improve road user safety. There are a number of properties with access to the existing A12, some of which would not be physically compatible with widening the road to three lanes in each direction. Nonetheless in the event that there is space between the existing road edge and the</p>	

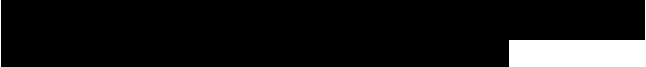


Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>existing property, each of these properties would need a private means of access to either J24 or J25 to be provided unless it could be demonstrated that there is no alternative to the existing arrangement.</p> <p>The Applicant welcomes these comments and looks forward to ongoing engagement with the consultee.</p> <p>The Applicant has listened to and considered everyone’s feedback. Engagement and working with the local community and their representatives is integral to this work and a key part of developing the proposed scheme.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation. These included six in-person events, six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>As the Applicant develops its proposals, it will work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>The latest updates for the proposed scheme can be found at  <div style="background-color: black; width: 100%; height: 1.2em; margin-top: 5px;"></div> </p>	
OQ/344	Access / Land	143030			✓		<p>We would seek surety that the highway access proposals in maintaining a vehicular connection would permit the potential future widening of the highway to accommodate any future site development and potential intensification of the existing site's use. At present we have the ability to increase the highway capacity and develop the site further (subject to planning) by widening the access utilising our own land to do so.</p>	<p>The Applicant has proposed a suitable roundabout junction and access road to Marks Tey Hall. In terms of future developments in this area, the proposed scheme does not preclude development of the surrounding land in question. However, with no development proposal in place or included within the approved Local Plan, the proposed scheme is not able to take into account the landowner's aspirations until further definition is available. Nevertheless, the Applicant will continue engaging with the landowner through detailed design to minimise land take where possible and securing sufficient land to deliver the proposed scheme, while not precluding the intended development.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/345	Impact on Area	142920			✓		<p>It is suggested that a small but necessary infrastructure addition of a bypass road from the proposed new junction 21, to perhaps a new junction near Wickham Bishop Road and Maldon Road, would relieve a substantial amount of through traffic softening the impact of the proposed new junction 21 and the expansion of the village.</p> <p>The answer to this suggestion will probably be, "We will continue to work with Essex County Council, the local planning authorities and the parish council on possible changes", and nothing will be done. Any negative effects on any part of the village (or other villages or roads) should be addressed now and become part of the project, not dismissed as someone else's problem.</p>	<p>The Applicant is working with Essex County Council to find develop a mutually agreeable solution for the suggested bypass, including discussions around shared funding.</p> <p>The A12 project team feel that there are ongoing capacity issues at this junction which are historical and mainly caused by existing and proposed developments in the area affecting the local network. It is felt that while the proposed scheme would not significantly worsen this issue, a bypass should not be constructed in isolation and the Applicant has confirmed that a future bypass could tie into the southern dumbbell of a new J21. A bypass will also have environmental and land take effects, and the Applicant is actively investigating these matters.</p> <p>The Applicant is currently working on how it may assist Essex County Council in securing funding for a bypass in the future and to find develop a mutually agreeable solution for the suggested bypass, including discussions around shared funding.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								The Applicant will make every effort to ensure its impact on local roads and communities is kept to an absolute minimum. Further information regarding mitigation is detailed in the Environmental Statement [TR010060/APP/6.1].	
OQ/346	Scheme / Objection	142920			✓		<p>This consultation should be suspended until Highways England have corrected their presentation or informed those it concerns of the true facts.</p> <p>Highways England say they are diverting traffic away from The Street. I live on The Street and this scheme directs all traffic from all directions 2 metres past my property.</p>	<p>Transparency is an important part of the Applicant's process. All feedback that has been received as part of public consultation has been listened to and considered, with the aim to keep the public and industry informed about the proposed scheme and the Applicant's activities. A Statement of Community Consultation under S.42 of the Planning Act 2008 was prepared, and was agreed with the local authorities and applied to every consultation that the proposed scheme had since Preferred Route Announcement. The Preliminary Environmental Information Report documents followed the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England (the Applicant's guidance) and the 2017 EIA regulations for its content and reporting while the information scoped in was agreed with the Planning Inspector through a Scoping opinion. All of the consultation information is available online on</p> <p>[REDACTED]</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest /	Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>To support this, the Applicant has and will continue to provide fit for purpose, accessible information that meets statutory requirements, the interests and needs of stakeholders, the customers who use the roads, and the communities that live alongside them.</p> <p>As outlined in Section 8 ‘How will we consult’ in the Statement of Community Consultation 2021, multiple channels were provided to engage in the consultation, this included six in-person event, as well as six webinars and a virtual exhibition, available 24 hours a day during the consultation period. Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to this work and a key part of how the proposed scheme will be developed.</p> <p>As the Applicant continues to develop its proposals, it will work with stakeholders and key partners so their knowledge and experience of the A12 can inform this work. The Applicant welcomes feedback on improving communication, so consultees are encouraged to get in touch with questions or comments.</p> <p>The latest updates for the proposed scheme can be found at  </p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Public	What you said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/347	Traffic / Consultation / Engagement	143070			✓	<p>It was felt by some that during the webinar the project representative was unable to provide a competent answer on proposals to mitigate this volume of traffic or produce facts on the volumes the junction and additional housing will bring. It was felt that this demonstrated the flaws and afterthought planning of this Junction.</p> <p>A further suggestion was that (with the exception of construction) answered well from a good knowledge base, construction did not, which we suspect is because the full plans for this have yet to be developed (not a criticism), but feel they need bottoming out.</p> <p>Some found it a little unsettling that in your project run-through the J20b compound was shown in entirely the wrong place and request that this is not repeated in your consultation.</p>	<p>Staff who attended the webinar are briefed prior to the presentation and provide the best information available.</p> <p>For motor traffic on links, the approach to modelling is described in Chapters 6 to 8 of the Combined Modelling and Appraisal Report [TR010060/APP/7.3]. More details on the modelling of junctions is provided in Chapters 4, 5 and Appendix E of the Transport Assessment [TR010060/APP/7.2].</p> <p>All of the consultation information is available online on [REDACTED]</p> <p>To support this, the Applicant has and will continue to provide fit for purpose, accessible information that meets statutory requirements, the interests and needs of stakeholders, the customers who use the roads, and the communities that live alongside them.</p> <p>The latest updates for the proposed scheme can be found at [REDACTED]</p>	

**Table 1.13 S47 – Public (where public question have already been answered in other areas, they are not included in this section)**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/348	Biodiversity					✓	Many respondents felt opposed to the proposed scheme and cited environmental effects as their reason for objection.	As part of the process of developing the proposed scheme, a detailed assessment of the environmental impacts takes place throughout. It is also a central component of the decision making process. As part of the application for development consent and Environmental Statement [TR010060/APP/6.1] has been produced.	
OQ/349	Environment / Loss of Farmland					✓	The proposals will result in a significant loss of farmland with no proposals to mitigate this at a time when we should be growing more of our own food and reducing food miles.	The assessment of effects on best and most versatile land is set out in Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1], while the assessment on effects on agricultural land use is set out in Chapter 13: Population and Human Health, in the Environmental Statement [TR010060/APP/6.1]. The proposed scheme has been designed to limit land take as far as practicable to limit the impact on loss of farmland. However, when developing the proposals, the impact on this asset has to be balanced with potential impacts on other environmental assets (e.g., biodiversity and floodplains) and on local communities. Much of the agricultural land that is acquired temporarily	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								will be reinstated to its original use post construction.	
OQ/350	Climate Change					✓	<p>A number of consultees felt that due to the severe climate crisis reducing road use and finding alternative ways for people to travel and to get more vehicles off the road, encourage the use of public transport and it was wasting resources to build more roads</p> <p>It was felt that new transport solutions sought and improvement should be made to public transport services. Others suggested that Electric vehicles were not the answer as they consume huge amount of resources and energy in their manufacture. Also, the batteries use rare precious minerals so they are not a sustainable solution.</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within its Net Zero plan, while the Applicant supports investment in all zero-carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. HS2 will take between 1 and 3% of traffic off the SRN, for example. This is why The Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, government has indicated that sale of new petrol and diesel cars will be phased out by 2030. Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OQ/351	Environment / Noise					✓	Some people felt that the proposal goes totally against the Government objective to reduce road traffic noise and environmental pollution, and that there would be an increase in fuel consumption	<p>The government policy on noise is to 'Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development'. To achieve this, the Noise Policy Statement for England sets out the following three aims:</p> <ul style="list-style-type: none"> <li>• Avoid significant adverse impacts on health and quality of life</li> </ul> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which include Air Quality Objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs providing a regulatory framework to protect human health and the wider ecological environment from</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants. Those of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and less than 2.5µm (PM2.5).</p> <ul style="list-style-type: none"> <li>• Mitigate and minimise adverse impacts on health and quality of life</li> <li>• Where possible, contribute to the improvement of health and quality of life.</li> </ul> <p>The proposed scheme is assessed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] against these three aims.</p> <p>The Environmental Statement [TR010060/APP/6.1] provides a detailed assessment on a number of topics such as within Chapter 6: Air Quality, Chapter 9: Biodiversity and Chapter 12: Noise and Vibration.</p>	
OQ/352	Walking, Cycling and Horse Riding					✓	Some people felt that a busier A12 will not 'make improvements for walkers, cyclists, horse riders and public transport users	As part of the proposed changes to this stretch of the A12, the Applicant will make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>more enjoyable journeys, take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities.</p> <p>Details can be found in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].</p>	
OQ/353	Support / Road Safety					✓	<p>some people felt that we should be trying to get more cars off the road and encourage public transport and giving public transport users better connections and safer, more enjoyable journeys.'</p>	<p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008, as this road plays an important role at a strategic, regional and local level.</p> <p>The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The proposed changes to this stretch of the A12 road will:</p> <ul style="list-style-type: none"> <li>• improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12</li> <li>• reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between J19 and J25</li> <li>• take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities</li> <li>• ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area</li> <li>• make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade-separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed in the strategic traffic model, which allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads.</p> <p>The proposed scheme includes two offline sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Option 2 alignment resented in 2017, provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%)</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>expressing it as their preferred route option. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum,</p> <p>[REDACTED]</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked and passed over to the local county council. Both sections of de-trunked A12 will remain two lanes in each direction.</p> <p>The northern dumbbell roundabout of J22 contains a link to the de-trunked A12, allowing access between the proposed A12, J22 and the de-trunked A12, as well as Colchester Road to the West. Further East, Rivenhall End West Roundabout, located on the de-trunked A12, provides access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road. The existing Oak Road access will be closed to the de-trunked; however, access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End west roundabout.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>Access to the new A12 will be available via the De-Trunked A12 and new A22 junction. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing.</p> <p>Between J24 and J25 three new roundabouts will be constructed. The proposed Feering East Roundabout, in the location of the existing J24, will maintain access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south. Easthorpe Road Roundabout, located on the de-trunked A12 will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road roundabout will also provide a turning point on the de-trunked A12. Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								<p>The existing walking, cycling and horse-riding (WCH) routes will be retained. Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
OQ/354	Snivellers Lane					✓	As Snivellers Lane to the north is a public vehicular lane & continues north as Kelvedon bridleway 34 [92_34], the new bridge over the A12 should be a ramped WCH bridge, not just a footbridge.	The bridge design will be compatible for walkers, cyclists and horse riders including ramps, so as to not preclude any future alterations to existing public right of way designations or new connections being created, as well as being accessible to all.	
OQ/355	Scheme Scope / Environment / Health	anon				✓	<p>2. Building the A12 off-line between junction 24 and 25 makes little sense environmentally or for traffic flow.</p> <ul style="list-style-type: none"> <li>I do not see the need to build the A12 off-line between Feering and Marks Tey, especially as the bypass around Kelvedon and Feering will simply be widened to</li> </ul>	In 2017, the proposed scheme consulted on four routes to widen the A12 from Chelmsford (J19) to Marks Tey (J25). The option that received the most support was route 2 which provided bypasses at Rivenhall End, as well as between J24 and J25. The reasons for this decision were documented in the Scheme Assessment Report and included 'Supporting Economic Growth', 'Safe and Serviceable Network' (including roadworker safety) and 'A More Free Flowing Network'.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							<p>accommodate the new 'smart highway' anyway.</p> <ul style="list-style-type: none"> <li>This will sandwich residents between a de-trunked A12 and new highway – not great for people's health or mental well-being.</li> </ul>		
OQ/356	Design / Location					✓	<p>Why can't A12 stay on same route?</p>	<p>A holistic route options exercise was undertaken prior to the proposed scheme's Preferred Route Announcement. The area between the existing J23 and J25 is described from page 9 of the Scheme Assessment Report.  <a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreportaddendum.pdf</a>.</p> <p>One of the proposed scheme's objectives as part of the Road Investment Strategy is to improve road user safety. There are a number of properties with access to the existing A12, some of which would not be physically compatible with widening the road to three lanes in each direction. Nonetheless in the event that there is space between the existing road edge and the existing property, each of these properties would need a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
								private means of access to either J24 or J25 to be provided unless it could be demonstrated that there is no alternative to the existing arrangement.	
OQ/357	Design					✓	In the absence of a direct link at Rivenhall End this would seem to be satisfactory. There needs to be good signage from Rivenhall End to Witham as it is a long way around the roundabout and could be confusing. Similarly, Tiptree should be signed approaching this junction to keep the status quo on the Braxted Park Road route to Tiptree. Similarly, the A12 south should be signed from Factory Hill in Tiptree.	J22 is a double roundabout which allows for all movements at the junction. This means that traffic travelling from Rivenhall End to Witham are only required to use the northern roundabout. Signing has been provided on all approaches to J22.  Tiptree has not been signed at J22 as it is not currently signed on the existing signage. The A12 south will not be signed from Factory Hill as it is not currently signed on the existing signage. Signing for the A12 will commence at the new Inworth Road roundabout.  Note that the Applicant's traffic modelling work predicts that traffic coming from Factory Hill to the A12 southbound would travel via Braxted Park Road and J22, rather than via junction Tiptree and J24.	
OQ/358	Snivellers Lane					✓	Jct 23: Crabb's Lane/Snivellers Lane: Snivellers Lane between the A12 and the railway line is a public vehicular road but it is only shown as a PROW on the general arrangement drawing sheet 12. The south end is shown as	Snivellers Lane has been proposed to remain as highways and tie into the northern link road proposed between Rivenhall End and Kelvedon. This arrangement is shown on the Classification of Roads Plans [TR010060/APP/2.4].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
							being stopped-up and realigned. This realignment needs to be as a road to the "old" A12 not just as a WCH and to the foot-/cycle-way alongside the "old" A12.		
OQ/359	Scheme Scope	Public				✓	<p>It will simply move the traffic holdups to the two-lane Colchester by-pass and the inadequate and dangerous stretch from Colchester to Ipswich.</p> <p>I would like to know why the scheme only affects the A12 from Boreham to Marks Tey. Is it to facilitate all the development proposed along the A12 corridor affecting all the villages? Known and unknown by residents?</p> <p>The bottle neck is not just along this stretch?</p> <p>The road itself is substandard and has been for many years, and really is a disgrace for the county. You always know when you are back in Essex because of the state of the A12.</p>	<p>The scope and extent of the proposed scheme is set out by the Applicant and approved by the Department for Transport based on a business case following the government Green Book. The scope of the proposed scheme which has received funding as part of the second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction. As such, any improvements to the A12 north of J25 are not within the scope of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public interest / Landowners	Public	What You Said (summary of consultee response)	National Highways response (how the Applicant has had regard to responses received) S49	Change Y/N
OQ/360	Traffic Volumes					✓	A few of the consultees had concerns that the scheme would encourage more vehicles to use the A12 network	<p>The proposed scheme would improve the capacity of the A12 and reduce journey times. This is predicted to increase the number of vehicles using the A12.</p> <p>However, the improved A12 would provide significant benefits through making journeys quicker, more reliable and improving safety.</p>	

## 2 Supplementary Consultation

### 2.1 Gas Main

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to the Cadent Gas Main diversion.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.1 Consultation Responses – Sup Con Cadent Gas Main**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/001	Access	Essex County Council	✓				It is noted that the existing gas main crosses Maldon Road and that the future diverted options still cross Maldon Road with one option corridor being in the same location (corridor 3). From a passenger transport perspective if other corridors (i.e. 1, 2, 4, and 5) are selected the County Council will need to understand in more detail the construction impacts. The reason for this is that the B1018 Maldon Road is a bus route (service 90) and sees buses using this route daily (including Saturdays) from 06:00 to 20:00 on a half hourly basis. Can the Council be assured that the impact	Planned closures and route diversions will be communicated with sufficient advance warning. Before construction, the Applicant will hold regular discussions concerning traffic management with the emergency services, local authorities and other relevant stakeholders through the community liaison team. Further details about traffic management for the proposed scheme can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							to this service will be managed appropriately if other corridors are selected prior to the diversion so that the impact is mitigated.		
GM/002	Archaeology	Essex County Council	✓				<p>Archaeology</p> <p>The changes presented in the Supplementary Consultation document (November 2021) raise some concern as they lie beyond the POL presented in the PEIR and therefore have not been assessed in terms of impact on potential archaeological remains. Specifically, this includes the widening of the Inworth Road and the diversion of the Cadent gas pipeline. A programme of aerial photographic assessment, geophysical survey, trial trench evaluation and geoarchaeological investigation has been completed within the POL. The results of the trial trenching and geoarchaeological investigation have not yet been submitted for review</p> <p>Any additional areas beyond the POL will not have benefitted from</p>	<p>The geophysical survey was completed in 2020, and the trial trenching was designed before the gas main diversion option corridors were made available in 2021. Consequently, it was not possible to include them in the fieldwork. An assessment of the impact of the proposed scheme on the chosen corridor (Corridor 4) using desk-based sources is presented in the Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. Measures have been included in the mitigation strategy to evaluate the chosen corridor during the advanced works. These are included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>The results of the trial trenching and geoarchaeological investigation undertaken to date are included in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							archaeological evaluation and therefore the proposed impact on archaeological deposits has not been fully established.	Appendices 7.5 and 7.6: Geophysical Survey Phase 1 and 2 reports, respectively, and Appendix 7.7: Trial Trenching Final Report, of the Environmental Statement [TR010060/APP/6.3].	
GM/003	Archaeology	Essex County Council	✓				The report recommends a programme of archaeological work to understand and record any below ground remains prior to construction, the form of this should be agreed in advance in consideration of the available evidence to determine the most suitable methods for evaluation and mitigation	The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the archaeological effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. Construction of the gas main diversion would result in removal of archaeological remains associated with three non-designated archaeological sites assessed to be of negligible value. Standard mitigation would ensure any impacts would be of slight significance. This would include a programme of archaeological work to understand and record any below ground	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								remains prior to construction. This programme would be agreed with the relevant stakeholders. This is secured in the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5].	
GM/004	Archaeology	Essex County Council	✓				Of the 5 corridor options 2 appear to lie beyond the boundary of the provisional order limits presented at the statutory consultation, these areas will not have been assessed as part of the completed archaeological investigations and the impact on archaeological remains has not been established. Proposed diversions 2 and 5 have potential to impact on known archaeological remains and will not have been assessed as part of the initial trial trenching evaluation therefore the potential for unknown archaeological remains has not been determined.	The corridor selected for the gas main diversion, Corridor 4, is within the boundary of the provisional Order Limits. This corridor was therefore assessed in the Preliminary Environmental Information Report under the investigation of the areas within the provisional Order Limits. Comments relating to corridors that were not selected will not be addressed as these are no longer relevant.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/005	Archaeology	Essex County Council	✓				<p>With the proposed extension of the area as is shown in this consultation, particularly with reference to the Cadent Gas re-alignment, it is questioned whether the evidence, necessary as an integral part of the DCO process, has been submitted to allow the impact of the additional land to be considered. This area of land is outside that as previously covered by the PEIR; and represents changes to the area where ecological, archaeological, flooding, (etc) assessment has not been made available as evidence as to the impacts and implications of the same. Without this evidence, which cannot be found in this consultation, it is difficult to make specific comments on the acceptability or otherwise of this addition. Hence the scheme is considered significantly lacking in this respect in terms of the evidence provided.</p>	<p>The corridor selected for the gas main diversion, Corridor 4, is within the boundary of the provisional Order Limits. This corridor was therefore assessed in the Preliminary Environmental Information Report under the investigation of the areas within the provisional Order Limits. Comments relating to corridors that were not selected will not be addressed as these are no longer relevant.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/006	Environmental Impact	Essex County Council	✓				It is not clear from the information what the effects would be on protected and Priority species reliant on the mature woodlands- eg bats, Great Crested Newts, Dormice, birds and invertebrates. Previous comments relating to Colemans Farm Quarry, Dormice, bats and insignificant effects and Biodiversity Net Gain still apply	<p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase will not be affected by the corridor selected for the Cadent gas main diversion.</p> <p>Where practicable, the gas main diversion corridor has minimised the loss of vegetation along the corridor. Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3].</p>	
GM/007	Environmental Impact	Essex County Council	✓				Relocated gas route should take into account the mitigation planting proposed as part of the broad scheme so that is not compromised. The impact on the mitigation planting from	Mitigation planting required for the proposed scheme is not affected by the chosen route for the gas main diversion (Corridor 4) or its long-term maintenance operations. Further detail is shown on the Retained and Removed Vegetation Plans	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							long term maintenance operations for the diverted route should be avoided.	[TR010060/APP/2.14] and Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.1].	
GM/008	Environmental Impact	Essex County Council	✓				Cadent Gas Main All proposed routes have been identified to potentially have a significant effects on local landscape character and visual receptors during construction due to vegetation loss, and potential limitations on replanting trees within the HPP easement.	<p>Where practicable, loss of vegetation has been minimised along the corridor of the gas main diversion. Where loss of vegetation is unavoidable, mitigation is provided in the form of compensation habitats so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/009	Environmental Surveys	Essex County Council	✓				<p>Section 4 Gas main (Witham)</p> <p>ECC have been informed by Maldon District Council of the objections to the as proposed Cadent Gas line diversion and in particular in the ones as raised in the Blue Mills Hill and Ishams Chase area. The apparent lack of pre submission survey/study work carried out prior to this late amendment, absolutely necessary to gather evidence in support of the DCO submission, to consider the true impacts of this proposal added late to the scheme, is considered a serious omission hence potential impact can be properly assessed, evaluated, or mitigated against.</p>	<p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase and Blue Mills will not be affected by Corridor 4.</p> <p>The project team has subsequently prepared Gas Pipeline Screening Report Appendix 5.2 of the Environmental Statement [TR010060/APP/6.3] which provides further assessment of likely significant effects.</p> <p>The Register of Environmental Actions and Commitments (REAC) summarises the committed mitigation measures within the Environmental Statement [TR010060/APP/6.1] and associated appendices.</p>	
GM/010	Environmental Surveys	Essex County Council	✓				<p>Section Comment</p> <p>Cadent Gas Main It would be preferable for the chosen route of the diverted gas pipeline to follow the line of the A12 (Option 3) or Option 1</p>	<p>The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the environmental effects of the gas main diversion. The assessment has taken into</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							which would have been within the original POL.	consideration the effects identified in the main body of the Environmental Statement [TR010060/APP/6.1].	
GM/011	Ground Quality	Essex County Council	✓				<p>Section Comment Cadent Gas Main The diverted route of the gas main should prioritise avoidance of direct and indirect impacts to Whetmead Local Nature Reserve- e.g. by use of trenchless methods.</p> <p>Cadent Gas Main The diverted route of the gas main should prioritise avoidance of direct and indirect impacts to Whetmead Local Nature Reserve- e.g. by use of trenchless methods. It should also be ensured that effects to mature woodland are minimised as much as possible, and all irreplaceable habitats are avoided, in line with the mitigation hierarchy and the NPPF 2021.</p>	<p>The gas main diversion cannot go through contaminated land. Ground inspections were undertaken where the proposed scheme encroached on the historical landfill site Whetmead Local Nature Reserve (LNR) to determine the contamination in the area. Corridor 4 does not pass through Whetmead LNR.</p> <p>Where practicable, loss of vegetation has been minimised along the corridor of the gas main diversion. Where loss of vegetation is unavoidable, mitigation is provided in the form of compensation habitats so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/012	Local Transport Note 1/20	Essex County Council	✓				From a WCH perspective and potential diversions of PRow (particularly for corridors 1 and 3 crossing Blackwater Lane) the County Council would need to understand the level of temporary provision and that this is on at least a like for like basis if not better. Clearly any provision for WCH must be LTN 1/20 compliant as identified in our previous statutory consultation response.	<p>The designed permanent facilities take into account the guidance contained within the Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport, 2020). The Applicant's wider route strategy for walking, cycling and horse riding (WCH) seeks to retain the existing routes followed by walkers and cyclists and enhance the routes where feasible within the constraints of the proposal.</p> <p>The temporary works proposals for diversions and temporary measures would follow the same approach. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] will contain increasing detail of these routes as the proposed scheme progresses through detailed design. These temporary routes will be developed in liaison with Essex County Council and other relevant stakeholders representing WCH.</p>	
GM/013	Land Acquisition	Anglian Water	✓				Anglian Water has no comments on the gas main re routing. Anglian Water objects to the scheme as the temporary acquisition of land may	Access to the Anglian Water asset mentioned is expected to be maintained throughout construction. The corridor selected by Cadent Gas is Corridor 4. As	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							prevent the required 24/7 access to the Witham- Oliver Sewer Pumping Station.	such, all comments about other corridor will not be addressed as these are no longer relevant	
GM/014	Cadent Apparatus	Cadent Gas	✓				<p>In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus. Cadent Infrastructure within or in close proximity to the development Cadent has identified at this stage the following apparatus within the vicinity of the proposed works:</p> <ul style="list-style-type: none"> <li>• High pressure (above 2 bar) gas pipelines and associated equipment</li> <li>• Medium pressure</li> <li>• Low Pressure</li> </ul> <p>Cadent has identified a number of diversions required to facilitate the scheme including four high pressure diversions and one intermediate pressure diversion. It is essential that</p>	The Applicant is in detailed discussions with Cadent and has progressed diversionary works and protection works for Cadent's apparatus and, where appropriate, has included measures within the Development Consent Order application to protect or divert Cadent apparatus. The Applicant will continue to work with Cadent to ensure all appropriate safe working measures are implemented and to mitigate any risks associated with the proposed scheme to Cadent's apparatus.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>where diversions are required to facilitate this scheme, adequate design has been undertaken to identify the extent of temporary and permanent land take, land rights and consents to be included within the Order to enable works to proceed on time and to provide appropriate permanent rights for Cadent to access, maintain and protect apparatus in future. Existing apparatus will not be decommissioned until adequate rights (including protection) are in place to Cadent's satisfaction. As a minimum design studies (or C4s for lower pressure assets) should be completed prior to the submission of the DCO in order to identify the extent of land and rights to be included within the DCO on a temporary or permanent basis. Detailed designs should however inform the DCO application documents to ensure with confidence that adequate land and rights are sought. The land rights required are attached at Appendix 1. Where the Promoter intends to acquire land, extinguish</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>rights, or interfere with any of Cadent’s apparatus, Cadent will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. To the extent that any Cadent diversion consented pursuant to the proposed DCO will constitute a nationally significant infrastructure project in its own right then Cadent will require input to the draft DCO and supporting documentation. This is the approach taken by National Highways and Cadent on the A428 Improvements Scheme.</p> <p>Key Considerations:</p> <ul style="list-style-type: none"> <li>• Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.</li> <li>• Please be aware that written permission is required before any</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>works commence within the Cadent easement strip.</p> <ul style="list-style-type: none"> <li>The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site.</li> </ul> <p>General Notes on Pipeline Safety:</p> <ul style="list-style-type: none"> <li>You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's Dial Before You Dig Specification for Safe Working in the Vicinity of Cadent Assets. There will be additional requirements dictated by Cadent's plant protection team.</li> <li>Cadent will also need to ensure that its pipelines remain accessible during and after completion of the works.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased.</li> <li>• If any excavations are planned within 3 metres of Cadent High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.</li> <li>• Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>consultation with Cadent’s Plant Protection team is essential:</p> <ul style="list-style-type: none"> <li>- Demolition</li> <li>- Blasting</li> <li>- Piling and boring</li> <li>- Deep mining</li> <li>- Surface mineral extraction</li> <li>- Landfilling</li> <li>- Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)</li> <li>- Wind turbine installation</li> <li>- Solar farm installation</li> <li>- Tree planting schemes</li> </ul> <p>Pipeline Crossings:</p> <ul style="list-style-type: none"> <li>• Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.</li> <li>• The type of raft shall be agreed with Cadent prior to installation.</li> <li>• No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent.</li> <li>• Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure.</li> <li>• The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• A Cadent representative shall monitor any works within close proximity to the pipeline.</li> </ul> <p>New Service Crossing:</p> <ul style="list-style-type: none"> <li>• New services may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.</li> <li>• Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.</li> <li>• A new service should not be laid parallel within an easement strip</li> <li>• A Cadent representative shall approve and supervise any new service crossing of a pipeline.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>An exposed pipeline should be suitable supported and removed prior to backfilling</li> <li>An exposed pipeline should be protected by matting and suitable timber cladding</li> <li>For pipe construction involving deep excavation (&lt;1.5m) in the vicinity of grey iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if a diversion is required</li> </ul>		
GM/015	Cadent Apparatus	Cadent Gas	✓				<p>A57 Link Roads DCO - Cadent - proposed rights and covenants. Rights sought:</p> <ul style="list-style-type: none"> <li>to retain, lay, construct, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials (whether such gas or materials are distributed by Cadent Gas Limited</li> </ul>	The Applicant is in detailed discussions with Cadent and will seek the necessary rights and covenants appropriate for the operation and protection of their apparatus.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>on its own behalf or on behalf of other persons) and all necessary apparatus ancillary thereto (the “Works”) in upon beneath and over the order land shown; and</p> <ul style="list-style-type: none"> <li>to pass and repass over the order land for the purpose of the Works and any other works belonging to Cadent Gas Limited or used by or in connection with Cadent Gas Limited’s Undertaking at all reasonable times and in an emergency at any time, whether or not with workmen vehicles machinery and apparatus.</li> </ul> <p>Restrictive Covenants: The following covenants shall be imposed:</p> <ul style="list-style-type: none"> <li>not to do or cause or permit to be done anything calculated or likely to cause damage or injury to any installed pipeline or apparatus and will take all reasonable precautions to prevent such damage or injury;</li> </ul>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>not without the prior consent in writing make or cause or permit to be made any material alteration to or any deposit of anything (including, without prejudice to the generality of the foregoing, the planting of any trees or shrubs) so as to interfere with or obstruct the access to any the Works or so as to lessen or in any way interfere with the support afforded to the Works by the surrounding soil including minerals or so as materially to reduce the depth of soil above any installed pipeline or apparatus;</li> <li>not erect or install or cause or permit to be erected or installed any building or structure or permanent apparatus in, through, upon or over the Order Land PROVIDED that in respect of the Order Land nothing shall prevent:</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>the installation of any necessary service pipes, drains, wires or cables; and/or</li> <li>the carrying on normal acts of good husbandry including fencing, hedging and ditching; and/or</li> <li>landscaping or constructing roads, cycleways, footpaths and parking areas (including installing lighting and associated removable street furniture such as street or area name plates, columns, bollards, bins and seats); And in each case not so as to cause any such interference obstruction or material reduction of the depth of soil as aforesaid and subject to prior written consent to any works being obtained (which consent shall not be unreasonably withheld or delayed but which may be given subject to conditions) and doing such works under the supervision of Cadent Gas Limited (if required by it) and prior to such works all reasonable information that may</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							be required in order to consider any such request being supplied (including but not limited to drawings, risk assessments method statements and specifications).		
GM/016	Ground Quality	Environment Agency	✓				<p>As Appendix A to the Environmental Report notes, each of the five possible corridors for the diversion of the gas pipeline include potential issues for groundwater resources and surface/groundwater quality.</p> <p>Corridors 1 and 3 run through an historic landfill, which is coincident with the Whetmead Local Wildlife Site. If either of these routes are chosen, we would highlight that there is the potential for mobilisation of contaminants that could have significant adverse impacts on ground and surface water quality. Whilst we do not have detailed information on the waste taken in by the landfill, our records show that it was 'hazardous' and included 'construction, demolition, cesspool contents, sewage sludge,</p>	<p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Corridor 4 does not pass through the historic landfill.</p> <p>Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1] assesses the impacts of the gas main diversion, including potential issues for groundwater resources and surface/groundwater quality.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							and general factory waste'. We would therefore currently disagree with the statement in Table A.6 that there are "no significant effects identified" for geology and soils.		
GM/017	Ground Quality	Environment Agency	✓				The Environmental Report identifies the potential for the creation of contamination pathways from the historic landfill into the underlying secondary A aquifer, but states that works will be managed to avoid impacts on the aquifer. The creation of pathways from the former landfill to surface water would also need to be considered, managed and avoided. It should not be assumed that construction drainage arising from works within the landfill could be discharged to nearby watercourses. Environmental Permits may be required and alternative disposal routes would need to be considered.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Corridor 4 does not pass through the historic landfill.	
GM/018	Ground Quality	Environment Agency	✓				We understand that utility infrastructure already passes through the historic landfill area. A pipeline receiving treated sewage effluent from	The gas main diversion cannot go through the contaminated land of Whetmead Local	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Witham Water Recycling Centre and a surface water sewer at the northern boundary.	Nature Reserve, so Corridors 1 and 3 are no longer viable.	
GM/019	Ground Quality	Environment Agency	✓				If corridors 1 or 3 are chosen, we would wish to review proposals for working within and remediating the landfill. This is on the basis that the ground investigation works show this to be necessary.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant.	
GM/020	Water	Environment Agency	✓				The Environmental Report and Appendix A note the presence of two licensed groundwater abstractions near the Oliver's Farm area. These abstractions cannot be adversely impacted without the prior consent of the licensees and without mitigation measures in place. Hydrogeological Impact Assessments (HIA) of the corridors that would potentially affect these abstractions will be required to ensure that they will not be permanently derogated, and to assess the degree of temporary impact. The Environment Agency also has a record of a domestic well at Glen Acres to the south of the spring (we can provide an	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Corridor 4 does not pass near Glen Acres, and therefore the domestic well should not be impacted by the gas main diversion.  The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement [TR010060/APP/6.3] provide further detail	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							NGR if required). The use is unknown but it could be the sole source of drinking water supply; this needs to be investigated with the owner. An HIA will also be required for this well.	on the gas main diversion's impact to groundwater.	
GM/021	Water	Environment Agency	✓				All corridors potentially involve some disruption to groundwater flow.	The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement [TR010060/APP/6.3] provide further detail on the gas main diversion's impact to groundwater.	
GM/022	Water	Environment Agency	✓				All of the corridors include watercourse crossings. Ideally, the number of watercourse crossings would be minimised. However, we note the proposed mitigation measures to prevent significant effects on surface water quality.  Cadent gas main diversion  We note that five potential diversion corridors have been assessed and	Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>included within this consultation for comment. Corridors 1 &amp; 3 are described as the National Highways' preferred routes, but that the final option to be taken forward will be the decision of Cadent Gas Limited.</p> <p>As Appendix A to the Environmental Report notes, each of the five possible corridors for the diversion of the gas pipeline include potential issues for groundwater resources and surface/groundwater quality.</p>	Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
GM/023	Water	Environment Agency	✓				<p>The 'Assumptions' in Appendix A state that all river crossings would be installed using trenchless techniques. On that basis, any proposed works would not be expected to impact on flood risk. It should be ensured that the installed pipes are at least 2m below the hard bed of any river crossed.</p>	<p>Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/024	Water	Environment Agency	✓				The preliminary assessment of effects acknowledges that there is a chance that some construction works will be carried out within the floodplain, which may require temporary mitigation. We agree with the conclusion that it is unlikely that there will be any significant flood risk effects, and consider that these issues can likely be controlled via a Flood Risk Activity Permit. Permit conditions may include the need to locate works outside of the flood zones wherever possible, and/or removal of works on receipt of a Flood Alert / Flood Warning.	Works within the floodplain will be controlled by measures to minimise risk of pollution or other incidents as described in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
GM/025	Water	Environment Agency	✓				If horizontal directional drilling (HDD) is to be used for crossings, it will be key to ensure that the hydraulic properties of the shallow aquifers are not significantly altered, that drilling muds are inert, with a pumping strategy to avoid break outs, and a monitoring strategy to identify breakouts promptly. We would like to see the methodology for HDD within the environmental management plan.	Such measures will be included in method statements that will need to be prepared and approved in advance of construction. These works will be managed by controls set out in the first iteration Environmental Management Plan [TR010060/APP/6.5]. The specific details regarding trenchless crossings will be determined during the detailed design stage. The Applicant will continue to liaise with the Environment	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Agency and will discuss these details when known.	
GM/026	Water	Environment Agency	✓				Appendix A also notes that corridor 2 would destroy the spring near Glen Acres. It would be best to avoid this. Whilst the main river may not be significantly impacted, the impact would clearly be significant on the watercourse that it feeds. If this corridor is chosen, careful consideration of the spring will be needed; it rises at the junction of aquifer and clay deposits and may rise elsewhere if not properly diverted.	<p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Glen Acres, near Ishams Chase, will not be affected by the corridor selected for the Cadent gas main diversion.</p> <p>Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p>	
GM/027	Water	Environment Agency	✓				The Environmental Report and Appendix A note the presence of two licensed groundwater abstractions	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>near the Oliver's Farm area. These abstractions cannot be adversely impacted without the prior consent of the licensees and without mitigation measures in place. Hydrogeological Impact Assessments (HIA) of the corridors that would potentially affect these abstractions will be required to ensure that they will not be permanently derogated, and to assess the degree of temporary impact. The Environment Agency also has a record of a domestic well at Glen Acres to the south of the spring (we can provide an NGR if required). The use is unknown but it could be the sole source of drinking water supply; this needs to be investigated with the owner. An HIA will also be required for this well.</p>	<p>these are no longer relevant. Corridor 4 does not pass near Glen Acres, and therefore the domestic well should not be impacted by the gas main diversion.</p> <p>The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement [TR010060/APP/6.3] provide further detail on the gas main diversion's impact to groundwater.</p>	
GM/028	Water	Environment Agency	✓				All corridors potentially involve some disruption to groundwater flow.	The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/6.3] provide further detail on the gas main diversion's impact to groundwater.	
GM/029	Water	Environment Agency	✓				<p>All of the corridors include watercourse crossings. Ideally, the number of watercourse crossings would be minimised. However, we note the proposed mitigation measures to prevent significant effects on surface water quality.</p> <p>Cadent gas main diversion</p> <p>We note that five potential diversion corridors have been assessed and included within this consultation for comment. Corridors 1 &amp; 3 are described as the National Highways' preferred routes, but that the final option to be taken forward will be the decision of Cadent Gas Limited.</p> <p>As Appendix A to the Environmental Report notes, each of the five possible corridors for the diversion of the gas pipeline include potential issues for groundwater resources and surface/groundwater quality.</p>	<p>Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/030	Water	Environment Agency	✓				The 'Assumptions' in Appendix A state that all river crossings would be installed using trenchless techniques. On that basis, any proposed works would not be expected to impact on flood risk. It should be ensured that the installed pipes are at least 2m below the hard bed of any river crossed.	Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The specific details regarding trenchless crossings will be determined during the detailed design stage. The project team will continue to liaise with the Environment Agency and will discuss these details when known. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
GM/031	Water	Environment Agency	✓				The preliminary assessment of effects acknowledges that there is a chance that some construction works will be carried out within the floodplain, which may require temporary mitigation. We agree with the conclusion that it is unlikely that there will be any	Works within the floodplain will be controlled by measures to minimise risk of pollution or other incidents as described in the first iteration Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							significant flood risk effects, and consider that these issues can likely be controlled via a Flood Risk Activity Permit. Permit conditions may include the need to locate works outside of the flood zones wherever possible, and/or removal of works on receipt of a Flood Alert / Flood Warning.		
GM/032	Cultural Heritage	Historic England	✓				The impact of noise and vibration during construction works on designated heritage assets should be also assessed for the different options. The results of this work should be included in the ES. We would advise that the results of these surveys, and the proposals for mitigation, are discussed and agreed in advance of the submission of the Environmental Statement.	The new corridor of the gas main was selected to minimise the surrounding impact and disruption of rerouting. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1]. Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] contains more detail on the noise and vibration impacts of the Cadent gas main diversion.	
GM/033	Cultural Heritage	Historic England	✓				At this stage, however, no assessment has been undertaken and, therefore, it is difficult to accurately establish the impact of the different options. We note that the trial-trenching is ongoing and look forward to assessing the results in due course. The different	A full evaluation of the diversion corridor during the advanced works stage is proposed, as discussed and agreed in principle with heritage consultees, including Historic England. Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] includes	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							options will need to be reviewed based on the results of cultural heritage assessment, to establish the significance of below-ground archaeological remains within the diversion corridors.	a provisional assessment of impact based on desk-based evidence.	
GM/034	Cultural Heritage	Historic England	✓				We would advise that the preferred option is chosen to minimise the impact on the significance of cultural heritage. Overall, option 3 for the gas corridor is likely to have a lesser impact in terms of construction to cultural heritage.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The corridor selected by Cadent Gas is Corridor 4. The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. This preferred corridor was selected to minimise the surrounding impact and disruption of rerouting. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
GM/035	Cultural Heritage	Historic England	✓				We note, in particular, the options for the gas main diversion near Witham. This has the potential to result in adverse impacts on cultural heritage assets.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Heritage, of the Environmental Statement [TR010060/APP/6.1].	
GM/036	Cultural Heritage	Maldon District Council		✓			MDC notes that options 1 and 3 would not impact any designated heritage assets within the Maldon District and this therefore must bear greater weight in the determination of the preferred diversion route.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The corridor selected by Cadent Gas is Corridor 4. The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. This preferred corridor was selected to minimise the surrounding impact and disruption of rerouting. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
GM/037	Cultural Heritage	Maldon District Council		✓			MDC is very concerned about the impact some of the corridors may have on designated and undesignated heritage assets. It is difficult to judge the precise impact without knowing the proximity of the construction to the assets in question and the associated works required (such as tree felling); which highlights the problems with the lack of adequate surveys being	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase will not be affected by the corridor selected for the Cadent gas main diversion.  Due to the widening of the A12, the gas main cannot stay in its current position,	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							undertaken. In particular, route options 2 and 5 could impact the settings and significance of various nearby nationally listed buildings including Isham's Barn, Blue Mills, Mathyns and Blue Mills Bridge. The considerable importance of Blue Mills and Mathyns is acknowledge by their grade II* listed status, which places them in the top 8% of listed buildings nationally.	but the new corridor of the gas main was selected to minimise the surrounding impact and disruption of rerouting. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
GM/038	Environmental Impact / Cultural Heritage	Maldon District Council		✓			Having considered the Corridor Options, MDC considers that it would be preferable for NH and Cadent to relocate the new main along Corridor 1 in the first instance, followed by Corridor 3 if for any other reason Corridor 1 is determined to be unsuitable. Corridor 1 runs immediately adjacent to the widened A12 and would already be disturbed by the construction works associated with the widening. It is therefore regarded as the best way of accommodating the replacement infrastructure and minimising the disturbance to the surrounding	<p>The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The corridor selected by Cadent Gas is Corridor 4. The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. This preferred corridor was selected to minimise the surrounding impact and disruption of rerouting.</p> <p>The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							landscape and designated and non-designated heritage assets from the whole scheme, as much as possible.	Nature Reserve, so Corridors 1 and 3 are no longer viable. The route selected by Cadent Gas is Corridor 4.	
GM/039	Environmental Impact / Cultural Heritage	Maldon District Council		✓			<p>From this dialogue MDC understands that Corridors 2, 4 and 5 could impact on sensitive habitats, landscape, heritage assets and wildlife some distance from the main A12 scheme. MDC shares this local concern and seeks for NH to find a solution to this challenge taking the least environmentally harmful approach.</p> <p>The proposed rerouting of the Cadent high pressure gas main has generated much concern in the local community. Since its publication, MDC has been contacted by both concerned residents and businesses near the corridors to express their disappointment that NH has explored routes that would be more ecologically and landscape destructive than alternatives it presents.</p> <p>MDC is concerned that routes 2, 4 and 5 would run through heavily wooded</p>	<p>The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the environmental effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of the Environmental Statement [TR010060/APP/6.1].</p> <p>The qualitative assessment shows that two aspects are likely to give rise to likely significant effects as a result of the gas main diversion; landscape and visual, and biodiversity. This is due to the loss of trees and woodland, which would impact the landscape character of the River Blackwater valley, open up views across the Blackwater River Valley towards the A12, and result in loss of lowland mixed deciduous woodland habitat. There would be permanent loss of willow plantation west of the River Blackwater, which is a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							areas, including a 6-acre private nature reserve consisting many priority habitats, wet woodland and veteran trees, an RHS accredited garden and old hedgerows along Ishams Chase. This is a relatively undisturbed area of the 1 Grampian Regional Council v City of Aberdeen (1984) Blackwater valley, enjoyed by many who live locally or visit the area for recreational opportunities and its landscape setting.	distinctive characteristic feature of this landscape. It would not be appropriate to plant other vegetation permitted within Cadent's standards and specifications within the willow plantation.	
GM/040	Environmental Surveys	Maldon District Council		✓			In order to do this properly and in an informed way, MDC requests that NH undertake full Phase 1 and Phase 2 ecological survey, as well as tree surveys across the full extent of the potential corridors; an aspect which the Environmental Report admits it is lacking. These surveys should identify all vegetation (via National Vegetation Classification), vertebrate, invertebrates/ riparian species, particularly protected and should identify short- & long-term habitat restoration. The absence of this	Baseline ecological surveys have been undertaken to inform the Environmental Statement. Where appropriate, additional walkovers for all potential corridors have been undertaken to identify the requirement for further surveys. Full details are available in Appendices 9.1 to 9.13, of the Environmental Statement [TR010060/APP/6.3]. Surveys are ongoing in 2022, for bats and dormice. Surveys will be utilised at detailed design stage to inform the Corridor narrowing.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							primary data to inform choice is not acceptable and must be addressed as a fundamental project priority.		
GM/041	Environmental Survey	Maldon District Council		✓			MDC has recently commissioned Essex Ecology Services Ltd to conduct a District-wide nature conservation study to inform the review of the Local Development Plan, including the updating of the Local Wildlife Sites Register for the District. This is expected to be completed by the end of 2022 and could help inform the Development Consent Order process for land within the Maldon District. MDC have referred the ecological assets in the Maldon District near the A12 for EECOS's review and consideration as part of its study.	National Highways will continue to engage with Maldon District Council following the conclusion of the updated Local Wildlife Sites Register for the council to review whether changes need to be incorporated during detailed design, particularly if any new Local Wildlife Sites need to be assessed. Further detail of the wildlife sites is assessed in Appendix 9.8: Phase 1 Habitat Survey Report, of the Environmental Statement [TR010060/APP/6.3].	
GM/042	Water	Maldon District Council		✓			There is likely to be significant run-off from the work's site (regardless of which corridor route is taken) which will mean increased run-off & particulates transferring into the catchment itself. This in turn could mean further impacts downstream. MDC request suitable mitigation is put	The first iteration of the Environmental Management Plan [TR010060/APP/6.5] includes silt pollution control measures within the Appendix N: Water Management Plan. Water quality monitoring will be undertaken at locations to be agreed with the Environmental Agency, subject to access and as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							in place for monitoring and measuring at source, as well as its dispersal throughout the River Blackwater, both during the works window and for reasonable period following completion in case of any delayed impacts. MDC would suggest this distance be to at least Wickham Place & the Mill Race, if not beyond.	required, prior to, during and post construction. Further details regarding essential mitigation measures can be found in the Register of Environmental Actions and Commitments, which is in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
GM/043	Water	Maldon District Council		✓			MDC also feels the groundwater impacts cannot be underplayed, particularly given the scale of excavation proposed, plus the length of the works time. There is likely to be significant run off from the works site (regardless of which corridor route is taken) which will mean increased run off & particulates transferring into the catchment itself. This in turn could mean further impacts downstream.	The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement [TR010060/APP/6.3] provide further detail on the gas main diversion's impact to groundwater.	
GM/044	Comment	Braintree District Council		✓			Gas pipeline No comment at this moment. We would like to reserve our views on this aspect of the scheme following the	The Applicant notes the consultee's comments and looks forward to continuing its detailed programme of engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							submission of appropriate survey/study work.		
GM/045	Access	162371			✓		Will Junction 22 and the Rivenhall access off the A12 be closed at the same time during construction? We would strongly suggest that they are not, as it would result in a temporary diversion which would be impractical and provide serious concerns with timely access for emergency services.	<p>The proposed scheme bypasses Rivenhall End, which will bring great benefit to the residents of Rivenhall End and provide the necessary space to accommodate the widened A12. It also removes unsafe and substandard direct accesses through Rivenhall End. The existing A12 through Rivenhall End will be de-trunked and handed over to Essex County Council. As part of the proposals, the existing Oak Road access will be closed to the de-trunked A12, but access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End West Roundabout. Access to the new A12 will be available via the de-trunked A12 and new junction J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12, which will be safer than the existing provision.</p> <p>Planned closures and route diversions will be communicated with sufficient advance warning. Before construction, the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Applicant will hold regular discussions concerning traffic management with the emergency services, local authorities and other relevant stakeholders through the community liaison team. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application.	
GM/046	Access	162371			✓		<p>As part of the accommodation works to Junction 22, will NH be able to put in more restrictive measures (rather than just signs) to prevent the use of large articulated lorries down Little Braxted Lane? This would exclude the use of the quarry vehicles going in and out of Brice Aggregates Quarry. It has been confirmed by Essex Highways that Little Braxted Lane is not suitable for large articulated vehicles as they have to cross the bridge over the River Blackwater which has a three tonne weight limit.</p> <p>3.4. Is NH able to confirm how long Little Braxted Lane will be closed for during the construction of the A12</p>	<p>The access to J22 from Little Braxted will be maintained. The impact on Little Braxted Lane was considered in the overall assessment and optioneering process for J22 and has been assessed using a strategic traffic model. There is currently a 2.0m width restriction and a 3 tonnes maximum gross weight restriction on Little Braxted Lane beyond the Brice Aggregates access. This restriction would be kept place in a way that is compatible with the relocated quarry access. This will restrict heavy goods vehicles from accessing Little Braxted Lane.</p> <p>Little Braxted Lane will have a permanent connection to the southern dumbbell roundabout at J22, providing access to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							scheme? We would support for it to be kept open at all times for selected traffic flow and is this possible?	<p>the A12 for both northbound and southbound traffic. The signed restrictions will be updated to match the new road alignment. No further physical restrictions will be applied.</p> <p>Before construction, the Applicant will hold regular discussions concerning traffic management with the emergency services, local authorities and other relevant stakeholders through the community liaison team. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application.</p>	
GM/047	Access	162371			✓		3.7. Will Junction 22 and the Rivenhall access off the A12 be closed at the same time during construction? We would strongly suggest that they are not, as it would result in a temporary diversion which would be impractical and provide serious concerns with timely access for emergency services.	During construction, the existing J22 will remain open for traffic at all times. The works required to complete the new J22 and new slip roads will require temporary traffic restrictions and diversions that will be communicated to the public closer to construction. Works associated with the new Rivenhall End West Roundabout and the new link over the A12 (new Braxted Road Overbridge) will also require some traffic restrictions, but the intention is for	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>these areas to remain open to traffic as far as reasonably practicable. For further details, please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>Planned closures and route diversions will be communicated with sufficient advance warning. Before construction, the Applicant will hold regular discussions concerning traffic management with the emergency services, local authorities and other relevant stakeholders through the community liaison team. As above, further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	
GM/048	Access	162371			✓		4.1. Our client feels that the impact of adopting gas corridor route 2, 4 and 5 will have a larger overall impact compared to gas corridor 1 and 3. My client acknowledges that gas corridor 1 and 3 will impact Whetmead Local Nature Reserve but the overall impact will be less. Therefore, my client's current position is that they object to	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>NH adopting gas corridor route 2, 4 and 5.</p> <p>4.2. If HE can satisfactorily answer the above questions with sufficient evidence and adopt the gas corridor 1 or 3, my client would consider removing this objection.</p> <p>4.3. We would like to request a meeting with NH to discuss the content of this letter and we look forward to hearing from you.</p>	<p>landowner to ensure that sufficient notice is given and that such disruption is minimised. In addition, the project team met with the landowner, most recently on 10 February 2022, and will continue to liaise with them.</p> <p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Corridors 1 and 3 run through an historic landfill, which is coincident with the Whetmead Local Wildlife Site. Pipeline Safety and the EN-4 establish that landfill and contaminated land should be avoided due to the risk of subsidence, corrosion and explosion, and the potential for mobilisation of contaminants that could have significant adverse impacts on ground and surface water quality.</p>	
GM/049	Construction	162371			✓		<p>3.3. On Little Braxted Lane there is a bridge over the River Blackwater which has a three tonne weight limit, therefore it would not be suitable for any large vehicles used for archaeological trail trenching or</p>	<p>The proposed scheme will not be using Little Braxted Lane as an access road. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7]. It is expected that</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							installing the gas pipe itself. Therefore, is NH able to confirm that access would need to be obtained from Ishams Chase to carry out these works?	the construction of the Cadent gas main will primarily use the A12 haul routes.	
GM/050	Decommissioning	162371			✓		3.10. What will happen to the existing gas main which will be decommissioned? Will it be removed or capped?	This will be subject to detailed design, yet to be carried out.	
GM/051	Engagement	162371			✓		1.3. We have set out the detail of the assets in section 2 that will be affected and a list of concerns in section 3 which we require a response from NH.	The project team welcomes the consultee's involvement in our consultations. All responses to the consultation have been analysed and responded to in this report. In addition, the Applicant met with the landowner, most recently on 10 February 2022, and will continue to liaise with them.	
GM/052	Environmental Impact	162371			✓		There is also concern about the environmental impact as we believe that there are significant bird breeds that are either within or next to the development boundary including little egrets, kingfishers, red kites, tree creepers, herons, reed warblers and marsh tits.	The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the biodiversity effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>We believe all British snakes are present either within or next to the development boundary including grass snakes, adders and slowworms.</p>	<p>Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The gas main diversion would impact areas of lowland mixed deciduous woodland (a priority habitat) south of Blue Mills Hill and broadleaved plantation woodland north of Whetmead LNR and LWS. There is also potential for impacts to arable field margins and hedgerows, both of which are also priority habitats. Habitats along the gas main diversion would be reinstated as far as practicable. Where it would not be permissible to plant mature trees and scrub over the new easement, planting would be accommodated in accordance with Cadent's standards and specifications.</p> <p>Impacts to the reedbed along the River Blackwater would be avoided as trenchless crossing techniques (such as directional drilling) would be used for Main River crossings.</p> <p>There is potential for the gas main diversion to impact protected and notable species which may be present in habitats</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>within the footprint of the construction area, including: common reptiles (grass snakes, common lizard and slow worm), breeding birds, bats, badgers, otter and water vole and species of principle importance such as polecat, brown hare, common toad and hedgehog.</p> <p>In addition, there is potential for impacts on dormice due to connectivity of hedgerows east of the River Blackwater with Chantry Wood, Mope Wood, Grove Wood and Sparkey Wood. Surveys are ongoing in 2022 to determine presence or likely absence of dormice. If dormouse are identified as present, any potential impacts would be sufficiently mitigated for through standard mitigation techniques (such as timing of works and supervision by an Ecological Clerk of Works), thus avoiding any impacts.</p> <p>Any mitigation measures recommended are secured in the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/053	Environmental Impact	162371			✓		<p>2.1. The Land is currently put down to grass and within an Entry and Higher Level Stewardship Scheme which is a wildlife enhancement scheme designed to provide "significant environmental benefits". The land is productive, and a high yielding grass crop is taken from the land each year. As shown on the enclosed plan, there is extensive woodland within the development boundary which currently has an established willow plantation. The price of a fully grown willow tree is in the region of 500 per tree and there is great concern that this route would result in a significant claim for compensation. Several different types of trees in the area also have Tree Preservation Orders on them and there is concern that the route would impact these trees that are significant to the neighbourhood.</p>	<p>The composition of the compensation habitats will be decided in the detailed design stage. Where practicable, loss of vegetation has been minimised along the corridor of the gas main diversion. Where loss of vegetation is unavoidable, mitigation is provided in the form of compensation habitats so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3].</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Compensation Act 1973. Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.	
GM/054	Environmental Survey	162371			✓		3.2. Is NH able to confirm if Natural England and Essex Wildlife Trust have been consulted with the proposed non-intrusive and intrusive surveys on the land and have licences been obtained to carry out the surveys?	Natural England and Essex Wildlife Trust have been consulted on the scope of ecological surveys across the proposed scheme. Where necessary, surveys have been undertaken by suitably licensed ecologists. With respect to the archaeological trial trenching undertaken in 2021, a district level licence for great crested newts was secured from Natural England in advance of works. Other site investigations have been undertaken under a precautionary working method statement under supervision of an Ecological Clerk of Works where appropriate in order to ensure compliance with legislation.	
GM/055	Land Management	162371			✓		This response is with regards to the land known on Land Registry as [Address] ("Land") which is directly affected and also other parcels of land and property that will be indirectly affected and on Land Registry is	The land in question is proposed to be required for diversion of a gas main. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme. The limits of the land	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>known as [Address] ("[Named]") and the business park at [Named] Hall ("business park").</p> <p>1.2. The General Arrangement plans and Environmental Report in the Supplementary Consultation indicates that the development boundary has been included over part of the land to consider two options to divert a high pressure gas main. The A12 Scheme also includes a new Junction 22 which will have a significant impact on tributary roads including Little Braxted Lane which is a vital road for the business park and Little Braxted</p>	subject to compulsory acquisition have been drawn as tightly as possible to avoid unnecessary land take.	
GM/056	Substation	162371			✓		3.9. Do NH intend to connect into the existing gas mains at the point it crosses over the river Blackwater? If this is correct, is NH able to confirm if the Gas substation next to Little Braxted Lane will remain in situ?	Cadent's current proposal is to run the gas main diversion separate from the existing pipeline. This follows the safety easement that prevents pipelines running in close proximity and a capacity issue to merge the pipelines. The existing gas substation at Little Braxted Lane will therefore remain <i>in situ</i> .	
GM/057	Traffic Model	162371			✓		3.5. During this Supplementary Consultation there has been no update	The traffic modelling of Little Braxted Lane has been updated as part of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>on traffic modelling on the impact of Little Braxted Lane. This is not a surprise as there have been no design changes at Junction 22 but in the same breath, as there are changes to the design further up the route at Junction 21, we would assume this may impact the model accordingly. We would like NH to confirm if the proposed design changes have impacted the traffic model down Little Braxted lane?</p>	<p>Development Consent Order submission. This better reflects the fact it is a single track with passing places for a significant part of its length and therefore would become over capacity and slow with relatively low levels of traffic.</p> <p>The updated traffic model predicts that Little Braxted Lane would have a slight decrease of 11 vehicles per hour in the AM peak, and a slight increase of 22 vehicles per hour in the PM peak. In total across the day, it would experience a decrease of 137 vehicles. Full details are provided in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>This traffic model takes into account the latest proposed scheme design. This includes the design changes at J21.</p>	
GM/058	Traffic Model	162371			✓		<p>3.6. We have previously raised our concerns with Jacobs on the traffic data and how the traffic survey is over 5 years old and was conducted over the school Easter holiday so numbers will be distorted. Over the last 5 years the business park has grown and so</p>	<p>A base year traffic model was produced to reflect existing traffic conditions. Due to the unusual traffic conditions during the COVID-19 pandemic, this base year model represents 2019 traffic conditions.</p> <p>Traffic counts were used to inform the traffic model. The majority of these are</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							has the parish of Little Braxted. Is NH able to confirm that they have considered this in their traffic modelling?	<p>from 2019. However, where only 2016 data was available, the 2016 counts were uplifted to 2019 based on how other nearby counts changed between 2016 and 2019.</p> <p>The traffic survey on Little Braxted Lane was undertaken from Thursday 7 April 2016 to Wednesday 13h April 2016. The school Easter holidays ended on Monday 11 April. As only Monday to Thursday count data was used to inform the traffic model, this means that four days of traffic data were used, of which only the first day was during the Easter holidays. However, when processing the survey data, the traffic on this school holiday day was checked and found to not significantly different to the other weekdays.</p> <p>Due to the unusual traffic situation when the new traffic model was being developed, it was not appropriate to collect newer traffic data during 2020 or 2021. The approach of using the existing 2016 traffic surveys has been approved by the Department for Transport.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Future growth at the business park in Little Braxted has not been explicitly included within the traffic model. This is because only housing or employment developments over a certain size were included. However, a general background traffic growth was applied, based on national traffic growth predictions produced by the Department for Transport. These growth predictions take into account travel changes due to expected changes in economic growth and in fuel prices.	
GM/059	General	162374			✓		6.5. Once the decision has been made in regards to the Cadent High Pressure Gas Main Diversion, we recommend that the design proposal is reviewed to identify any likely impact on the Estate and to ensure that any operational impact on the Estate is minimised.	The Applicant notes the consultee's comments and looks forward to continuing its detailed programme of engagement with the consultee.	
GM/060	Land Management	162374			✓		This report shows that Compulsory Acquisition is not necessary for the completion of the Scheme.	National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Five potential route corridors are being considered for the diversion of Cadent's high-pressure gas main but which are not in the immediate vicinity of the Estate.</p> <p>Once detailed designs are progressed, we recommend that the National Highways design proposal is reviewed to identify any likely impact on the Estate and to ensure that any operational impact on the Estate is minimised.</p>	<p>design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take. The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	
GM/061	Land Management	162374			✓		<p>6.4. This report shows that Compulsory Acquisition is not necessary for the completion of the Scheme. National Highways could seek to acquire any rights privately in order to avoid the inclusion of the Estate within the scope of compulsory powers being sought.</p>	<p>As part of the Development Consent Order (DCO) process, National Highways has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests will receive a letter from National Highways in due course, before the submission of the DCO application, inviting them to engage</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
GM/062	Pipeline	162354			✓		c) Can National Highways confirm the size of the gas pipe to be diverted?	The Cadent Gas pipeline is 600mm, operating at 15 bars.	
GM/063	Resident impact				✓	✓	Many residents and a few landowners of Ishams Chase and Blue Mills Hill raised concerns regarding the impact to residencies as a result of potential route 2 installation.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase and Blue Mills Hill will not be affected by the corridor selected for the Cadent gas main diversion.	
GM/064	Resident Impact				✓	✓	Many residents and a few landowners along Corridor 5 raised concerns regarding the impact to residencies as a result of the potential gas main installation.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant.	
GM/065	Resident Impact					✓	A few respondents raised concerns regarding the potential disruption to	The Applicant will seek to minimise disruption and maintain access to and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							residents living close to the gas main installation	from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. Planned closures and route diversions will be communicated with sufficient advance warning. Before construction, the Applicant will hold regular discussions concerning traffic management with the emergency services, local authorities and other relevant stakeholders through the community liaison team. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application.	
GM/066	Resident Impact					✓	A few respondents raised concerns regarding the wellbeing of residents living close to the gas main installation	Based on the preliminary design of the proposed scheme and desk-based environmental research, the preferred route diversion Corridor 4 has been selected. This preferred corridor was selected to minimise the surrounding impact and disruption of rerouting.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Appendix 13, of the Environmental Statement [TR010060/APP/6.3] provides further detail on the human health assessment methodology which has been used for Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. Appendix 13.4, of the Environmental Statement [TR010060/APP/6.3] provides a Mental Wellbeing Impact Assessment. This assessment is based around the potential impacts of the proposed scheme on known protective factors for mental health. Further mitigation measures for construction are covered in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
GM/067	Resident Impact					✓	Many respondents expressed support for the routes 1 and 3, as they would cause the least disruption	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local Nature Reserve, so Corridors 1 and 3 are no longer viable. The route selected by Cadent Gas is Corridor 4.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/068	Cultural Heritage				✓	✓	Many residents of Ishams Chase and [Named] raised concerns regarding the impact of the gas main route 2 on the local heritage assets.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridor will not be addressed as these are no longer relevant. Ishams Chase will not be affected by the corridor selected for the Cadent gas main diversion. Due to the widening of the A12, the gas main cannot stay in its current position, but the new corridor of the gas main was selected to minimise the surrounding impact and disruption of rerouting. All built heritage assets (including listed buildings) are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
GM/069	Cultural Heritage					✓	A few respondents expressed a general concern for the local heritage assets along the routes.	The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment of the Environmental Statement [TR010060/APP/6.3] provides a qualitative assessment of the archaeological effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of Chapter 7: Cultural Heritage,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								of the Environmental Statement [TR010060/APP/6.1]. Construction of the gas main diversion would result in removal of archaeological remains associated with three non-designated archaeological sites assessed to be of negligible value. Standard mitigation would ensure any impacts would be of slight significance. This would include a programme of archaeological work to understand and record any below ground remains prior to construction. This programme would be agreed with the relevant stakeholders. This is secured in the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5].	
GM/070	Route Decision				✓	✓	Many respondents and a landowner expressed a concern that gas main route diversion would be based on cost rather than the environment and what criteria the final gas main route would be selected upon.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local Nature Reserve, so Corridors 1 and 3 are	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>no longer viable. The route selected by Cadent Gas is Corridor 4.</p> <p>Cadent have selected the corridor based many factors, including:</p> <ul style="list-style-type: none"> <li>• engineering</li> <li>• environmental</li> <li>• local planning</li> <li>• operational and maintenance</li> <li>• safety requirements, including proximity to buildings and other features</li> </ul> <p>The Applicant has worked with Cadent to inform how the construction of the A12 will influence the need for and the extent of diversion to Cadent's apparatus, how it will integrate with the construction programme, access arrangements, etc.</p>	
GM/071	Route Decision					✓	<p>When will we know the decision and will we be informed?</p> <p>Is there an appeal process?</p>	<p>The corridor selected by Cadent Gas is Corridor 4. Plans and other materials such as the Environmental Statement [TR010060/APP/6.1] are included in the Development Consent Order application. Notices have been published to inform</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>interested parties. There was no change to the corridors consulted upon, so further consultation was not required. National Highways is seeking the powers to construct and operate the A12 and associated works such as utility diversions, including the gas main diversion, under the Development Consent Order.</p> <p>Relevant Representations can be submitted to the Planning Inspectorate during the Pre-Examination stage, and National Highways will respond to these. Should you wish, these representations can be heard by the Planning Inspectorate during the Examination of the proposed scheme. Once these stages are complete and all matters heard, the Planning Inspectorate will prepare a recommendation report for the Secretary of State, who will make the decision.</p>	
GM/072	Environmental Impact					✓	Many residents of Ishams Chase raised concerns regarding the impact of the gas main route 2 on the surrounding habitat, landscape and wildlife.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors are no longer relevant. Ishams Chase will not be affected by the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								corridor selected for the Cadent gas main diversion.	
GM/073	Environmental Impact					✓	Many respondents raised concerns regarding the impact of the potential gas main routes on the surrounding habitat, landscape and wildlife.	<p>The corridor selected by Cadent Gas is Corridor 4. Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the environmental effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of the Environmental Statement [TR010060/APP/6.1].</p> <p>The qualitative assessment shows that two aspects are likely to give rise to likely significant effects as a result of the gas main diversion; landscape and visual, and biodiversity. This is due to the loss of trees and woodland, which would impact the landscape character of the River Blackwater valley, open up views across the Blackwater River Valley towards the A12, and result in loss of lowland mixed deciduous woodland habitat. There would be permanent loss of willow plantation west of the River Blackwater, which is a distinctive characteristic feature of this</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								landscape. It would not be appropriate to plant other vegetation permitted within Cadent's standards and specifications within the willow plantation.	
GM/074	Environmental Impact					✓	Many respondents expressed a concern for the potential for routes going through Whetmead Nature Reserve.	The route selected by Cadent Gas is Corridor 4, which does not pass through Whetmead Local Nature Reserve. The gas main diversion cannot go through contaminated land. Ground inspections were undertaken where the proposed scheme encroached on the historical landfill site Whetmead LNR to determine the contamination in the area. Appendix 10.1: Land Quality Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] provides further detail of the nature and extent of the land contamination.	
GM/075	Environmental Impact					✓	routes 2,4 and 5 is frankly obscene on environmental grounds alone, not to mention ridiculous in terms of disruption while building works take place and long-term damage.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local Nature Reserve, so Corridors 1 and 3 are	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>no longer viable. The route selected by Cadent Gas is Corridor 4.</p> <p>Table 2.1 in Appendix 5.2: Gas Main Diversion Screening Assessment [TR010060/APP/6.3] provides a qualitative assessment of the environmental effects of the gas main diversion. The assessment has taken into consideration the effects identified in the main body of the Environmental Statement [TR010060/APP/6.1].</p> <p>The qualitative assessment shows that two aspects are likely to give rise to likely significant effects as a result of the gas main diversion; landscape and visual, and biodiversity. This is due to the loss of trees and woodland, which would impact the landscape character of the River Blackwater valley, open up views across the Blackwater River Valley towards the A12, and result in loss of lowland mixed deciduous woodland habitat. There would be permanent loss of willow plantation west of the River Blackwater, which is a distinctive characteristic feature of this landscape. It would not be appropriate to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								plant other vegetation permitted within Cadent's standards and specifications within the willow plantation.	
GM/076	Environmental Impact					✓	Your preferred option is for the gas pipeline to run alongside the A12. That would seem to make sense BUT ONLY if any future repairs to the gas main can be carried out without affecting traffic flow on the A12.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The corridor selected by Cadent Gas is Corridor 4. Based on the preliminary design of the proposed scheme and desk-based environmental research, the preferred route diversion Corridor 4 has been selected. Gas mains typically need little physical intervention or maintenance following their instalment. However, access for maintenance of the gas main will be included under the powers granted in the Development Consent Order, and mitigation for potential maintenance is included in the design through elements such as constraining planting to provide future maintenance routes. The A12 will not be affected by maintenance of the gas main as the corridor following the A12 was not selected.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/077	Environmental Impact					✓	Rarely is long-term risk assessment from different perspectives considered and therefore we would like to put one risk scenario together that may be a long-term risk to the soil when green spaces such as this are damaged/destroyed. Soil is the most important compound we have to feed ourselves. If we continue to take away wildlife we will eventually be in a position where we can no longer restore the UK soils because birds and insects are crucial to a soil's ecosystem. Due to the use of pesticides and herbicides in the agricultural sector, our insects and birds have depleted at alarming rates which is continuing to this day. We hope to see farming transition away from these substances in the near future in order to restore and safeguard our soils, but this transition may be slow. Time is what makes areas such as Whetmead Nature Reserve so important. They are crucial in safeguarding insect and bird populations until farming transitions. If	The preferred new corridor of the Cadent gas main diversion has been selected to minimise the surrounding impact and disruption of rerouting. The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. Further detail is provided in Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1] and Appendix 11.1: Mineral Resource Assessment, of the Environmental Statement [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							we keep seeing these green spaces as dumping grounds to be the first in line to be destroyed then we will keep depleting crucial wildlife and reach the tipping point where it will be extremely difficult to recover from.		
GM/078	Environmental Surveys					✓	We do not believe that an informed consideration of the ecological impact was made prior to designing the diversion routes as no ecological surveys have been carried out for the majority of the affected area. The routes appear to be been hurried, last minute options based on a desk top exercise.	Where access has been granted within the available seasonal windows, survey work has been carried out. Full environmental surveys will be carried out where data is not already available ahead of detailed design. The ecological impacts are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
GM/079	Water					✓	Many residents of Ishams Chase raised concerns regarding the impact of the gas main route 2 where the route would be required to cross waterways including the River Blackwater.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase will not be affected by the corridor selected for the Cadent gas main diversion.  Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
GM/080	Water					✓	A few respondents raised concerns that all the corridors proposed potentially involve some disruption to groundwater flow	The gas main diversion is not likely to generate any significant effects to groundwater. Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and Appendix 14.4, of the Environmental Statement [TR010060/APP/6.3] provide further detail on the gas main diversion's impact to groundwater.	
GM/081	Water					✓	Many respondents raised concerns that all of the corridors include watercourse crossings. Ideally, the number of watercourse crossings would be minimised. However, we note the proposed mitigation	Where practicable, the crossing of watercourses by the gas main diversion has been minimised. Where a crossing is unavoidable, the gas main pipe would be buried to mitigate any impact to the watercourse. The corridor chosen for the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							measures to prevent significant effects on surface water quality.	gas main diversion includes a crossing of the River Blackwater to avoid Whetmead Local Nature Reserve. Impacts to the watercourses are assessed within Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1].	
GM/082	Air Quality					✓	A few residents of Ishams Chase raised concerns regarding concern for residents' health impacted by decreased air quality from gas main instalment	<p>The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. Ishams Chase will not be affected by the corridor selected for the Cadent gas main diversion.</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQO). AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the wider ecological environment from pollution impacts. The assessment identified no likely significant effects on air quality at human health receptors during the operational phase of the proposed scheme. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern are oxides of nitrogen (NO <sub>x</sub> ), nitrogen dioxide (NO <sub>2</sub> ) and particulate matter with an aerodynamic diameter less than 10µm (PM <sub>10</sub> ) or an aerodynamic diameter less than 2.5µm (PM <sub>2.5</sub> ). The impact on the physical and mental health of residents is assessed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].	
GM/083	Climate Change					✓	These proposals completely contradict government policy on moving away from fossil fuels, the renewable heat initiative and all agreements to reduce carbon emissions.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the Strategic Road Network, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels. The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								of the Environmental Statement [TR010060/APP/6.1].  Furthermore, road user greenhouse gas emissions are expected to reduce substantially over time as more electric vehicles and vehicles that are more efficient enter the vehicle fleet (e.g. in response to the UK Government's Transport Decarbonisation Plan).	
GM/084	Cadent Investment					✓	<p>CADENT</p> <ul style="list-style-type: none"> <li>We also believe that routes 2,4 and 5 are contrary to the Environment, Social and Governance (ESG) investment criteria and principles of Cadent's core stakeholders of Allienz, Hermes, Maquarie and Qatar investment authority (61%), in direct conflict with the Natural Capital approach being applied by National Grid (39%) and contrary to Cadent's own corporate objective to reduce their carbon footprint.</li> </ul>	<p>Cadent will be diverting the gas main to support the improvements of the A12 proposed by National Highways. Delivery of this gas main diversion has been assessed as part of the National Highways' proposal, which includes targets for carbon reduction which are described in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Cadent have commenced the initial stages of the design of the diversion, and as the proposed scheme proceeds will produce a detailed design. As part of Cadent's detailed design, they will comply with both Cadent's internal policies and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>We are writing with reference to the new proposed gas routes 2,4 and 5 in conjunction with the widening of the A12 adjacent to Witham as proposed by Ardent. These are we believe contrary to the Environmental, Social and Governance (ESG) investment criteria and principles of Cadent's core stakeholders of Allianz, Hermes, Maquarie and Qatar Investment Authority (61%), in direct conflict with The Natural Capital approach being applied by National Grid (39%) and contrary to Cadent's own corporate objective to reduce their carbon footprint. To ensure corporate responsibilities are met, Routes 2, 4 and 5 should be removed immediately in our view. If alternatives cannot be found, Ardent should, we believe, inform Cadent that Routes 1 and 3, the preferred routes of Highways, are the only ones possible for stakeholder ESG principles to be maintained.</p>	<p>processes as well as those required by the Environmental Statement associated with the A12 proposal as described in the Register of Environmental Actions and Commitments and the first iteration Environmental Management Plan [TR010060/APP/6.5] and comply with the relevant Energy NPS as shown on the national Policy Accordance tables accordance on Appendix B, C, D and F of the Case for the Scheme [TR010060/APP/7.1].</p>	
GM/085	Cadent Investment					✓	The carbon cost on Routes 2,4 and 5 is significant and in our view does not	Cadent will be diverting the gas main to support the improvements of the A12	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>comply with Cadent’s corporate objective to reduce their carbon footprint. All three routes will require the felling of hundreds of trees versus negligible additional tree felling on Routes 1 and 3. Against the backdrop of COP26, it seems inconceivable that a leading UK energy company would even consider pursuing these routes which will be so damaging to the ecology of the region. Routes 2,4 and 5 are contrary to the ESG investment criteria of Cadent’s stakeholders, and undermine Cadent’s own carbon footprint agenda. It is irresponsible of Ardent to have suggested these routes as this compromises the corporate agenda of Cadent’s stakeholders and Cadent itself. Routes 2,4 and 5 should be immediately removed as options in the current consultation phase. Given the importance attached to ESG we will be contacting the core stakeholders on these issues as well as Cadent itself. Yours sincerely, The community of Ishams Chase and Blue Mills</p>	<p>proposed by National Highways. Delivery of this gas main diversion has been assessed as part of the National Highways’ proposal, which includes targets for carbon reduction which are described in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Cadent have commenced the initial parts of the design of the diversion, and as the proposed scheme proceeds will produce a detailed design. As part of Cadent’s detailed design, they will comply with both Cadent’s internal policies and processes as well as those required by the Environmental Statement associated with the A12 proposal as described in Appendix A: Register of Environmental Actions and Commitments and the first iteration Environmental Management Plan [TR010060/APP/6.5] and comply with the relevant Energy NPS as shown on the national Policy Accordance tables accordance on Appendix B, C, D and F of the Case for the Scheme [TR010060/APP/7.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Investigations have confirmed constraints and Corridors 1 and 3 are not suitable for the installation of a high-pressure gas main. Both parties sought to deliver a suitable route for the gas main that minimises, where practical, the environmental impact of construction.</p> <p>Commitments have been made in the Environmental Statement, as described in the first iteration Environmental Management Plan [TR010060/APP/6.5], Appendix A: Register of Environmental Actions and Commitments [TR010060/APP/6.5] and Retained and Removed Vegetation Plans [TR010060/APP/2.14], to reduce, where practicable, environmental impacts and these also focus on veteran and important trees. Further survey will need to be carried out ahead of construction, and methodologies will need to be developed as part of detailed design to ensure to compliance with the commitments made in the Environmental Statement [TR010060/APP/6.1].</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
GM/086	Ground Quality					✓	Some respondents expressed concerns that routes 2 and 5 went through contaminated land areas.	The corridor selected by Cadent Gas is Corridor 4. As such, all comments about other corridors will not be addressed as these are no longer relevant. The gas main diversion cannot go through contaminated land. Ground investigations were undertaken along the proposed gas main diversion corridor to determine the contamination in each area including brownfield land like Whetmead Local Nature Reserve. Appendix 10.1: Land Quality Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] provides further detail of the nature and extent of the land contamination.	
GM/087	Ground Quality					✓	Routes 2, 4 and 5 are all wildlife rich greenfield sites versus the alternative brownfield sites offered by routes 1 and 3.	The gas main diversion cannot go through contaminated land. Ground investigations were undertaken along the proposed gas main diversion corridor to determine the contamination in each area including brownfield land like Whetmead Local Nature Reserve. Appendix 10.1: Land Quality Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] provides further	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								detail of the nature and extent of the land contamination, including around the Whetmead Local Nature Reserve. Where practicable, loss of vegetation has been minimised along the corridor of the gas main diversion. Where loss of vegetation is unavoidable, mitigation is provided in the form of compensation habitats so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Impacts to wildlife are assessed within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
GM/088	Consultation					✓	The supplementary consultation document dated November 2021 states that there are two main construction methods used to install a buried gas pipe; open cut or trenchless. Trenchless would be preferable as it is less invasive and damaging to the habitat and wildlife above, especially as the trenchless method would be required to go under	Trenchless methods of gas main installation are expected to be utilised, especially in sensitive areas, including along the margins of the Blackwater River. The final methods of construction will be decided by Cadent Gas.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the Blackwater or the River Brain anyway.</p> <p>We are therefore asking that any disruption to this sensitive area be minimal or avoided completely.</p>		
GM/089	Consultation					✓	Some respondents expressed criticism of the supplementary consultation.	As outlined in the proposed scheme's Statement of Community Consultation, Appendix C of the Consultation Report [TR010060/APP/5.1], the Applicant may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days. The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide an audio walkthrough.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media, and a letter was sent to over 30,000 residents and business in the local area.</p>	
GM/090	Consultation					✓	Some respondents expressed criticism of the information provided as part of the supplementary consultation.	In response to concerns raised regarding the Cadent gas main diversion corridor and the timescales for responses for those who received incorrect maps, meetings with the proposed scheme's technical experts were offered. An extension to the consultation deadline was also offered to those who required it.	
GM/091	Support					✓	Of the alternatives, corridor 4 appears to be the least damaging.	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The corridor selected by Cadent Gas is Corridor 4. Based on the preliminary design of the proposed scheme and desk-based environmental research, the preferred	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								route diversion Corridor 4 has been selected. This preferred corridor was selected to minimise the surrounding impact and disruption of rerouting.	
GM/092	PRoW					✓	Whichever route is chosen, the [Named] request that any temporary rerouting of PRoWs is minimised and the [Named] are consulted on these proposals.	The temporary works proposals for diversions and temporary measures will aim to minimise the length of diversions so far as practicable, especially for utility routes (journeys to home, school, work and services, for example), but also for leisure use. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] will contain increasing detail of these routes as the proposed scheme progresses through detailed design. These temporary routes will be developed in liaison with Essex County Council and other relevant stakeholders representing walkers, cyclists and horse riders.	
GM/093	Construction					✓	Any works associated with the main should be accessed ONLY from the Witham side and not by using Witham Road (both Little Braxted and Wickham Bishops).	Construction of the Cadent gas main diversion will primarily use the A12 haul routes. Whilst building the Blackwater River southern bank, alternative access will be pursued to minimise vegetation loss and further river crossing as part of construction.	

## 2.2 Junction 21

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Junction 21.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.2 Consultation Responses – Sup Con J21**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/001	Disruption	Essex County Council	✓				In terms of construction it is understood that new structures are required in Hatfield Peverel to accommodate the dual three lane provision along the main line of the A12. Of concern is how the construction will be managed with the Station Road Structure to ensure that residents and users of the railway station can maintain safe and appropriate access during the construction period from both a highway and sustainable travel perspective.	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel railway station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia, after the Development Consent Order process. Measures are necessary to enable	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>local residents and businesses to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</p> <ul style="list-style-type: none"> <li>• Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road, with trained drivers and vehicles to support people with accessibility needs</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. A temporary crossing of the railway with associated temporary routes to connect to the local road network was considered in the early design stages but assessed not to be feasible.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/002	Traffic Flow	Essex County Council	✓				<p>Section 2: Junction 21 - southern link road removal (Hatfield Peverel)</p> <p>The County Council maintains its concerns over potential pressures on the local road network in this location given that with the scheme alterations increased traffic flows will be observed along Maldon Road in both the AM and PM peaks, but also increases in flows along the B1137 Boreham Road in the AM peak, which potentially suggests that strategic trips using Maldon Road may be choosing to travel through Hatfield Peverel as opposed to utilising the new junction, this clearly then adds further pressure to the local area of Hatfield Peverel but also more strategically at Junction 19 where the County Council maintains its stance of opposing until a time where further detail can be made available.</p>	<p>With the proposed scheme in place, traffic is predicted to increase on the B1137 Main Road through Boreham in the AM peak and decrease in the PM peak. The increase in the AM peak is mainly due to traffic from the west side of Hatfield Peverel, which would travel along Main Road to access the A12 at J19, rather than using J20a as it does at present.</p> <p>The increase on Main Road is not due to traffic coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway.</p> <p>In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.</p> <p>In the PM peak hour, 98% would turn right and travel via J21.</p> <p>Although traffic on Maldon Road is predicted to increase with the proposed scheme in place, there would be</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								decreases in traffic on Church Road in Hatfield Peverel and significant decreases on The Street west of the Duke of Wellington junction.	
Sup J21/003	Further Engagement	Essex County Council	✓				In summary, the County Council would like to re-iterate its neutral position for junction 21 and that it reserves the right to comment until further information is made available. In order to facilitate this the County Council and NH [National Highways] have been engaged in collaborative conversations around obtaining modelling data and further information around walking cycling and horse riding. These discussions have to date been proving fruitful and it is understood that NH will be writing to the County Council seeking their final views on important junctions such as this.	The Applicant notes the consultee's comments and looks forward to continuing its detailed programme of engagement with the consultee.	
Sup J21/004	Access	Boreham Parish Council	✓				Hatfield Peverel along with Maldon will have their access routes to and from the A12 completely cut off and only access on or off will be via the Boreham Interchange (through Boreham) or at Witham (huge increase in traffic to the Wellington Bridge).	A holistic options appraisal for the proposed position for the new J21 and the closure of the existing J20a, J20b and J21 was undertaken. The proposed J21 seeks to combine the traffic movements served by these three closed junctions into one junction that will be constructed to modern	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>safety standards and is suitable. It is recognised that the A12 often conveys both long-distance and short-distance journeys, and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>The proposed scheme is predicted to reduce traffic levels on The Street in Hatfield Peverel, due to the closure of J20a and J20b. Other roads such as Church Road would also experience a reduction in traffic, while Maldon Road would experience a slight increase in traffic.</p> <p>Further details on the changes in traffic flow in Hatfield Peverel are provided in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>At the moment, accidents and other incidents can cause traffic problems on the A12 and surrounding roads. The</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>proposed scheme is expected to reduce the impact of such incidents. This is because the proposed scheme would reduce A12 congestion in general, and because the new third lane would provide additional traffic management flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.</p> <p>The Applicant has developed an Outline Construction Traffic Management Plan which offers proposals for minimising the impact for the Hatfield Peverel residents and other stakeholders. The Applicant will continue to discuss these proposals with all relevant stakeholders to ensure they best serve everyone's best interests. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7], which forms part</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								of the Development Consent Order application.	
Sup J21/005	Junction 20a	Boreham Parish Council	✓				It is crucial that you keep open the access junction 20a from the bottom of Hatfield Peverel to the a12. This will dramatically reduce the volume of traffic on the b1137 to Boreham. People will not turn right at the Maldon junction at Hatfield Peverel. They will turn left to Boreham on the B1137. If junction 20a to the A12 is kept open many travellers will turn onto the A12 here, thereby reducing the load on Boreham.	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990 , it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>Note that the predicted increase on Main Road is not mainly due to traffic</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway. In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.	
Sup J21/006	General	Anglian Water	✓				Anglian Water objects to the scheme which seeks to permanently acquire the Hatfield Hill Sewer Pumping Station.	The proposed scheme will not permanently acquire Hatfield Hill Sewer Pumping Station. When the proposed scheme is in place, access for Anglian Water to their asset will be retained. During construction, there may be a need for temporary restrictions due to works in the area. However, the Applicant will continue to engage with Anglian Water to facilitate access and communicate any temporary measures. The proposals in this area were discussed in a meeting with Anglian Water on 27 April 2022.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/007	General	Maldon District Council		✓			<p>Category 2 Changes - Further changes following updated design that result in less significant environmental impacts</p> <p>GA-032: South of Proposed Junction 21 - Additional Ecological Mitigation Land and better integrated landscaping which should improve landscape mitigation.</p> <p>The Environment Act 2021 legislates for the provision of 10% Biodiversity Net Gain from development including NSIPs. MDC therefore supports the creation of additional ecological mitigation land and better integrated landscaping.</p>	<p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p>	
Sup J21/008	Disruption				✓		<p>Many residents are concerned about planning of a haul road down the side of their houses, the temporary car park at the back of Vineyards and routing of traffic via haul road next to their houses while station road bridge is changed and would like to ensure there are agreements in place in the application to control access, noise, positioning and activity within the compound. They expect the measures to mitigate the impact in writing.</p>	<p>The use of the haul road to the north of the compound area will be sporadic. Further detail is included in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which is part of the Development Consent Order application – refer to Appendix B</p> <p>The access will be secured by means of a gate or similar. The access will mainly be used to access the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								temporary carpark, which will also be secured by CCTV.	
Sup J21/009	Noise Pollution				✓		Increase in noise for Vineyards	The modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there would be no significant effects from noise to the north of the A12 at the new J21, as a result of the proposed scheme. The dwellings within The Vineyards are around 50m from the proposed northern link and 110m from the mainline of the A12. Given these distances and the traffic likely on each road, the overall noise level experienced by residents at The Vineyards would contain a contribution from each road. While traffic using the northern link road will increase and hence the noise level from this road would increase, the noise from traffic using the A12 would decrease due to the low noise surfacing. This results in an overall predicted increase in noise of around 2dB(A) which is not considered to be significant.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/010	Noise Pollution	162414			✓		<p>With an uptick of over 1000 cars if this plan is to go ahead we would like to understand what plans are in place to reduce the noise impact on The Vineyards.</p>	<p>The mitigation measure of resurfacing the A12 with a surface which has better noise reducing properties than a conventional low noise surface will benefit the dwellings within The Vineyards.</p> <p>Mitigation measures in the form of low noise surfacing or noise barriers along the northern link road are not viable. For a low noise surface to be effective at reducing noise, the average speed needs to be above 45mph, which it is not predicted to be on this part of the northern link road. For a noise barrier to be effective it needs to form an unbroken line, which would not be possible in this location due to access required to The Vineyards.</p> <p>The modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there are no significant effects from noise anticipated to the north of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								A12 at the new J21, as a result of the proposed scheme.	
Sup J21/011	Access	162414			✓		We note the change in location of the link road from the South to the North side of the A12, this will bring a significant amount of traffic passed The Vineyards and we would like to understand what consideration has been made of The Vineyards traffic to join this road during rush hour. With over 1000 cars predicted in rush hour there is significant chance that we will be unable to join a standard T junction.	The proposed scheme would realign the existing tight bend on the J20b to provide an alignment that allows large vehicles to pass one another. This, in combination with vertical tie-in works for the replacement Wellington Bridge to allow the new structure to span the widened A12, means the existing access to the Vineyards will need to be reconfigured. This is shown on the Streets, Rights of Way and Access Plans contained within Volume 2 of the Development Consent Order application [TR010060/APP/2.6]. The forecasted traffic during peak times on the link between Hatfield Peverel and the proposed J21 is expected to result in sufficient gaps between vehicles to allow turns into and out of the Vineyards.	
Sup J21/012	Access	162286			✓		When you replace the Bury Lane bridge, how do the Countryside new estate residents and	For the period during which Bury Lane is closed to enable the demolition and replacement of the bridge structure over the A12, the following option is	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the new planned old dairy site Bellway cross the A12?</p> <p>Access is only through the New Bellway Arla Dairy site to station road.</p> <p>But only has a footpath between sites?</p> <p>How do emergency services plan to serve the estates when Bury Lane is worked on?</p> <p>Needs a response as no answers supplied to me.....?</p>	<p>being proposed to reduce the temporary severance of the community from the road network and local services.</p> <p>Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</p> <p>This option will continue to be discussed with the developers at Bury Farm and Hatfield Grove and Essex County Council.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. Further details on this can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/013	Access	162414			✓		We are very concerned there still seems to be a plan to take compound traffic off the dangerous 21a junction.	The proposed scheme will set a number of traffic attenuation measures to safeguard the safety of road users and workers during the construction works. This would include speed restrictions and additional signage to help reduce the risks around sensitive areas. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
Sup J21/014	Access	162414			✓		With over 1000 cars predicted in rush hour there is significant chance that we will be unable to join a standard T junction. This needs to be signalled or a mini roundabout to allow reasonable access for residents.	The forecast traffic during peak times on the link between Hatfield Peverel and the proposed J21 is expected to result in sufficient gaps between vehicles to allow turns into and out of the Vineyards.	
Sup J21/015	Alternative Design	162414			✓		We are still concerned there is still a planned haul road down the side of our houses. We would like this moved away from The Vineyards, it feels unnecessary to have a Haul Road directly next to the properties.	The use of the haul road to the north of the compound area will be sporadic. Further detail is included in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which is part of the Development Consent Order application – refer to Appendix B	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The access road will be secured by means of a gate or similar. The access will mainly be used to access the temporary carpark, which will also be secured by CCTV.	
Sup J21/016	Public Transport	162183			✓		Other points to be considered include the following.  A. The westbound bus stop adjacent to the top of Gleneagles Way will need to be relocated further west along The Street. This could be to the west of the Wellington junction where current traffic flows will be lessened as there will be no need for Maldon traffic heading to, or coming from, the A12 to travel in that direction.	The proposed scheme will require some changes to bus routeing, and amended routes and bus stops will be determined during detailed design. For all locations where the design includes the re-location of existing bus stops and the provision of new ones, the relevant bus company and Essex County Council Integrated Passenger Transport Unit (IPTU) will be consulted to ensure that locations are suitable for desire lines, operation and safety. Likewise, the detail design will incorporate the standard detail and specification that is used in Essex.	
Sup J21/017	Disruption					✓	Absolutely unnecessary. Leave the bridge as it is. More traffic crossing the a12 Will just lead to more pollution for the surrounding areas and more disturbance for local residents	The existing A12 north of J20a drops to two lanes in each direction, with Wellington Bridge spanning these four lanes. The proposed scheme would widen the A12 to three lanes in each	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								direction, and this widening is not compatible with the existing bridge layout. As such, the bridge would need to be replaced to safely span the widened carriageway.	
Sup J21/018	Disruption					✓	The additional time taken to replace the Wellington bridge would cause further disruption, especially to residents of the Vineyards.	The construction programme for Wellington Bridge will not be affected by the new design proposals. The proposed scheme will set out a temporary construction traffic management plan that aims to minimise disruption within the area during the construction phase, including the provision of temporary roads to ensure connectivity between Hatfield Peverel and surrounding areas. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
Sup J21/019	Air Pollution					✓	Respondents are concerned about the environmental impact of new construction strongly objecting to the lack of any additional mitigation for noise, pollution, harmful gasses and light.	The Environmental Statement [TR010060/APP/6.1] sets out the environmental impacts of the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality and Chapter 12: Noise and Vibration, of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							They state that no additional mitigation is mentioned in any of our documents. Information about environmental impact of new construction required.	the Environmental Statement [TR010060/APP/6.1]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights. Mitigation measures are summarised in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
Sup J21/020	Climate Change / Carbon Emissions					✓	Residents are concerned about the climatic and ecological impacts of this scheme raising concerns that new roads lead to more vehicles, congestion and pollution and that Essex County Council's target for carbon zero by 2050 is not supported by this proposal. They ask for information on carbon impact of the new road construction.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the Strategic Road Network, for example. This is why the Committee on Climate Change	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Furthermore, road user greenhouse gas emissions are expected to reduce substantially over time as more electric vehicles and vehicles that are more efficient enter the vehicle fleet (e.g. in response to the UK Government's Transport Decarbonisation Plan).	
Sup J21/021	Impact on Health					✓	Residents at the Vineyards total about 21 and have a high percentage of retired/working from home and people with significant medical conditions. I for one work from home and suffer from heart disease, sleep apnoea and have previously had Asthma (although not at present), I am concerned that my conditions will be negatively affected.	Chapter 13: Population and Human Health, of the Environmental Statement (ES) [TR010060/APP/6.1] provides an assessment in relation to impacts on distribution of disease and health trends across the population in the study area, based on aggregated health statistics. This does not include comment on, or assess, the implications for individuals' health, which is a clinical healthcare matter and beyond the requirements of the assessment. Chapter 13 also cross-references to Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1], where necessary.	
Sup J21/022	Noise Pollution					✓	I understand that this was because of objections from those residents to the east of	The noise assessment undertaken for the Preliminary Environmental Impact	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Maldon Road. Page 19 of the Supplementary Booklet indicates that there really was minimal noise on the south side but that a significant increase can now be expected on the north side. We already know that noise from the existing A12 increases when the wind blows from the east. This will significantly worsen due to all traffic from Maldon and other areas having to cross the Wellington Bridge, accessing the A12 on an elevated link road to an elevated interchange.	Assessment (based on an earlier iteration of the design) showed a significant increase in noise for some residents to the south of the A12 along The Street. However, with the northern route, the updated modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there are no significant effects from noise anticipated to the north of the A12 at the new J21, as a result of the proposed scheme.	
Sup J21/023	Noise Pollution					✓	...a 2dB increase in noise (this increase takes into account low noise road surfaces- this appears not to have been considered for the previous Southern Link Road !). Further I argue that the noisy period from this road will be much longer than current due to the massively increased volumes in traffic. Also your diagrams on pg. 19 of the printed brochure shows a position where the original proposed road design reduces noise to the Vineyards by 1 to 3 dB and the updated design increase noise by 0.9 to 2.9 dB. This	During statutory consultation, concerns were raised about the environmental impact of the southern link on properties on the east section of The Street, and it was felt by some that removing the southern link road from the design would address this.  Although the traffic would have been removed from the northern link as part of the original design, the traffic using the A12 was predicted to increase slightly together with an increase in speed. Overall, this combination was	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							shows a maximum increase between the 2 designs of 5.9 dB, this is considerable	<p>predicted to cause a negligible increase in noise at the dwellings in The Vineyards.</p> <p>With the northern link now in the design, there will be noise from traffic using it. However, in the current design the A12 is now proposed to be surfaced with a surface that has better noise reducing properties than a conventional low noise surface. Therefore, overall there is now predicted to be around a 2dB(A) increase in noise at the dwellings within The Vineyards, which is not considered to be significant.</p> <p>The modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there are no significant effects from noise anticipated to the north of the A12 at the new J21, as a result of the proposed scheme.</p>	
Sup J21/024	General					✓	I object strongly to the removal of the Southern Link Road and replacement with a	A holistic assessment of how traffic from Hatfield Peverel interacts with the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Northern Link Road at Junction 21 of the A12.	proposed J21 was undertaken prior to the statutory consultation in June 2021, with the southern link being selected as the preferred option due to concerns about the alignment of the existing northbound merge slip of J20b being reused for two-way traffic. Since this assessment, noise modelling using more recent traffic forecasting has predicted that a number of residences would have experienced a significant increase in noise that could not realistically be mitigated by physical means. The technical team reassessed whether the northern link would be a better performing option against this new modelling, and although this option requires a more complex replacement of Wellington Bridge and results in a slight increase in noise for some residences north of the existing J20a, this was selected as the best performing option.	
Sup J21/025	General					✓	I think the widening of the A12 and removal of the 2 Hatfield Peverel junctions is going to cause chaos.	A holistic options appraisal for the proposed position for the new J21 and the closure of the existing J20a, J20b	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and J21 was undertaken. The proposed J21 seeks to combine the traffic movements served by these three closed junctions into one junction that will be constructed to modern safety standards and is suitable. It is recognised that the A12 often conveys both long-distance and short-distance journeys, and one of the objectives of the proposed scheme as part of the Road Investment Strategy is to ensure the 'right traffic is on the right roads' and discourage its use for shorter journeys without unnecessarily increasing pressure on the local road network.</p> <p>The proposed scheme is predicted to reduce traffic levels on The Street in Hatfield Peverel, due to the closure of J20a and J20b. Other roads such as Church Road would also experience a reduction in traffic, while Maldon Road would experience a slight increase in traffic.</p> <p>Further details on the changes in traffic flow in Hatfield Peverel are provided in</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>At the moment, accidents and other incidents can cause traffic problems on the A12 and surrounding roads. The proposed scheme is expected to reduce the frequency of such incidents. This is because the proposed scheme would reduce A12 congestion in general, and because the new third lane would provide additional traffic management flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.</p> <p>The Applicant has developed an Outline Construction Traffic Management Plan which offers proposals for minimising the impact for the Hatfield Peverel residents and other stakeholders. The Applicant will continue to discuss these proposals with all relevant stakeholders to ensure</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								they best serve everyone's best interests. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] which forms part of the Development Consent Order application.	
Sup J21/026	General					✓	Account has not been taken of the new development planned at Woodend Farm or the fact a new school is being built at Lodge Farm.	The Woodend Farm development has been included in the proposed scheme traffic forecasts. The Applicant has been in discussion with Woodend Farm developers and Braintree District Council to reduce the impact of the proposed scheme on the development and optimise the works between both schemes. The proposed school would not be affected by the proposed scheme.	
Sup J21/027	General					✓	In fact, adding all the red and green figures together does not appear to show a real improvement anywhere! Begging the question, what is the point of any work done here?	The benefits of the proposed scheme are outlined in the Case for the Scheme [TR010060/APP/7.1]. These include journey time savings and safety improvements.	
Sup J21/028	Access					✓	Parishioners have expressed concerns as to the access to Hatfield Peverel and Witham that will be made available during the	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>removal of the Station Road bridge across the A12 and what is the estimated time frame for removal and replacement? What are set to be the alternative routes for traffic and pedestrians?</p>	<p>over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services.</p> <p>Access to Hatfield Peverel railway station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway.</p> <p>All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia, after the Development Consent Order process. Measures are necessary to enable local residents and businesses to access both the wider road network and local services in Hatfield Peverel and beyond.</p> <p>Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road with trained drivers and vehicles to support people with accessibility needs</li> <li>Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. A temporary crossing of the railway with associated temporary routes to connect to the local road network was considered in the early design stages but assessed not to be feasible.</p>	
Sup J21/029	Access					✓	Vehicular entry to this new road from the 'Vineyards' is unclear. To be able to gain access in a safe way will be difficult without additional road furniture such as a roundabout or lights which increases journey times and costs.	The proposed scheme would realign the existing tight bend on the J20b to provide an alignment that allows large vehicles to pass one another. This, in combination with vertical tie-in works for the replacement Wellington Bridge to allow the new structure to span the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								widened A12, means the existing access to The Vineyards will need to be reconfigured. This is shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] contained within Volume 2 of the Development Consent Order application. The forecast traffic during peak times on the link between Hatfield Peverel and the proposed J21 is expected to result in sufficient gaps between vehicles to allow turns into and out of the Vineyards.	
Sup J21/030	Access					✓	Our concern is the planned restriction of agricultural vehicles and is they are restricted to alternative route we would use.	All routes displaced by the restrictions on the A12 would be accommodated by alternative routes on local roads. The Applicant recognises that these vehicles can be large as well as slow moving and welcome information on the journeys travelled, frequency and timing so that the work already undertaken on these routes can be further developed during the detailed design stage.	
Sup J21/031	Access					✓	Traffic cannot simply materialise on Plantation Road. It comes from somewhere	There is predicted to be an increase in traffic on Hammonds Lane/Church	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							to go somewhere. Most of this rat run traffic uses Hammonds Lane and Church Road which meet at the single-track bridge over the River Chelmer. Increased parking necessitated, earlier in the year, that yellow lines be introduced on both sides of the bridge. Bridge design and short sight lines necessitate slow and careful navigation from Hammonds Lane (the non-priority side). Traffic from Boreham, which has priority over the bridge, will now be met by a 50% increase in traffic hell bent on using this rat run to save time. This is a recipe for road rage and accidents.	Road south of Boreham due to the proposed scheme. However, the increase in cars travelling northbound over the bridge is only predicted to be around one car every two minutes during peak hours. While the Applicant understands the need for further improvements to address historical issues on the wider local network, this is outside the scope for the proposed scheme to address.	
Sup J21/032	Access					✓	Queues to enter Plantation Road encourage motorists to continue up Church Road past Plantation Road where they encounter oncoming traffic with right of way at the Church, a severe bend, and the final stretch up to Main Road where they must also weave their way round legally parked vehicles. This is totally unsuitable for through traffic.	As a result of the proposed scheme, a minor decrease in traffic on Church Road (past the church) in Boreham in the AM peak is expected. In the PM peak, a minor increase in traffic is expected, but of only one extra car every four minutes.	
Sup J21/033	Access					✓	The proposed new bridge crossing the A12 links the PRoW213-45 and the PRoW213-23 both of which has been closed since the	The proposed scheme is addressing historical severance of the Paynes Lane bridleway, creating a new	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>construction of the duelled A12. These PRoWs currently lead from walks across fields and to the Bulls Lodge Quarry and are not currently used. We regard this provision as giving access to Beaulieu and the Beaulieu Railway station. The new bridge increases the attraction of Boreham for commuters. Driving to Boreham, parking and walking to the station would save expensive parking. Chelmsford City Council will confirm that parking restrictions have had to be introduced in Springfield and Beaulieu together with parking fees in Beaulieu, to stop commuters parking and walking. The A1137 between junction 19 and Boreham will become a car park with vehicles parked on both sides of the road and on grass verges as has been seen elsewhere.</p>	<p>walking, cycling and horse riding (WCH) link over the A12. Concerns with parking relating to the Beaulieu development and new railway station are outside the scope of the proposed scheme to address.</p> <p>The impact of the proposed Beaulieu railway station is included within the proposed scheme traffic modelling work. This includes the expected impact of people changing to use the new station instead of an existing station. The traffic model's assumptions were based on rail modelling work undertaken by Essex County Council.</p>	
Sup J21/034	Impact on Properties / Landowners					✓	<p>It is getting to the point now where I do not want to live in a house I love and have spent all my money refurbishing, but it is very unlikely I will be able to sell for anything like it's true value due to blight caused by the changes proposed and the building compound being sited next to my Land.</p>	<p>The main site compounds, including the one at J21, will be in place for the duration of the construction phase plus a period after road opening to resolve any defects. The compound area will be reinstated to its original condition when all works are completed and the office area is no longer needed. The</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>I have taken the time to compose the above and would appreciate a response to the above.</p>	<p>compound offices will need to remain in place until a full handover of the road is completed. The actual date for decommissioning of the compound area could be a period of around six months after the proposed scheme becomes operational.</p> <p>There may be situations where owners have a pressing need to sell their property, and while the Applicant is under no obligation to purchase these properties, Parliament has given the Applicant the ability to purchase properties using discretionary powers. Applications for discretionary purchase can be submitted to National Highways from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>You can find further information in relation to claims under the Land Compensation Act 1973 on National Highways' website.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
Sup J21/035	Impact on Properties / Landowners					✓	<ul style="list-style-type: none"> <li>Vineyards' residents will have to suffer not only the major A12 construction compound with associated HGV journeys, contractor journeys, pollution, noise, water course effects, dust, light etc, but also the negative impacts of this change to the original scheme.</li> <li>The additional time taken to replace the Wellington bridge would cause further disruption, especially to residents of the Vineyards.</li> </ul>	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with affected landowners to ensure that sufficient notice is given and that such disruption is minimised.	
Sup J21/036	Cost					✓	The northern link road is a poorer choice for the following reasons	A holistic assessment of how traffic from Hatfield Peverel interacts with the proposed J21 was undertaken prior to the statutory consultation in June 2021,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>The additional cost of a Wellington Road bridge (I was told by one of your team in the initial consultation 4 to 5 million pounds and that was many years age). The use of public money in this way is not justified.</li> </ul>	<p>with the southern link being selected as the preferred option due to concerns about the alignment of the existing northbound merge slip of J20b being reused for two-way traffic. Since this assessment, noise modelling using more recent traffic forecasting has predicted that a number of residences would have experienced a significant increase in noise that could not realistically be mitigated by physical means. The technical team reassessed whether the northern link would be a better performing option against this new modelling, and although this option requires a more complex replacement of Wellington Bridge and results in a slight increase in noise for some residences north of the existing J20a, this was selected as the best performing option.</p> <p>This approach was cost neutral.</p>	
Sup J21/037	Request Further Information / Review					✓	Will Junction 21 be lighted at night? Will all junctions now be lighted at night?	The proposed scheme plans to light the road on the immediate approach to junctions. This proposal is shown on the General Arrangement Plans	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/2.9] contained within Volume 2 of the Development Consent Order application.	
Sup J21/038	Request Further Information / Review					✓	Are there to be any traffic data monitoring screens in the junction 19- 22 area?	The proposed scheme's operational concept between J21 and J25 includes Variable Message Signs which respond to congestion and collisions to inform drivers of incoming hazards and changes to the variable speed limit and lane closures.	
Sup J21/039	Request Further Information / Review					✓	When are temporary access routes established (for both traffic and pedestrians) will there be any improvements made and will the condition of the route be established both prior and post the proposed diversions?	<p>The Applicant will conduct a condition survey on diversion routes, before and after they are used as temporary routes.</p> <p>In principle, the Applicant would not improve routes outside of the scope of the proposed scheme but would review the condition of existing routes being used as a result of proposed scheme and will liaise with local highway authorities to ensure that roads that are subject to maintenance (including winter maintenance such as gritting) continue to be maintained. Further details can be found in the Outline</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Construction Traffic Management Plan [TR010060/APP/7.7].	
Sup J21/040	Request Further Information / Review					✓	What has happened to the road bringing the traffic from Maldon directly to the new junction? this was explained to us at an earlier consultation meeting and seemed to make sense as it would remove traffic from Hatfield Peverel and Boreham.	Extensive engagement has taken place with stakeholders including Essex County Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction. Over the course of the development of the proposed scheme this work has included detailed traffic assessments of the Maldon Road and The Street junction and consideration of possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options. Taking into account the benefits and impacts of the bypass options, as well as the performance of the existing Maldon Road and The Street junction with and without the A12 scheme, it has been concluded that a bypass should not be included as part of the proposed scheme. Further information on the detailed work that has taken place can be found in Appendix 3.2 of Chapter 3	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								of the Environmental Statement [TR010060/APP/6.1].	
Sup J21/041	Request Further Information / Review					✓	<p>Have changes enforced by covid been taken into account, e.g. working from home meaning less commuting travel?</p> <ul style="list-style-type: none"> <li>How will future changes due to climate change, e.g. less driving, be taken into account?</li> <li>Has real consideration been given to the non-benefits to the local residents?</li> </ul>	<p>A base year traffic model was produced to reflect existing traffic conditions. Due to the unusual traffic conditions during the COVID-19 pandemic, this base year model represents 2019 traffic conditions.</p> <p>Predictions of future traffic changes are based on national traffic growth predictions produced by the Department for Transport. These growth predictions take into account travel changes due to expected changes in economic growth and in fuel prices. However, the latest set of these predictions were produced before the pandemic, and therefore do not take into account post-pandemic changes in travel behaviour.</p> <p>However, monitoring of traffic conditions during 2021 and 2022 shows that overall traffic levels on the A12 are already close to or beyond the levels they were at before the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								pandemic. It is therefore expected that A12 will still be congested in future if the proposed scheme is not built.	
Sup J21/042	Request Further Information / Review					✓	For a long time traffic flow over Wellington Bridge was severely restricted as the bridge could not cope with the weight (I think). What is being done to ensure Wellington Bridge is fit for purpose now it will be carrying even more traffic?	The existing Wellington Bridge is not long enough to span the proposed A12 widening near Hatfield Peverel. A new bridge will be constructed in accordance with the Design Manual for Roads and Bridges, adequate for the predicted traffic movements.	
Sup J21/043	Traffic Flow					✓	I believe by removing junctions 20a and 20b will increase traffic on Main Road.	With the proposed scheme in place, traffic is predicted to increase on the B1137 Main Road through Boreham in the AM peak and decrease in the PM peak. The increase in the AM peak is mainly due to traffic from the west side of Hatfield Peverel, which would travel along Main Road to access the A12 at J19, rather than using J20a as it does at present.	
Sup J21/044	Traffic Flow					✓	The current traffic levels are excessive already and with imminent house building at Heybridge/Langford using a single 'B' road into Hatfield Peverel would mean heavy traffic congestion/pollution and would not	Traffic models have been developed to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>enhance the overall road scheme and make it successful.</p> <p>The village of Hatfield Peverel has enough going on with the construction of hundreds of new homes with no infrastructure being added.</p> <p>With the increased housing in Hatfield Peverel, there will be additional traffic on the roads. This is before any work is due to start on the A12. once the works are complete, it is anticipated that traffic will increase in Hatfield Peverel even further.</p>	<p>developments. The list of housing developments contained in the models has been developed through discussions with the relevant local planning authorities. The traffic from these committed developments features in both the 'with scheme' and 'without scheme' traffic models. A full list of the future developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].</p> <p>The approval of housing developments is a matter for the local planning authority.</p> <p>As shown in Appendix C of the Transport Assessment [TR010060/APP/7.2] traffic is expected to reduce significantly on The Street, reduce slightly on Church Road and increase slightly on Maldon Road as a result of the proposed scheme.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
Sup J21/045	Traffic Flow					✓	<p>The proposed access from the A12 Northern exit to the Junction 21 roundabout creates a very restrictive turning circle to the Northern link road, (first exit), to Hatfield Peverel, Maldon and other local districts. A fair proportion of the traffic will be commercial vehicles including Haulage, Agricultural and other long wheelbase vehicles.</p> <p>The angle from the plan looks too acute and if such vehicles can navigate it at all, they will undoubtedly slow to a crawl, resulting in all other traffic using the roundabout to grind to a halt and traffic on the exit slip from the A12 backing up, even onto the A12 itself at peak times.</p> <p>This is another example of an unintended consequence to this very late proposal to move the link road to the North of the A12. I would urge the planners to re-think.</p> <p>The traffic flows to each roundabout at junction 21 will be totally unbalanced if these plans go ahead.</p>	<p>All junctions in the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (the standards used for design of major highway schemes across England). This includes the proposal for J21.</p> <p>Heavy goods vehicles have been accounted for at J21 as specified in the Design Manual for Roads and Bridges. Therefore, heavy goods vehicles will be able to use J21.</p>	
Sup J21/046	Traffic Flow					✓	<p>I am very concerned that the positioning of the roundabouts closer to Hatfield Peverel</p>	<p>Detailed junction modelling assessments have been undertaken for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>will not provide sufficient local road distance to accommodate the increased traffic flows back into/out of Hatfield Peverel or onto the A12 in both directions from Junction 21.</p> <p>The switch to a proposed two way Northern link would result in an unbalanced use of the roundabout North of the A12 at Junction 21 leading to inevitable local traffic jams.</p>	<p>J21 under the new design proposals. This shows that both roundabouts at the junction are predicted to perform satisfactorily in the future if the proposed scheme is built. Full details of the modelling for J21 are provided in Appendix E.5 of the Transport Assessment [TR010060/APP/7.2].</p>	
Sup J21/047	Traffic Flow					✓	<p>This will be the major link for the Terling community to the A12. Parishioners have noted that their future preferred probable route for coming to Terling from the west will be to exit at the improved Junction 19 and journey along B1137 to Terling Hall Road (or Station Road when the widened bridge is installed).</p> <p>Parishioners also see this as the preferred route for delivery vehicles and HGV transport. After leaving the B1137 these roads are narrow country lanes with limited passing places and narrow bridges (there is also a height restriction (12'6") on the East Coast main railway line bridge). Are permanent improvements planned?</p>	<p>The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision-making process when selecting the location and form of junctions proposed.</p> <p>Traffic modelling has predicted that the proposed scheme would not significantly change traffic on either Terling Hall Road or Terling Road. In fact, a decrease in traffic is generally predicted on these roads, except on Terling Road in the AM peak where a 2% increase in traffic is predicted.</p> <p>While the Applicant understands the need for further improvements to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								address historical issues and rat-running on the wider local network, this is outside the scope of the proposed scheme to address. The Applicant is working with Essex County Council to understand these issues and to address them where possible within the scope of the proposed scheme.	
Sup J21/048	Traffic Flow					✓	There will be an additional 1138 morning peak journeys and 1183 evening peak journeys on this road. The existing north bound slip road is currently lightly used, your proposed changes would massively increase this road use.	All junctions in the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges (the standards used for design of major highway schemes across England). This includes the proposal for J21.  A microsimulation traffic model was used to assess the capacity of the proposed J21. The J21 proposal has been designed to cater for the anticipated increase in traffic for the design year 2042.	
Sup J21/049	Traffic Flow (Boreham specific)					✓	Some respondents raised concerns about the volume of traffic in Boreham.  They state that the improved the PM peak traffic through Boreham on Main Rd worsens	The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the am Peak traffic through Boreham so because of this it can't go ahead as is unless junction 20a is reinstated which will allow traffic from Hatfield Peverel and Maldon areas to join the A12 before going through Boreham.</p> <p>The amount of responses which suggested this particular change of plans, as well as their source be it individuals, new housing developers or other bodies is also requested by the local government to understand the quality and volume of feedback.</p>	<p>A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990 , it should also be treated as subject to Listed Building</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>Note that the predicted increase on Main Road is not mainly due to traffic coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway. In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								via J21. Only 12% travel via Main Road to J19.	
Sup J21/050	Traffic Flow (Boreham specific)					✓	<p>Currently there is little evidence to demonstrate that these issues are accommodated within the proposals. These issues include:</p> <p>It is stated that there will be a dedicated link from the A131 onto the northbound A12</p> <p>This is not currently shown on the plan in the consultation document. The road indicated as Radial distributor linking to Beaulieu Park will be the redirected A130 taking traffic from Regiment Way and bypassing White Hart Lane, the current route of the A130. The proposed Chelmsford NE By-Pass, which is intended as the link from the A12 (duelled) to the A131 (duelled) at Great Leighs, will also need to link into the Junction 19 with links to both north and south bound carriageways of the A12. There is no direct link identified on to the northbound A12 and all southbound traffic will have to navigate the new junction 19.</p>	<p>A link between the A12 J19 and the A131 will be provided as part of Phase 3 of the Radial Distributor Road prior to the start of construction for the proposed scheme. The provision and alignment of the A131 link is outside the scope of the proposed scheme. The link will connect to the northern dumbbell roundabout of the junction. As J19 is an all-movements junction, traffic approaching J19 on the A12 mainline in either direction will be able to access the link, and traffic from the link to J19 will be able to access the A12 in either direction. In line with predicted traffic flows, and in accordance with the Design Manual for Roads and Bridges (the standards used for the design of major highway schemes across England), the proposed scheme will improve the capacity for entry and exit to the northern dumbbell roundabout. This proposal can be seen in the General</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>The proposed Beaulieu railway station will draw traffic from a much wider area than just NE Chelmsford. The benefits of a train service at Beaulieu just off the A12 will draw commuters from along the A12 to the north as well as along the A130 and A131 to south and north. Anyone who currently drives to a station on the Great Eastern Main Line will consider driving to the new station for added flexibility and convenience. This has not been measured into the current proposals.</p>	<p>Arrangement Plans [TR010060/APP/2.9].</p> <p>The impact of the proposed Beaulieu railway station is included within the proposed scheme traffic modelling work. This includes the expected impact of people changing to use the new station instead of an existing station. The traffic model's assumptions were based on rail modelling work undertaken by Essex County Council.</p> <p>The proposed scheme's scope and extent are set out by National Highways and approved by the Department for Transport. The scope of the proposed scheme, which has received funding as part of the second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction. Any Development Consent Order application would need to be prepared based on the context of surrounding developments which have committed funding and consent from the appropriate level of planning authority.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The second phase of the Chelmsford North East Bypass remains without these commitments. It is not possible for the proposed scheme to pre-emptively include capacity for traffic for schemes, at public expense, which have no formal commitments.	
Sup J21/051	Walking, Cycling and Horse Riding					✓	I am unsure that this is practical for local horse riders	<p>The link from Hatfield Peverell to Witham (on the north-west side of A12) is a walking-cycling route without equestrian provision because there are no connecting bridleways.</p> <p>The junction and connections separate active travel modes from the A12 and therefore improve safety and attractiveness for all three non-motorised modes, and facilitate any future upgrades in bridleway route creation which are outside the scope of the proposed scheme</p>	
Sup J21/052	Noise Pollution					✓	I see no logical reason for this change but if this proposal is finally agreed, steps need to be taken to provide credible noise reduction measures.	A holistic assessment of how traffic from Hatfield Peverel interacts with the proposed J21 was undertaken prior to the statutory consultation in June 2021, with the southern link being selected as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the preferred option due to concerns about the alignment of the existing northbound merge slip of J20B being reused for two-way traffic. Since this assessment, noise modelling using more recent traffic forecasting has predicted that a number of residences would have experienced a significant increase in noise that could not be realistically mitigated by physical means. The technical team reassessed whether the northern link would be a better performing option against this new modelling, and although this option requires a more complex replacement of Wellington Bridge and results in a slight increase in noise for some residences north of the existing J20a, this was selected as the best performing option.</p> <p>Taking into account feedback received during statutory consultation, the previously proposed southern link road has been removed and Wellington Bridge will be opened in both directions for all traffic to and from Hatfield Peverel and Maldon Road. This traffic</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								would then use an enhanced northern link road to access the new J21. This new approach will mean that more households will see a beneficial noise impact. The modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there are no significant effects from noise anticipated to the north of the A12 at the new J21, as a result of the proposed scheme.	
Sup J21/053	Access					✓	There was an option of gaining access through Bury Lane and development which would be a much better option for all of us.	The junction between the Station and the Arla Site is substandard (visibility splays towards the bridge). The junction therefore only has capacity to accommodate a small number of movements. The existing Bury Lane next to Bury Farm has trees protected by a Tree Preservation Order that restrict the width of the road and therefore the number of movements that a through-road should accommodate. The local planning authority and the developers of the Arla Site made the decision to limit the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								movements towards that junction and narrow road at Bury Lane by not allowing a through-road and supporting sustainable ways of travel. The Applicant is currently liaising with the developers to change the original plans to allow for a maintenance/emergency access through the two estates (the Arla estate and Bury Farm). The A12 would make use of the link temporarily while Station Road and Bury Lane Bridges are out of service. This link would be built with access restrictions (such as bollards) and would be accessible for residents and deliveries only during the construction of the two bridges. Please refer to the Outline Construction Traffic Management Plan for further details [TR010060/APP/7.7].	
Sup J21/054	Alternative Design					✓	Given the above information additional mitigation's for noise, pollution, harmful gasses and light must be considered or an alternative solution considered.	The Environmental Statement [TR010060/APP/6.1] sets out the environmental impacts anticipated as a result of the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Chapter 12: Noise and Vibration of the Environmental Statement [TR010060/APP/6.1]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights. Mitigation measures are summarised in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction with Main Road to be reconfigured as its southern</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990, it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								and milestone, plus their location of the works within the setting of listed building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.  Finally, this option is expected to result in higher costs due the complex construction activities it would require.	
Sup J21/055	Alternative Design					✓	The Boreham Interchange capacity improvements, the RDR and NE Bypass scheduled for completion before the A12 widening. These should all decrease traffic using the rat run between Junction 18 / Main Road / Waltham Road, yet a 50% increase is estimated. Why? However, should your estimates be correct then, for the reasons given above, measures must be introduced to make the use of the A12 / Boreham Interchange the natural, preferred alternative to the continuing use of the Hammonds Lane.	As part of the traffic modelling work, two scenarios have been modelled: 'without proposed scheme' and 'with proposed scheme'.  The 'without proposed scheme' scenario predicts future traffic levels if the proposed scheme were not built. This model takes into account other schemes such as the Boreham Interchange capacity improvements, Beaulieu Park Radial Distributor Road and Chelmsford North East Bypass.  The differences between that scenario and the 'with proposed scheme' scenario show the additional changes	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>that the proposed scheme would have on top of that.</p> <p>The proposed scheme is predicted to improve the queues and delays at J19, aiming to encourage its use as appropriate.</p>	
Sup J21/056	Wildlife & Ecology					✓	<p>Our back garden borders a field on the North side of the A12 adjacent to the railway line.</p> <p>We are told that it is proposed to lay a temporary car park. This concerns us very much.</p> <p>The field is currently planted by the farmer with wild flowers and plants and is a haven for a diverse range of wildlife.</p>	<p>Details for the temporary car park can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>The Traffic Management Plan will be developed and communicated to all subcontractors and suppliers, detailing the measures to be implemented in respect of managing construction traffic. The Outline Construction Traffic Management Plan [TR010060/APP/7.7] has been issued as part of the Development Consent Order application.</p> <p>The areas closer to properties that sit inside the main compound will be dedicated to the setup of a carpark and offices, activities which will have a minimal impact on residents.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>For compound arrangement, refer to Construction Compound Management Plan which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5]. This also includes mitigation measures which will be implemented to minimise the impacts from light, noise and dust pollution, including the following:</p> <ul style="list-style-type: none"> <li>• Lighting will be directed away from properties.</li> <li>• A soil bund will be placed strategically to the west and south boundary of the compound to shield residents from the activities carried out at the compound.</li> <li>• Noisy activities associated with concrete and asphalt plants have been placed further from the residents, at the north-east corner of the site.</li> <li>• The surface will be a bound surface to reduce dust from moving vehicles. Where this is not possible, the surface will be subject to dust suppression measures.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Speed limits will be implemented which will help to reduce noise, dust and vehicle emissions.</li> </ul> <p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p>	
Sup J21/057	Request / FOI Request					✓	Respondents have questioned the plans for reducing speed limits on 'Main Road, Boreham/Hatfield Peverel' REF GA-017 - please clarify the exact. They would like to know the speed limit on main road and how this will be enforced.	<p>A 30mph speed limit is proposed through the village of Boreham and a 40mph speed limit outside the village. These proposals can be seen in the Speed Limit Plans [TR010060/APP/2.3.1]. The proposed scheme will provide speed limit signs. These signs and any associated works will be designed in accordance with the most suitable design standards and assessed under the appropriate safety review process.</p> <p>The proposed speed limits will make journeys via Boreham even less</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>attractive to drivers compared to the route via J21.</p> <p>The enforcement approach would need to be determined by Essex County Council in liaison with Essex Police, and this will form part of the detailed design development.</p>	
Sup J21/058	Events					✓	<p>On 15th November 2019, I attended one of your exhibition evenings in Boreham village hall, where there were several of your representatives ready to answer questions. I had the opportunity to ask one of these gentlemen if the plan would include a resurfacing of the A12 through Boreham with a noise reducing surface, but he said it was too early to say.</p>	<p>Following further modelling and detailed assessment, it is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme from traffic using the A12. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>From 11 February to 18 March 2022, a targeted consultation was held on the proposed installation of noise reducing surfacing. Responses to that</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								consultation can be found in Chapter 6 of this report.	
Sup J21/059	Disruption					✓	<p>Respondents have raised concerns about short-to-medium term disruption of local traffic. This is likely to be a major local issue during the period when the Station Road bridge is being replaced, especially when the proposed alternative routes will involve major detours via Terling or Witham on narrow, unlit and badly surfaced country lanes. Swift and safe passage between North and South sides will need to be ensured, both for local traffic to and from the North side, to the station and for critical emergency services and residents' access to local medical services and local amenities.</p>	<p>For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel railway station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia, after the Development Consent Order process. Measures are necessary to enable local residents and businesses to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>council refuse collection will also be maintained.</p> <p>Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary carpark to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified southbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road with trained drivers and vehicles to support people with accessibility needs</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. A temporary crossing of the railway with associated temporary routes to connect to the local road network was considered in the early design stages but assessed not to be feasible.</p>	

## 2.3 Category 2&3

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Category 2&3 changes.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.3 Consultation Responses – Supp Con CAT 2&3 Changes**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/001	Noise Pollution	Copford with Easthorpe Parish Council	✓				<p>The impact on residents who live very close to the Queensberry playing field does not appear to have been addressed at all. As a matter of urgency noise mitigation measures must be put in place prior to any movement of the A12.</p> <p>The suggestion of a bund or similar noise barrier to provide some noise mitigation may be helpful, but it should extend from the Queensberry playing field all the way along the back homes up to where Track 1 crosses the existing Roman River culvert.</p>	<p>The Applicant met with Copford with Easthorpe Parish Council on 17 March 2022. The impact of the proposed scheme on residents who live near to Queensberry playing field is predicted to be negligible, and hence no noise mitigation measures have been considered.</p> <p>The noise assessment can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	N
Cat 2&3/002	Noise Pollution	Copford with Easthorpe Parish Council	✓				<p>Land acquisition is shown on map Drawing 19 which is of great concern to residents who live in Hedgelands, Foundry Lane, Coppingford End and Queensberry Avenue and beyond. This wooded area is a local</p>	<p>The installation of the Roman River realignment plus the required A12 embankment works will necessitate a certain extent of tree losses within this space. An offset from the</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							wildlife asset and provides a noise buffer against the A12 traffic. If the land is to be acquired then all existing trees must be retained.	<p>southern edge of the proposed Roman River has also been allowed for, as a worst-case scenario for flexibility of construction methodologies. This offset distance crosses into the rootzones of the surrounding trees, so depending on the significance of this impact on their health, this will determine how many additional trees may need to be removed on safety grounds. The proposed scheme will retain as many of these trees as possible.</p> <p>A new woodland belt will be planted between the proposed Roman River alignment and the A12 to help increase screening potential. Depending on the number of trees lost, woodland edge planting will be introduced to mitigate the losses as far as possible. Some clear space will need to be retained alongside the proposed river to allow for future access for maintenance, so unfortunately a more like-for-like</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								extent of reinstatement planting will not be possible.	
Cat 2&3/003	Land Take	Copford with Easthorpe Parish Council	✓				The permanent land acquisition from the Parish Council owned Queensberry Playing field has not been clearly indicated despite requests to do so. Neither has there been any information about how this loss of land will be recompensed, other than by the very bland statement being made available.	As part of the Development Consent Order process, the Applicant intends to enter into private agreements for the acquisition of land it requires for the proposed scheme where practicable. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that the Applicant will use compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
Cat 2&3/004	Access	Copford with Easthorpe Parish Council	✓				What will the effect be of Andersons Sheds development on the Old London Road be on traffic flow to the revised junction and how will access to the A12 be achievable for residents.	National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p> <p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.	
Cat 2&3/005	Access	Copford with Easthorpe Parish Council	✓				We understand that there has been a recent suggestion that a 10m strip of wooded area alongside the A12 may be required, also that a possible compound is established there. If this is the case, then there is no access to the site other than through Foundry Lane, a narrow residential street and the Council and residents would strongly resist this option.	The access to the proposed earthworks by the Roman River would be secured via a dedicated access from London Road. This access would be located some 30 metres west of the intersection with School Road. The proposed scheme has no plans to use Foundry Lane.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/006	Traffic Flow	Copford with Easthorpe Parish Council	✓				How will there will be a smooth flow of traffic along London Road with the proposed installation of traffic light at the revised Junction 25. What will stop traffic backing up along London Road?	Please see the J25 section of the Statutory Consultation Report.	
Cat 2&3/007	Access	Copford with Easthorpe Parish Council	✓				The route proposed through the car boot sale in London Road for access to the A12 and the potential site compound will have a significant effect on traffic onto the site from London Road and suitable mitigation measures will be needed to be in place to make the access/egress as safe as is possible and to restrict access times to avoid further disturbance to those residents who live close by.	The proposed scheme would be assessing the impacts from the new access road and would implement any mitigation measures found to be required to maintain the safety of road users. This could potentially include a set of temporary traffic lights. Although all measures will be taken into consideration to minimise disruption, it will not be possible to totally eliminate the impacts from the construction activities. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
Cat 2&3/008	Access	Anglian Water	✓				Anglian Water seeks agreement that works and CA will not prevent 24/7 access to the Marks Tey Coggeshall SPS and other	The proposed scheme would not prevent access to Anglian Water sites at Marks Tey.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							facilities including the Marks Tey 1 Francis Court SPS.		
Cat 2&3/009	Freight	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				As per the Tarmac response, Network Rail (who also seek additional information) have similar concerns about any form of closure or reduction in freight operational capability, the future ability to distribute materials and the effect this would have on the end users, presumably even this proposed National Highways A12 Chelmsford scheme.	<p>Following ongoing discussions with Network Rail, proposals have been reviewed allowing the provisional Order Limits to be adjusted to reduce the impact of the proposed scheme as far as practicable.</p> <p>During the works for the construction for the new J25, access to Station Road will be maintained with some temporary traffic restrictions.</p> <p>Please refer to the Outline Construction Traffic Management Plan for further details [TR010060/APP/7.7].</p>	Y
Cat 2&3/010	Freight	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				These outlined concerns include the impact of both logistic and traffic management during construction, as this freight site requires 24/7 rail and road access. Thus, any impact on this access and interruption to existing operations could affect the viability of this freight site.	Following ongoing discussions with Network Rail, proposals have been reviewed allowing the provisional Order Limits to be adjusted to reduce the impact of the proposed scheme as far as practicable.	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/011	Freight	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				<p>This subject site has a Strategic Freight Site (SFS) protection status. A Strategic Freight Site is regulated by the Office of Rail and Road (ORR). Therefore, any land interest change/disposal would be subject to ORR approval.</p> <p>Consequently, any material changes, acquisition of land that makes the site unviable would have the requirement that an alternative freight site is provided - I.e. a Lift and Shift clause. However, any alternative site would need to be able to serve the same catchment of the market and have the same connections (or better) in terms of the connection to the rail network.</p> <p>Network Rail must advise that new rail connections are very expensive (multiple millions of pounds) and as such often make relocation unviable for the acquiring party. National Highways should strongly consider this obligation to provide an alternative and the possible cost impacts for/to the scheme. Thus, where possible</p>	Following ongoing discussions with Network Rail, proposals have been reviewed allowing the provisional Order Limits to be adjusted to reduce the impact of the proposed scheme as far as practicable.	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							attempts to lift and shift freight sites should be avoided.		
Cat 2&3/012	Request Further Information	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				The Strategic Planning team, who are responsible for long-term railway infrastructure project development and enhancements, have highlighted possible concerns about this A12-to-A120 proposal impacting future railway expansion in this locality. Therefore, Network Rail will require the promotor (National Highways) to provide further details and further cross-party engagement on the slip road, the retaining wall to the railway and more information to support further railway investigations around Beaulieu, as well as any other possible railway impacts in the locality.	The Applicant's project team is engaging with Network Rail's Asset Protection and Optimisation team and clearance team and a number of Basic Asset Protection Agreements have been signed for this purpose. The project team will continue to liaise with Network Rail and discuss the details around the design proposals.	Y
Cat 2&3/013	Request Further Information	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				The effects of the Network Rail (Essex and Others Level Crossing Reduction) Order 2021, a Transport and Works Act Order (TWAO) currently awaiting decision from the Secretary of State, should be accounted for.	The Applicant's project team is engaging with Network Rail's Asset Protection and Optimisation and clearance team and will continue to liaise with Network Rail and discuss the details around the design proposals.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/014	Request Further Information	Network Rail. Network Rail Property (Eastern Region - Anglia)	✓				NR would have an interest in understanding the impact of the proposed road construction on the NR infrastructure in the vicinity. This further understanding should identify improvements or mitigations required to facilitate the proposed expansion. These will need to be funded by the Promoter to ensure the safe and efficient running of the railway.	The Applicant's project team is engaging with Network Rail's Asset Protection and Optimisation and clearance team and a number of Basic Asset Protection Agreements have been signed for this purpose. The project team will continue to liaise with Network Rail and discuss the details around the design proposals.	Y
Cat 2&3/015	Walking, Cycling and Horse Riding	Network Rail, Network Rail Property (Eastern Region - Anglia)	✓				There are a number of public rights of way crossing the railway on the level. Where the A12 proposals will sever these rights of way, the opportunity should be taken to formally extinguish or divert them such that they no longer cross the railway line on the level.	The proposed scheme is addressing both historic Public Right of Way (PRoW) severance and that caused by the proposed scheme. In some locations such as at Paynes Lane, this includes the stopping up of an existing PRoW bridleway ( 213_45 ) over the railway and provision of a new bridleway bridge over both the A12 and the railway. It is not within the proposed scheme's remit to remove existing PRoW railway level crossings in all locations adjacent to the proposed scheme, and the stopping up of these and provision of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								alternative routes should be pursued with Essex County Council.	
Cat 2&3/016	Land Take	The Crown Estate	✓				<p>GA89: Is new permanent land take along the Domsey Brook and has the potential to prevent or to interfere with delivery of Feering Strategic Allocation LPP22. Land is required to deliver the drainage strategy and should be removed.</p> <p>GA91/LU40: Extent of temporary land take has been increased to allow for bridge widening, this has the potential to interfere with the delivery of Feering Strategic Allocation LPP22 and it is unclear which bridge improvement is being referred to. Land is required to deliver the drainage strategy for LPP22 and should be removed or clarity on temporary acquisition provided.</p> <p>GA 95/96/97/98, LU 41/42: Some changes to land take have been made, both decreases and increases. The extent is still considered to be excessive in certain locations and will interfere with the delivery of Feering Strategic Allocation LPP22. It impacts land that is allocated for residential</p>	<p>Following consultation and ongoing discussions, various changes to the design of the proposed scheme have been made. Collaborative meetings were held with the Crown Estate and their representatives in June 2022, where proposed designs and plans were shared and discussed.</p> <p>Development of scheme design drives the Applicant's proposals for land acquisition. The legislation pertaining to the Development Consent Order application (Planning Act 2008) requires all applicants to justify acquisition of land and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives have been explored. The limits of the land have been drawn as tightly as possible in order to avoid unnecessary land take.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>development and the ability to deliver the Inworth Link Road as required by Policy LPP22. The extent of land take should be reviewed again and land not required removed from the scheme. The detail of temporary acquisitions is required so the impact on delivery and phasing of LPP22 can be properly understood.</p> <p>GA 99: Land take has been reduced which is welcomed. However, there have been no changes the nature of the agricultural access to retained Crown land as requested. The design is incomplete and in a form that is likely to be problematic for large equipment. Minor scheme changes should be made as previously requested.</p> <p>GA 102/102a LU046: These changes have exacerbated our concern that the design compromises our ability to deliver Feering Strategic Allocation LPP22. This relates to the A12 design solution and the extent of permanent land take. Arrangements for the Threshelfords/[Named] access road complicate delivery of the new northern access to serve LPP22 and to also deliver the Inworth Link Road as a requirement of</p>	<p>The Applicant continues to collaborate and engage with the Crown Estate directly.</p> <p>The Applicant understands that the Crown Estate Commissioners own the subject land, not HM The Queen in her personal capacity.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>the Local Plan Policy. This link road is also necessary to relieve impacts on the Inworth Road/Gore Pit junction in Feering.</p> <p>Associated land take along the London Road impacts developable land and further complicates delivery. There doesn't appear to be any consideration of such issues, the potential to avoid abortive works and land take appears to be excessive.</p> <p>Consideration should be given to future development and access requirements, and to reducing land take overall by limiting the extent of the DCO boundary.</p>		
Cat 2&3/017	Safety	Braintree District Council		✓			<p>3) Concerns have been raised about the lack of hard shoulder planned for the new stretch between Boreham and Marks Tey (with emergency refuge areas every 45 seconds instead). It would be good to know more about how the safety of this will be managed, and how local villages being flooded with traffic in the event of an accident will be avoided.</p>	<p>The section of A12 widened as part of this proposed scheme is designed in accordance with the Design Manual for Roads and Bridges, the standards used for design on major highway schemes across England. In accordance with this, standard hard shoulders are not being provided. Emergency Rest Areas are provided, also in accordance with the Design Manual for Roads and Bridges; these can be seen in the General Arrangement Plans</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>[TR010060/APP/2.9] released for Development Consent Order. While hard shoulder was devised as a safety feature, the safety performance of roads without hard shoulder but with safety technology is better than those with hard shoulder. The Applicant understands that this is counter-intuitive, but the design is based on the safety case for what will maximise safety for road users and workers. The proposed scheme will incorporate the latest technology to identify incidents and breakdowns in live lanes. All of the required safety governance processes have been undertaken and approval received. In the detailed design stage this will continue with further safety governance, including an independent road safety audit and a Walking-Cycling-Horse-Riding review. With regards to incident response an agreed contingency plan will be produced having consulted National Highways, Police</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								Authority and Essex County Council. This exercise will consider operational safety, response to incidents and implementing suitable traffic diversions.	
Cat 2&3/018	Wildlife and Ecology	Braintree District Council		✓			A much stronger commitment to tree planting would not only be good for wildlife as mentioned above but would also go some way towards mitigating against these very valid concerns.	<p>One of the aspirations of the proposed scheme is maximising biodiversity and, in principle, where habitats are lost as a result of the proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. Tree planting is shown on Figure 2.1: Environmental Masterplan [TR010060/APP/6.2].</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken.	
Cat 2&3/019	Light Pollution	162000			✓		We would also like to know the location of lighting down Paynes Lane. This lane is a bridleway & currently has no light pollution.	<p>There is lighting proposed along Paynes Lane and this is shown on the General Arrangement Plans [TR010060/APP/2.9].</p> <p>Modern lighting is directional and designed in a way that lights the route without light spill. This means lighting would have minimal effect on adjacent properties and also minimises ecological impact.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								effects of construction lighting, highway lighting and vehicle lights.	
Cat 2&3/020	Noise Pollution	162130			✓		GA-086 & GA-090 Hoping these changes don't further increase noise pollution	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.	
Cat 2&3/021	Wildlife and Ecology	162197			✓		Please also provide further detailed information in relation to how the latest proposals operate, not only in drainage terms but also in ecological terms.	<p>The proposed scheme has a target of no net loss of biodiversity; the land required to achieve this target has been carefully calculated.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The proposed scheme has looked to minimise the impact when selecting the location of proposed ecological mitigation and accommodate land owner requests where practicable.</p> <p>The technical note, detailing the drainage of the proposed scheme in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>the vicinity of J19, will be shared with landowners and their representatives in due course. This will provide details of the existing drainage systems, the proposed drainage designs, the design criteria employed and the considerations and constraints used in arriving at the proposed solutions. It will also present details of alternative attenuation storage solutions considered. It should be noted that several meetings have taken place with the consultees to discuss the drainage requirements for the project and the preferred locations for proposed attenuation ponds have taken into account discussions with the landowner and their representatives. As a result of discussions, one large pond south of the junction has been completely removed from the design, while another pond near Boreham Brook (north of J19) has had its size significantly reduced. In addition, the size of the remaining ponds has</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								been reduced. The revised proposals and changes are reflected in the Development Consent Order submission.	
Cat 2&3/022	Objection	162396			✓		Having regard for the above, my client objects to the proposed consultation documents and proposals affecting their land to the southwest of Kelvedon. The land should not be taken for environmental mitigation or borrow pits.	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of the scheme</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/023	Access	162333			✓		<p>3.2. My client requires 24 / 7 hour access to the A12. NH's development boundary is over the only access to the Property. Is NH able to confirm that there will be an uninterrupted use of this access during and after construction?</p> <p>3.3. My client's business requires a range of different vehicles to access their Property. Is NH able to confirm that they will be able to accommodate the access of articulated lorries?</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, however, the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised. For further details, please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>There is proposed access to this location after construction as shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6], submitted as part of the proposed scheme's Development Consent Order.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/024	Access	162416			✓		GA Plan CH 36700 to 38200 & 35200 to 36700: I have marked 3 yellow arrows for possible access points. Currently these areas are accessed through our farmyard and farm tracks from London Road. With the new A12 this access is completely severed. Therefore, we require a new access point from the current A12. We do have a small access which is not suitable for modern day agricultural machinery so a discussion with a view to provisions made for an upgrade/widening of this and/or a new access point at another location would be welcomed.	Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order.	
Cat 2&3/025	Footbridge	162286			✓		Temporary footbridge across A12 (not shown to any public in consultation meetings or documentation) only as per meeting notes is registered as temporary use of land and not Permanent possession.  Temporary footbridge of approximately 50 metres in width from Swan close to Highclere in Station Road is a waste of public money when it has to be removed and scrapped.	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel railway station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>north of the railway. All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia after the Development Consent Order process. Measures are necessary to enable local residents and businesses to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary car park to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound</li> </ul>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</p> <ul style="list-style-type: none"> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the roadways are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road with trained drivers and vehicles to support people with accessibility needs.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>Applicant will continue to engage with all stakeholders, including those with land interests.</p> <p>A temporary crossing of the railway with associated temporary routes to connect to the local road network was considered in early design stages but assessed not to be feasible.</p>	
Cat 2&3/026	Land Take	162375			✓		Just to confirm we do not want to sell our property	<p>The Applicant is engaging directly with the homeowner and is working with the homeowner and other stakeholders to find a satisfactory solution to reduce the impact on their property.</p> <p>An alternative access to the property is proposed and included within the Provisional Order, negating the need for the scheme to compulsorily acquire the property.</p> <p>Access will be maintained at all reasonable times.</p> <p>At this moment in time the details around the sequence and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>methodology of works are still to be defined.</p> <p>Further discussions around these topics will be held with the homeowner well in advance of any construction.</p> <p>Further details can also be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] and are shown on the Temporary Works Plans – [TR010060/APP/2.2.3] as Work No. T51.</p>	
Cat 2&3/027	Land Take	162396			✓		<p>1. Unnecessary Land Take</p> <p>The proposed documents show that part of my clients land, located to the south of the A12 at Rivenhall is required for the road realignment in this section of the scheme. As well as taking an area of land for the road, the neighbouring land is proposed to be acquired for various environmental uses.</p> <p>Part of my clients land is required for tree planting, as both independent trees and</p>	<p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>areas of ecological offsetting. My client disputes the need that these areas of land should be acquired as part of the scheme. These areas of land are not required directly for the road as a public benefit, but used to offset any environmental measures.</p> <p>Further to the above environmental requirement a pond is proposed on the southern side of the realignment this is not proposed to be close to the road, but some distance away requiring more land than should be possible with a better layout on that field.</p> <p>It seems unnecessary to include the area of environmental offsetting in the DCO application, as this could be agreed by private agreement, in more practical locations away from roads and more beneficial to wildlife.</p>	all options to find an agreeable solution between parties that the Applicant will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
Cat 2&3/028	Land Take	162396			✓		<p>2. The use of Borrow Pits</p> <p>My clients land to the north of the A12 is proposed for borrow pits numbered BP-I. These borrow pits are proposed to be offline, and as we understand in the use of</p>	The land identified for use as Borrow Pits would be used to mitigate the deficit of earthworks expected on the proposed scheme. Details around its reinstatement are yet to be known	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>the construction of the road.</p> <p>If this land is used for borrow pits, no information has been provided on its potential reinstatement. My client would be willing to discuss this with National Highways to agree reincorporating the land back to suitable farming, providing the topsoil is properly reinstated to the site.</p> <p>Having regard for the above, my client objects to the proposed consultation documents and proposals affecting their land to the southwest of Kelvedon. The land should not be taken for environmental mitigation or borrow pits.</p>	<p>as these are intrinsically related to the outcome of the detailed design that is yet to happen. A Borrow Pits Report [TR010060/APP/7.8] forms part of the Development Consent Order suite of documents.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/029	Land Take	162374			✓		<p>According to the Supplementary Consultation, as shown in Land Use Plan CH 22600 to 23900 Drawing 10 of 21 (Appendix 2) it appears that the works to Junction 22 will have the following impacts on the Estate:</p> <p>(a) permanent acquisition of a small strip of land in the south western corner of the Estate;</p> <p>(b) permanent acquisition of the southern part of Eastways, which borders the Estate; and</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>(c) temporary acquisition of the remainder of Eastways, which borders the Estate to the west and the north.</p> <p>This represents a change to the proposals as set out in the Preliminary Consultation.</p>	<p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/030	Land Take	162374			✓		<p>In summary [Named] understands that there are no intended physical works proposed within the Estate and that the highway design improvement and utilities diversion works along Eastways are limited to within the existing highway boundary. The red line boundary of land to be permanently acquired, which appears to include some of the Estate, was drawn based on a constant offset from the rear of the footway, a measure which is, according to National Highways, conservative by nature to account for unknowns. It has been proposed at this stage to provide National Highways with a factor of safety.</p> <p>The Report at Appendix 3 concludes that compulsory acquisition of the Estate is not</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>necessary for the purpose of the Scheme to deliver the improvements to Junction 22. Level differences (if any) could be managed by the use of retaining structures, while the laying of services and utilities could be managed by the acquisition of rights rather than of the land. No attempt has been made to obtain these rights without resorting to the use of compulsory powers.</p> <p>On the basis of the above, [Named] considers that there is no justification for the compulsory acquisition of any of the Estate, or any rights over the Estate, whether permanent or temporary, and requests that the red line boundary be redrawn to exclude the Estate.</p>	<p>the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>representations to the Planning Inspector during the Examination process.</p> <p>As part of the DCO process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests will receive a letter from National Highways in due course, before the submission of the DCO application, inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that the Applicant will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.</p>	
Cat 2&3/031	Land Take	162197			✓		We welcome in principle, the revised ecological mitigation proposals and the removal of a pond. However, we still are of the opinion that the extent of the land take	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>proposed is not evidentially justified and should be further reduced.</p>	<p>proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/032	Land Take	162396			✓		We submit our comments as landowners and farmers of the permanent grassland field called [Named] (GA018) which has road access onto The Street, between Hatfield Peverel and Boreham. The Street lies between [Named] and the existing A12	The Applicant is required to provide essential mitigation land that has been lost due to the design of the proposed scheme. It is the Applicant's responsibility to provide and maintain land earmarked for	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							and the proposals show that the land is not required for road construction, but more for environmental offsetting and an attenuation pond. We are not objecting to the widening of the A12 but in fact the use of our land which is not required directly to deliver a wider road.	environmental mitigation measures; as such, the Applicant must acquire and obtain freehold ownership of environmental mitigation land.  Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land.	
Cat 2&3/033	Land Take	162358			✓		B) Plot 28 is currently shown within the Provisional Order Limits Plan as being used for a "temporary" site compound. We now understand the primary intended use is in fact as a recovery compound to transport broken down/accident damaged vehicles to, in order to keep the carriageway clear during works. We further understand this needs to be in a location proximate to facilities and transport links in order to assist drivers and passengers of the recovered vehicles ahead of final recovery. Whilst we appreciate the need for such a facility, we do not believe such a large site as plot 28 would be required for this purpose, and would therefore query what other sites have been investigated as	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.  The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the scheme. The	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>alternatives. We also understand this would be the only such facility serving the whole of the works, and therefore will be required for the entire project. Our concern remains therefore that the overall timescale for commencement and completion of the widening programme would in effect sterilise this parcel of land for a period of time approaching ten years. This would mean [Named] would not be able to develop out this site within the scope of its existing development agreement with the landowners, and therefore would result in a further claim under any compulsory purchase scheme.</p>	<p>Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>interested parties to make representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/034	Land Take	162416			✓		<p>As I stated in my previous representation, overlaying these plans against our land ownership shows most of our land required for the scheme is indicated as permanent acquisition. This is of extreme concern to us. For background, my family over the years have strategically purchased what is now this area of land to provide us and future generations with income and the potential to grow that income where opportunities allow. It is one thing to be compensated for loss of land, but to be able to purchase land in our local area already is and will continue to be extremely difficult.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the scheme. The</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>interested parties to make representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/035	Request Further Information / Review	162333			✓		Is HE able to confirm that our client is able to reside at the property during the construction and this will comply with health standards?	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, however, the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								For additional information, please refer to the Environmental Management Plan [TR010060/APP/6.5].	
Cat 2&3/036	Request Further Information / Review	162333			✓		My client's business requires a range of different vehicles to access their Property. Is NH able to confirm that they will be able to accommodate the access of articulated lorries?	The proposed scheme would allow access to the property for articulated lorries.	
Cat 2&3/037	Request Further Information / Review	162333			✓		There is concern that when the A12 scheme is at the stage of construction, access will be possible by members of the public. Is NH able to confirm that suitable security will be put in place to ensure that members of the public will not be able to access the construction site?	Before works start the Applicant would fence the works areas.	
Cat 2&3/038	Request Further Information / Review	162333			✓		The current designs appear to show a large area of open grassland between the new road and the Property. Security is a big concern for my client and regularly sees fly-tipping and trespassing on the surrounding land around their Property. What measures is NH putting in place to ensure security post scheme?	The proposed scheme would seek to retain the existing vegetation around the field. A post and rail fence would also be installed to prevent unauthorised access to and from the A12.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/039	Request Further Information / Review	162333			✓		Additional noise and dust as a result of the construction is a concern for my client's health. Is HE able to confirm that our client is able to reside at the property during the construction and this will comply with health standards?	The proposed scheme would put appropriate measures in place to mitigate impacts from the construction activities. These would be proportionate to the disruption caused. The Applicant has no reason to believe that the residents at this location will not be able to continue with their normal lives, albeit some disruption would be felt.	
Cat 2&3/040	Request Further Information / Review	162333			✓		3.8. It has been disappointing that my client has not been given information on the recent archaeological trial trench surveys that have occurred in the neighbouring fields. Are there any additional intrusive works that are scheduled to occur over the coming months?	The proposed scheme would look to carry out archaeological mitigation and other environmental works at the fields to the east of the [Named] access. The exact timing is yet to be confirmed but it would be expected that these could be undertaken in the Autumn of 2023. Please refer to the Archaeological Mitigation Strategy for further information [TR010060/APP/7.10].	
Cat 2&3/041	Request Further Information / Review	162333			✓		4.3. We would like to request a meeting with NH to discuss the content of this letter and we look forward to hearing from you.	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								works. In some instances, it may be necessary to restrict the access for limited periods, however, the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.  Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.	
Cat 2&3/042	Request Further Information / Review	162217			✓		We understand all water is set to go through [Named] before it is discharged to a river/water body. [Named] regularly floods from rain water discharge and with the widening of the A12, this is likely to increase. Will National Highways maintain my clients ditches and ensure they are adequate before adding additional water to them?	The drainage proposals are designed to mitigate the impact of the widening of the A12 and cause negligible change in flood risk to the location and other receptors in the locality. Further details can be found in Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3]. The proposal for a drainage ditch (north of the location) is conceptual	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								at this preliminary design stage and the Applicant is in the process of a review to use piped drainage outfall to minimise the impact to current land use in this area. As the proposed scheme progresses through detailed design, the Applicant will share this information.	
Cat 2&3/043	Request Further Information / Review	162217			✓		<p><b>Future Maintenance</b> There have been previous discussions surrounding the adoption of the road which would be for use of [Named] and nearby houses. Who would be responsible for maintaining this access / up to which point do National Highways maintain? The new proposed access road/bridge will be used by several properties and my client would like to know how future maintenance would work.</p>	The access road for [Named] will be handed over to Essex County Council, while the structure of the [Named]–Threshelfords joint access bridge will be maintained by National Highways. Further details can be seen on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6], submitted as part of the proposed scheme's Development Consent Order.	
Cat 2&3/044	Request Further Information / Review	162217			✓		<p><b>Services/Utilities</b> What will be done whilst existing access and utilities are cut off during the works. Will there be enough pre-warning? All of my clients utilities run underneath the current A12.</p>	The Applicant will seek to minimise disruption and maintain access and supply to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, however,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
Cat 2&3/045	Request Further Information / Review	162416			✓		Whilst we understand the project requires land take in order to deliver the scheme, we would like further detail and engagement with HE to understand the full extent of land required and the possibility of any land which can remain in our ownership or revert back to our ownership before/on completion of the scheme does so. We raised this in our meeting with HE representatives who were sympathetic to our concerns and request and I was encouraged that there is a path for negotiation and collaboration in order to achieve our mutual agendas. All we ask is we have the ability to grow our family business and find means of income with land we currently own to mitigate the	As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests will receive a letter from National Highways inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that the Applicant will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							impact of the project to us, without prejudice to the A12 scheme.		
Cat 2&3/046	Impact on Local Businesses / Services	162264			✓		<p>Change reference GA-056:</p> <p>Our concern relates to the proposed service corridor to the rear of [Address] which significantly impinges on the development of land subject to Braintree District Council Planning permission 20/000128.</p> <p>[Named] own immediately adjoining land under title reference [Address] and have obtained planning permission under BDC reference [Address]. They intend to work with adjoining owners [Named] to secure the comprehensive development of both plots for industrial / distribution purposes in accordance with planning policy.</p>	Further to discussions held with [Named] and the utility companies, the proposed scheme has been able to narrow the service corridor within this area. The Applicant will continue to liaise with [Named] as required.	
Cat 2&3/047	Impact on Local Businesses / Services	162196			✓		I am replying in regards to the proposed scheme to widen the A12. I can confirm that [Named] does have apparatus within the indicated works area. In section 2 of the 027_ARDG_A12_POL_Plan (v3) document, there is proposed works being carried out on the A130 on the east side of Springfield that is west of the A12. Please	The Applicant will seek to protect existing utility infrastructure <i>in situ</i> where practicable. Where this is not practicable, the Applicant will work with the provider to find an alternative location to minimise any impact.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							see attached screenshots showing cable routes that [Named] has installed within the this proposed work area. Most of our cabling near the A12 runs alongside the railway track, so will not be effected, however at this section of the proposed route, we come off and run along the roads.		
Cat 2&3/048	Impact on Local Businesses / Services	162351			✓		<p>Subject: A12 Chelmsford to A120 Widening Scheme - [Named] - consultation response - 16th December 2021</p> <p>Dear Sir/Madam,</p> <p>Response to National Highways public consultation in respect of the proposed A12 Chelmsford to A120 widening scheme (16th December 2021)</p> <p>[Named] strongly objects to the proposals for the A12 Chelmsford to A120 widening scheme in respect of the schemes effect on its operational site.</p> <p>Response submitted by Savills (UK) Ltd as agents to our client.</p> <p>Client: [Named]</p>	<p>Further to detailed discussions around drainage proposals, the proposed scheme no longer needs to acquire the land take identified by the consultee.</p> <p>The proposed scheme has developed an Outline Construction Traffic Management Plan [TR010060/APP/7.7]; please refer to this document for further details regarding traffic restrictions at Marks Tey.</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>Property affected: Sidings Complex, Marks Tey Upside Yard, North Lane, Marks Tey, north of Junction 25 - title number EX817456.</p> <p>Further to our recent correspondence on this matter we have reviewed National Highways (NHs) latest proposals for land at the Marks Tey Sidings Complex. NH have provided the schematic plans with permanent/temporary land-take and restoration proposals which we have reviewed with our client and have set out below our response and comments. These points have been raised previously but have not been resolved so are included here for completeness for the purposes of the formal consultation.</p> <p>The site is used by [Named] as a well-established aggregates rail depot. Sand and gravel from [Named] quarry operations in the area is loaded from lorries onto trains for onward transport and it is therefore a crucial site for [Named] operations. The site's rail connection is utilised to import Type 1 and to export sand. Operations can be 24 hours, 7 days a week. The site</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>comprises areas for material storage, loading bays, weighbridge and a weighbridge office to manage sales. Imported material, such as Type 1, is unloaded from trains by grab and a dumper moves it to stock bays. The product is sold to local markets through [Named] and third party wagons. As such the site is logistically busy and has substantial annual exports. As material is also hauled to and from site via road, as well as rail, the smooth working of the site access and local road network is critical to [Named] operations.</p> <p>NHs plans show proposals for permanent acquisition of land to include the southern part of the site and [Named] access track off North Lane, as well as a proposed drain along the southern part of the site. The site is already narrow, situated between the A12 and the railway line, and any encroachment onto the site or the access track permanently or temporarily would create a serious logistical and business interruption, and at worst render the site unviable from an operational perspective. There are aggregates bays along the</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>southern part of the site. Clearly there would also be a resulting impact on the dependant aggregates and building industries. To avoid this, Highways England's land-take (either permanent or temporary) and drain must follow the existing boundary of the site.</p> <p>Concerning traffic management during construction, [Named] entrance drive off North Lane is the only access to/from the site to the public highway. We note that NHs proposals state that traffic management systems will be put in place to manage traffic levels off the junction 25 slip road, the A120 joining road and Station Road. In light of the above comments regarding the sites reliance on road and rail access 24/7, this needs to be carefully considered and factored into NHs traffic management plan to ensure the continued smooth running of the site.</p> <p>We look forward to your considered response and await further discussions in order to resolve this issue.</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/049	Impact on Local Businesses / Services	162273			✓		<p>[Address] sites (referred to below) are affected by GA-002 and GA-017.</p> <p>The premises at Boreham, Chelmsford (Title number EX423628) are clipped on the outer edge by the Order limits.</p> <p>Similarly, the premises at Springfield (Title number EX497272) are also clipped by our Order limits.</p> <p>Both outcomes are unsatisfactory.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including land interests.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/050	Impact on Local Businesses / Services	162358			✓		Part of that development pipeline includes the property known as Gershwin Park at Witham, a consented mixed use non-residential development scheme, which is bounded to the south by the A12, part of which is potentially impacted by the proposals for the widening of the A12 between junctions 19 and 25.	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/051	Impact on Local Businesses / Services	162358			✓		The southern boundary of Plot 1 of Gershwin Park adjoins the northern boundary of the A12. The Limits Plan is shown encroaching into Plot 1 particularly on the eastern side. This will reduce the	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>developable area of Plot 1 (which, as explained above, benefits from an extant planning permission), and will prevent the anticipated development of the plot in line with the currently envisaged scheme (see plan at Appendix B), in turn resulting in a claim under any compulsory purchase scheme. At present it would appear to prevent the construction of at least one building of 5,000 sqft, and possibly a second of 4,000 sqft. Whilst some of Plot 1 will benefit from a retaining wall, this is not proposed to run along the full length of the plot. We are in discussions with your agents and designer to see how this can be mitigated to allow the full extent of the consented development to proceed, but until a resolution can be reached our objection must remain.</p>	<p>proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/052	Impact on Local Businesses / Services	162358			✓		Our concern remains therefore that the overall timescale for commencement and completion of the widening programme would in effect sterilise this parcel of land for a period of time approaching ten years. This would mean [Named] would not be	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>able to develop out this site within the scope of its existing development agreement with the landowners, and therefore would result in a further claim under any compulsory purchase scheme.</p>	<p>undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/053	Traffic Flow	162197			✓		We note the Traffic Survey Information from Tuesday 10th May 2016; however, there is a need to address in particular our further point about the design of the signal-controlled junction. We assume that modelling has been undertaken using Linsig or similar, and that therefore you will be able to confirm what the inter-green position is. Our clients are particularly concerned to know that they will not be delayed in accessing the roundabout from	A detailed junction assessment was undertaken for A12 J19, using Vissim microsimulation traffic modelling software. Full details, including arm-by-arm performance results, are provided in Appendix E.2 of the Transport Assessment [TR010060/APP/7.2].  The Transport Assessment concludes that the junction would perform better under the proposed scheme than it would if the proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							their land. Please can you provide the detailed modelling and signal timings.	scheme is not built. Queues and delays would be lower. Full signal timings, including inter-green times, will be developed during the detailed design stage of the project. However, sufficient inter-green times are likely to be in place to allow intermittent access from non-signalised junction approaches.	
Cat 2&3/054	Safety					✓	We are against lights being on all night & drawing attention to the properties as this increases risks of thefts/break ins.	<p>The proposed scheme is now progressing to the detail design stage and aspects such as provision of street lighting will be considered. The proposed scheme has been designed to comply with current design standards and guidance, so far as practicable given the constraints.</p> <p>Modern lighting is directional and designed in a way that lights the route without light spill. This means lighting would have minimal effect on adjacent properties and also minimises ecological impact.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.	
Cat 2&3/055	Safety				✓	✓	A number of respondents expressed concern over traffic speed generally and in particular in the Boreham area.	The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The Development Consent Order will set out the proposed speed limits being applied for and this will be considered during the examination process.	
Cat 2&3/056	Security	162243			✓		GA-094 Construction and Access to Balancing Pond (Brochure Page 46)	At all private means of access, including those of shared use, gating	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>1. The access road to the Balancing Pond must be secured by means of a robust, permanent fence to avoid the possibility of trespass, illegal encampments and unauthorised use of the pond area which is largely out of sight, tucked away behind [Named].</p> <p>2. Access from this road onto the Inworth Road must be similarly secured with a substantial metal gate, locked at all times.</p>	will be provided as necessary to protect the interests of each party. The exact location and type of gate or bollard and the locking arrangements are expected to be determined based on the needs of the relevant parties and the use of the access. While each location may be slightly different based on the particular circumstances, gating is expected to reduce the risk of fly-tipping and unauthorised access, improve security and address the needs of the affected parties.	
Cat 2&3/057	Mitigation Measures	162396			✓		<p>We note from the Land Use maps (p.5 of 21), reference LU007, that areas on the west side of the pond and north end by the road boundary are proposed for reshaping of the soil storage areas to avoid proposed environmental mitigation. There is a clear division within the 9.5 acre grassland field. One half is the attenuation pond, soil storage areas (bunds) and access road. The other half of the grassland field is proposed through this consultation with woodland planting of trees and shrubs.</p>	Planting within the area would predominantly be grassland with intermittent trees, with some woodland along the eastern boundary. Woodland has been incorporated as it is beneficial for biodiversity to have a mix of habitats at a local scale, and in this instance will also promote connectivity of habitats by strengthening existing tree cover.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>In terms of environmental mitigation, which you have sought to avoid with the soil storage areas as described above, we note that there are already established long term environmental and soil carbon benefits in the non-attenuation pond grassland area. It should remain as such. The soil has been undisturbed for over 100 years and has been farmed by us since 1920 initially as tenants then as owner occupier from 1950s. There is minimal disturbance to the soil thus in our opinion improving soil health, environmental and biological habitat of the field due to its connectivity to a waterbody (River Tey). A maximum of 5 passes a year is used to maintain the grassland in a non-intensive manner with a hay or silage crop taken, if suitable. We have instructed that a Soil Organic Matter Test be carried out on the grassland, for the analysis of its organic and carbon qualities. We expect the results before Christmas 2021. Depending on these results we would see no benefit in reverting the land to trees and shrubs given the exiting carbon qualities the land is offering.</p>	<p>As well as the habitat creation, the belt of woodland planting located along the edge of the River Ter would provide screening of the attenuation basin from the house and grounds of Grade II* Hatfield Place which sits to the east/north-east of the land parcel. Scattered trees and intermittent scrub plantation have been introduced to enhance the habitat types within the area, making it more acceptable for use as a receptor site for those reptiles being translocated from the proposed scheme footprint.</p> <p>The exact layout of these features is indicative at present and will be refined at later design stages.</p> <p>The soil carbon assessment in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] is based on the methodology set out in the National Atmospheric Emissions Inventory (<a href="https://uk-air.defra.gov.uk/assets/documents/r">https://uk-air.defra.gov.uk/assets/documents/r</a></p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								eports/cat09/2106091119_ukghgi-90-19_Annex_Issue_2.pdf), which assumes a change from grassland to forestland would result in an increase in soil carbon. This is because more carbon would be sequestered in the woodland vegetation than in grassland vegetation.	
Cat 2&3/058	Mitigation Measures	162393			✓		<p>We strongly advise that maintaining the non-attenuation pond half of the field as permanent grassland is more favourable than planting it with trees and shrubs. Further this will have less visual change on the field, which as above has remained as grassland for over 100 years and the planting with trees will change this character.</p> <p>To remain within the farm ownership, it would continue to form part of the farms own environmental benefit and mitigation schemes without affecting the functionality of the pond and drainage outfall that National Highways require.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>In addition, National Highways would also save on the long-term cost and work of maintaining over 5 acres of trees and shrubs, if it was to remain as permanent grassland and in the farms ownership.</p> <p>We believe this is a suitable solution for both parties rather than the costly and avoidable route of Compulsory Purchase of the entire field.</p>	<p>All directly impacted land interests have received a letter from National Highways inviting them to engage in further discussion with regards to the proposed scheme and how they are affected.</p> <p>It is only upon exhausting all options to find an agreeable solution between parties that the Applicant will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders including those with a land interest.</p>	
Cat 2&3/059	Access	162351			✓		<p>Concerning traffic management during construction, [Named] entrance drive off North Lane is the only access to/from the site to the public highway. We note that NHs proposals state that traffic management systems will be put in place to manage traffic levels off the junction 25</p>	<p>The proposed scheme has developed an Outline Construction Traffic Management Plan [TR010060/APP/7.7]; please refer to this document for further details regarding traffic restrictions at Marks Tey.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							slip road, the A120 joining road and Station Road. In light of the above comments regarding the sites reliance on road and rail access 24/7, this needs to be carefully considered and factored into NHs traffic management plan to ensure the continued smooth running of the site.		
Cat 2&3/060	Alternative Design	162264			✓		To allow for a satisfactory scheme the proposed service corridor needs to be realigned and significantly reduced in size.	Further to discussions held with Aquila Estates and the utility companies, the proposed scheme has been able to narrow the service corridor within this area. The Applicant will continue to liaise with Aquila Estates as required.	
Cat 2&3/061	Alternative Design	162247			✓		<p>Proposed Solution</p> <p>1. National Highways need to realign the proposed service corridor to the immediate rear of [Address], i.e. where the existing landscape bund which is due to be removed as part of the [Named] permitted development.</p> <p>2. A Service duct can be installed during construction of [Named] HQ, for future communication/fibre optic diversions via Eastways. National Highways can draw the</p>	Further to recent discussion with [Named], the proposed scheme has been able to adjust the proposed service corridor with a view to minimising the impacts on the potential planning application. The Applicant will continue to liaise with the consultee and work towards a solution that minimises the impact to the future development plans. The Applicant will look into agreeing a	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>fibreoptic cable as necessary for fibreoptic diversions, as the [Named] development is due to commence on site in June 2022.</p> <p>3. The need for temporary diversion of a medium pressure gas main can also be incorporated into the 10 metre services corridor.</p> <p>4. The same applies to the new estate road via Eastways into the [Named] development; subject to National Highways indemnifying the cost, [Named] will install a separate service duct for the benefit of National Highways fibreoptic diversions which will presumably link with the service duct running North-south behind the rear of [Address].</p> <p>5. [Named] are prepared to enter into a license agreement for these proposed fibreoptic temporary diversions on terms to be agreed, that will need to include an indemnity on costs for providing the service ducts.</p>	Statement of Common Ground with the consultee.	
Cat 2&3/062	Alternative Design	162351			✓		NHs plans show proposals for permanent acquisition of land to include the southern part of the site and Tarmacs access track	Following ongoing discussions, proposals have been reviewed allowing the provisional Order Limits	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							off North Lane, as well as a proposed drain along the southern part of the site. The site is already narrow, situated between the A12 and the railway line, and any encroachment onto the site or the access track permanently or temporarily would create a serious logistical and business interruption, and at worst render the site unviable from an operational perspective. There are aggregates bays along the southern part of the site. Clearly there would also be a resulting impact on the dependant aggregates and building industries. To avoid this, Highways England's land-take (either permanent or temporary) and drain must follow the existing boundary of the site.	to be adjusted to reduce the impact of the proposed scheme as far as practicable.	
Cat 2&3/063	Alternative Design	162416			✓		GA Plan CH 35200 to 36700 shows 2 surface water attenuation ponds on my land. I would like the smaller pond I have hatched blue be removed and incorporated into the other larger pond at which the arrow points.	The location of the proposed attenuation ponds are largely as a result of the proposed highway geometry and topography levels required to ensure the highway drainage systems can be drained by gravity (without requiring pumped discharge solutions). There are other key considerations in the selection of	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>proposed attenuation pond locations, namely:</p> <ul style="list-style-type: none"> <li>• Local topography at pond locations avoiding a need for deeper attenuation ponds</li> <li>• Locating the ponds close to the road alignment to minimise longer pipe runs that could potentially end up requiring deeper ponds</li> <li>• Locating the ponds close to the outfalls/receiving watercourses to achieve attenuation and treatment benefits for the entire highway drainage catchment</li> <li>• Existing and proposed underground utilities</li> <li>• Existing underlying geology, historic land use and possible contaminated land and groundwater levels</li> </ul> <p>With regards to the sizing of attenuation ponds, please note the attenuation storage volumes</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								provided have been determined based on the Design Manual for Roads and Bridges design criteria which includes the storage of flows up to and including the 1 in 100yr storm event and a 20% climate change uplift factor. The discharge rates from the attenuation ponds have also been restricted to existing site condition runoff rates/greenfield runoff rates when estimating the required attenuation storage volumes. It should be noted that the highway drainage design has been developed further using hydraulic modelling, resulting in further optimisation of the pond during the preliminary design stage.	
Cat 2&3/064	Infrastructure	162395			✓		GA119: We are seeking a joint approach in relation to land use and drainage on land south of the A12 in relation to future village housing provision, open space and amenity land with a drainage scheme in common. We have submitted via email to the consultation address, a proposed drainage strategy to achieve the above and would	The Applicant will continue to work with the landowners to find a drainage solution that can be included in any future planning application for the site. The Applicant continues to engage directly with the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							welcome the opportunity to engage further on this following the closure the consultation.	landowner/developer in a collaborative manner.	
Cat 2&3/065	Impact on Properties / Landowners	162374			✓		In respect of the other impacts to the Estate caused by the permanent and temporary acquisition of and works to Eastways, the negative consequences on both [Named] and their tenants must be mitigated and minimised.	<p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including land interests.</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, however, the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/066	Impact on Properties / Landowners	162396			✓		<p>We would wish to engage in negotiation with National Highways about the future of this grassland field which currently has not been forth coming from National Highways or their representatives. We would expect prior engagement in relation to potential agreements before the end of a consultation, and certainly before any application of the scheme is made. As we know the principles of compulsory purchase are to be relied upon as a last resort and not a first option.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of proposed scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including land interests.</p>	
Cat 2&3/067	Request Further Information / Review	162197			✓		We would be obliged if you would either provide a copy of the safety audit for the proposal's, or confirm that one will be carried out forthwith if it has not been done so already.	The proposed scheme has been designed to comply with current design standards and guidance so far as practicable given the constraints. All of the required safety governance processes have been undertaken and approval received. A full road safety audit (RSA) was undertaken in Spring 2021 and a further full RSA was undertaken	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								more recently and is awaiting the completion of the RSA response report. In the detailed design stage this will continue with further safety governance, including an independent RSA and a Walking-Cycling-Horse-Riding review.	
Cat 2&3/068	Request Further Information / Review	162416			✓		<p>We are encouraged to see a new access is being proposed to serve [Address], our commercial units and our Farm, linking to [Address] as per HE GA Plan CH. 36700 to 38200:</p> <p>Amendments have been made to this new access, now showing a designated spur providing access to [Address]. Further clarification in relation to the form of the roundabout junction and access road serving us from London Road/A12 is requested. Information and detailed plans regarding the proposed road carriageway width and associated drainage design, verge and landscaping detail is sought. We would seek surety that the highway access proposals in maintaining a vehicular connection would permit the potential future widening of the highway to</p>	<p>The Applicant has provided a suitable roundabout junction and access road to Marks Tey Hall. In terms of future developments in this area, the proposed scheme does not preclude development of the surrounding land in question. However, with no development proposal in place or included within the approved Local Plan, the proposed scheme is not able to take into account the landowner's aspirations until further detail is available. Nevertheless, the Applicant will continue engaging with the landowner through detailed design to minimise land take where practicable and secure sufficient land to deliver the proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							accommodate any future site development and potential intensification of the existing sites use. At present we have the ability to increase the highway capacity and develop the site further (subject to planning) by widening the access utilising our own land to do so. The current HE Land Use Plan CH 36700 to 38200 shows this area to be permanent acquisition of land which therefore removes our ability to further develop our site. This was acknowledged and agreed in a previous meeting that further discussions on this are required.	scheme, while not precluding the intended development if possible.	
Cat 2&3/069	Request Further Information / Review	162416			✓		It is understood that new controlled crossings are proposed that would allow both walkers and cyclists to cross the A120 safely in addition to a new bridge for walkers and cyclists at junction 25 (Marks Tey Interchange) as per HE GA Plan CH 38200 to 39355. The proposed pedestrian/cycle bridge is anticipated to measure approximately 4.5 metres in width with the bridge construction to be phased to ensure the new footbridge would be installed prior to demolition of the old	The design process is ongoing and conceptual and preliminary designs may well be undergoing changes; therefore, at this stage it is not appropriate to share design information. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints.  The proposals include a new link from the A120 crossing adjacent to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>structure, maintaining access between the eastern and western areas of Marks Tey.</p> <p>We would welcome further information detailing the form and operation of the proposed footbridge across the A12 and how connectivity to existing pedestrian and cycle connections between London Road and Marks Tey station are improved.</p>	<p>the footbridge across the open space to Station Road.</p> <p>In the detailed design stage this will continue in liaison with Essex County Council.</p>	
Cat 2&3/070	Request Further Information / Review	162416			✓		<p>Engagement to understand the specification and long term use of this stretch of what will be 'old A12 between Junction 25 and proposed Wishing Well Farm Roundabout would be most helpful. Obviously it provides access to multiple residential properties and farmland so to understand its future and assurances it will remain open and easily accessible for use is vital.</p>	<p>The proposed scheme proposes two bypass sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Route 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option, with the second most popular option being option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the proposed Scheme Assessment</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>Report and proposed Scheme Assessment Report addendum,</p> <p>[REDACTED]</p> <p>The existing A12 between J22 and Rivenhall End, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout, provides access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the A12 de-trunking, however access will be available from Braxted Road and Henry Dixon Road via the new</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>Rivenhall End West Roundabout. Access to the new A12 will be available via the De-trunked A12 and new A22 junction. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12 which will be safer than existing. East of J24 the following is proposed in the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24, provides access between New Lane to the north, the de-trunked A12 to the East, London Road to the West and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the North and Easthorpe road to the south. The proposed Easthorpe road roundabout will also provide a</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>turning point on the de-trunked A12.</p> <ul style="list-style-type: none"> <li>Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</li> <li>The existing walking, cycling and horse riding routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								works may take place and would be managed by National Highways. Subject to further engagement with the County, this might include: <ul style="list-style-type: none"> <li>• Resurfacing of sections of the carriageway</li> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gully clearance</li> </ul>	
Cat 2&3/071	Impact on Local Businesses / Services	162247			✓		<p>We refer to your Category 2 and 3 changes and reference GA-056.</p> <p>The proposed change relates to “additional land for temporary diversion of utilities”. Plan 027 ARDG A12 POL shows the proposed route for temporary diversion of services to the rear of [Address].</p> <p>The proposed route is considered unacceptable for the following reasons;</p>	<p>Further to recent discussion with [Named], the proposed scheme has been able to adjust the proposed service corridor with a view to minimising the impacts on the potential planning application. The Applicant will continue to liaise with the consultee and work towards a solution that minimises the impact on future development plans. The Applicant will look into agreeing a</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							1. The route is on land that has received planning permission for [Named] proposed new development, without any consultation or acknowledgement that this will prevent one of the key options to extend to the rear of [Named] dmrpto provide the necessary expansion for their business. This proposed reserved allocation of land will result in the loss of investment, jobs and the core objective of the Braintree Local Plan to extend the existing Eastways Industrial Estate.	Statement of Common Ground with the consultee.	
Cat 2&3/072	Impact on Local Businesses / Services	162247			✓		2. The proposed route also fails to take into account that the land reserved is to the east of an existing landscape bund which is elevated approximately 3 metres above ground level. This further sterilizes the development of the land between the rear of [Address] and the proposed route, which combined with the route blights the development of over 0.75 acres of prime industrial land. I have sat working from home for the last 18 months in a room that faces the road and every day vehicles cannot pass each	Further to recent discussion with [Named], the proposed scheme has been able to adjust the proposed service corridor with a view to minimising the impacts on the potential planning application. The Applicant will continue to liaise with the consultee and work towards a solution that minimises the impact on future development plans. The Applicant will look into agreeing a Statement of Common Ground with the consultee.	Y



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							other and ride up onto my grass verge to pass.		
Cat 2&3/073	Traffic Flow	162000			✓		We would like to know what the reduced speed limit on Main Road will be and how this will be enforced? We will be supportive of this, it'll be much safer.	The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The Development Consent Order will set out the proposed speed limits being applied for and this will be considered during the examination process.  Enforcement measures will be developed in liaison with Essex County Council and Essex Police.	
Cat 2&3/074	Access	162197			✓		We are pleased to note the changes proposed to the access geometry.	The Applicant thanks the consultee for their comment and support.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/075	Access					✓	I am concerned of the affect it will have on access to [Named] and noise	<p>Access to [Named] Hall will be maintained through the provision of the new [Named] –Threshelfords joint access bridge, which is designed in accordance with the Design Manual for Road and Bridges. The proposal can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	Y
Cat 2&3/076	Alternative Design					✓	Payne's Lane footbridge (a misleading title given it says elsewhere this is a shared facility), for example, should at the very least have a straight ramp up to the bridge from the north, rather than the zig-zag	The name of the proposed bridge has been updated during development of the Development Consent Order application to reflect that it is not being designed for	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							ramps which add extra length to journeys close to a very noisy road, making them unpleasant to use. Options for a straight or curved ramp down on the southern side should also be explored. These improvements would then provide an attractive alternative to crossing junction 19 at grade for some journeys, but as they stand, they are awkward and uninviting.	pedestrians only. The ramps proposed at Payne's Lane Bridge are provided to allow inclusive access to users wishing to cross the A12 in this location. The arrangement of the ramps add minimal distance to users' journeys while being more space efficient and suitable for the site compared to a straight alignment. Additional stepped access will now be located at the bottom of the top ramp. Both the steps and ramps are designed in accordance with the Design Manual for Roads and Bridges, the standards used on major highway schemes across England.	
Cat 2&3/077	Alternative Design					✓	You should retain junction 20A to allow traffic from Hatfield Peverel to go straight on to the A12 instead of through Boreham.	The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>for design on major highway schemes across England.</p> <p>The existing junction 20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J 20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated at an earlier stage of the design as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the Design Manual for Roads and Street (DMRB) the standards used on major highway schemes across England, would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>scheme would widen the A12 to three lanes upstream of the existing merge so retaining the existing arrangement would be incompatible with the proposed carriageway width.</p> <p>There is a narrow corridor of woodland between the existing A12 southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or people to make the manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and so avoids this safety/capacity concern.</p> <p>It is extremely likely that a replacement slip road and merge</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>taper will require Crix Bridge to be reconstructed and its junction with Main Road need to be reconfigured as the span of the replacement Crix bridge would be increased and the abutment is already very close to the junction's entry.</p> <p>There is also a wall with a milestone on it running parallel to the south of Main Road which appears to be quite old, and it is the boundary of Crix Cottage, a listed building. It is likely that the wall would need to be demolished/repositioned if the junction between Main Road and Terling Hall Road was reconfigured.</p> <p>The large footprint of reinstating J20a in addition to the proposed J21 and the proximity of works to accommodate the westbound on slip to a listed building would result in significant adverse environmental impacts compared with other options. Finally, this option was expected to result in higher costs</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>due on the complex construction activities it would require.</p> <p>In accordance with the feedback we received at statutory consultation, and as shown in the General Arrangement Plans [TR010060/APP/2.9] released for supplementary consultation, our updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access our proposed junction 21. To allow this, Wellington Bridge will no longer only be a bridge for just walking, cycling and horse-riding. It will now allow for all types of vehicles to travel both ways over it. To ensure walking, cycling and horse-riding facilities are maintained, a route will be provided alongside the new connection to allow for the same walking, cycling and horse-riding journeys we proposed as part of our statutory consultation. Further details of this proposal can be seen in the supplementary consultation</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								brochure. As such access to the vineyards will be maintained from Hatfield Peverel via Wellington bridge and from the A12 Via the proposed junction 21. Details of the proposed land take in this area can be seen in the Land Plans [TR010060/APP/2.7].	
Cat 2&3/078	Access					✓	It is vital to our business that an access is maintained from the proposed new junction at the Rivenhall Junction to Braxted Park Road, as well as access to Witham Town and Witham Railway Station. Any closure of access would be detrimental to the functioning of our business at Braxted Park.	The proposed scheme would provide continuous access to and from the existing junction to Little Braxted Road. The completion of the new proposed alignment for the A12 would require the diversion of the existing Little Braxted Road link to a new junction arrangement. Traffic management restrictions would be in place in the area, as outlined in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
Cat 2&3/079	Alternative Design					✓	The access road to the A12 at new Junction 24 should be south of Inworth to enable the road capacity need for the realistically expected traffic.	The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p>	
Cat 2&3/080	Alternative Design					✓	The use of bridges or underpasses should be considered elsewhere more frequently	Grade separated crossings over the A12 are being provided at many	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							(instead of the ridiculous number of crossings being proposed) to enable safe, continuous and more attractive routes to be created.	locations to address historic severance and provide new routes. In addition to proposed road bridges carrying walking and cycling routes, this includes a total of six new walking, cycling and/or horse riding bridges. It is not feasible or desirable to provide grade separated provision at all road crossings. Given the length and scale of the proposed scheme, and site-specific criteria which are investigated in the provision of all crossings, the number and type of at-grade crossings proposed are appropriate.	
Cat 2&3/081	Alternative Design					✓	Maltings Lane is a residential street with private accesses along its length with no fewer than eight side road junctions between the roundabouts at Gershwin Boulevard and Maldon Road. There is also a signaled pedestrian crossing adjacent to the Howbridge Primary School which is located immediately to the north of Maltings Lane. There is a considerable amount of on street parking on the road and the width of the road does permit two	The A12 between J19 and J25 currently has a number of at-grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standards used for design of major	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>cars to pass one another while negotiating stationary cars. Movement along the road is not easy during off peak times and becomes difficult during the morning and evening rush hours.</p> <p>The current proposals for the improvement of the A12 include and cycleway/footpath over the trunk road where Gershwin Boulevard makes a 90° turn from the existing Witham bypass and joins Maltings Lane. A new structure is being proposed over the widened A12 at this point. A roundabout could be created at the change of direction of Gershwin Boulevard with a third arm carrying a new highway as well as the cycleway/footway on an enhanced structure slightly to the west of the proposed bridge linking to the B1018 south of the A12.</p>	<p>highway schemes across England. The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed. The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads. While the Applicant understands the need for further improvements to address historical issues and rat-running on the wider local network, this is outside the scope of the proposed scheme to address. The Applicant is working with Essex County Council to understand these issues and to address them where practicable, within the scope of the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/082	Alternative Design					✓	Are you not going to look at Braxted Road where the bridge goes over the River Blackwater. This is a one track bridge on a tight turn, which is a nightmare for two lorries to pass. It requires a new bridge and the road realigned.	This proposed scheme is predicted to reduce traffic flows on Braxted Road and therefore no improvements are proposed. This is an existing local roads issue that the A12 is not worsening, therefore any potential improvements to the bridge are a matter for Essex County Council. The proposed scheme includes a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in a short distance. Mitigation measures are proposed for Inworth Road to safely accommodate the associated increase in traffic flows.	N
Cat 2&3/083	Comments on the Consultation					✓	On General Arrangements 2 it is mentioned on GA072a to GA080 works on watercourses. I am not sure if any of those refer to the River Blackwater and are included in the hydraulic flood modelling but it would be good to have clearer clarification for those of us in Kelvedon that are at risk of flooding.	The watercourses referred to within GA072a to GA080 are the River Blackwater or its tributaries. Hydraulic modelling has been undertaken to represent the impact of the proposed scheme on the River Blackwater, including elements within GA072a to GA080 where necessary. This is discussed further	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								in Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3].	
Cat 2&3/084	Access					✓	We also have concerns that access roads will provide an opportunity for traveller families to gain entry to the fields. This must be prevented at all costs.	At all private means of access, including those of shared use, gating will be provided as necessary to protect the interests of each party. The exact location and type of gate or bollard and the locking arrangements are expected to be determined based on the needs of the relevant parties and the use of the access. While each location may be slightly different based on the particular circumstances, gating is expected to reduce the risk of fly-tipping and unauthorised access, improve security and address the needs of the affected parties.	
Cat 2&3/085	Walking, Cycling and Horse Riding					✓	Options for a straight or curved ramp down on the southern side should also be explored. These improvements would then provide an attractive alternative to crossing J19 at grade for some journeys, but as they stand, they are awkward and uninviting. The fact that this doesn't appear to be a consideration along with the poor design of	This proposed bridge's name has been updated throughout the Development Consent Order application to reflect that it is not being designed for pedestrians only. The ramps proposed at Payne's Lane Bridge are provided to allow inclusive access to users wishing to	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							J19 itself, shows how little thought has gone into active travel measures.	cross the A12 in this location. The arrangement of the ramps add minimal distance to users' journeys while being more space efficient and suitable for the site compared to a straight alignment. Additional stepped access will now be located at the bottom of the top ramp. Both the steps and ramps are designed in accordance with the Design Manual for Roads and Bridges, the standards used on major highway schemes across England.	
Cat 2&3/086	Walking, Cycling and Horse Riding					✓	Gershwin Boulevard shared cycle bridge, at least more clearly acknowledges its use for cycling but again the design is shockingly bad with its switchback or zig-zag ramps. The use of switchback ramps should be minimised with ramps extending along the desire line as much as possible to minimise the extra distances active travellers will have to make. It should be acknowledged that in most instances active travellers are already having to pay a price for the road by having to go up and down to get over it. Making them take substantial	The ramps proposed at Gershwin Boulevard are provided to allow inclusive access to users wishing to cross the A12 in this location. The arrangement of the ramps add minimal distance to users' journeys. The arrangement of the ramps is more space efficient and suitable for the site compared to a straight alignment.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							detours in close proximity to a noisy and polluted road adds insult to injury.		
Cat 2&3/087	Safety					✓	<p>The excising road is barely wide enough for two large vehicles to pass, so to walk along the path is extremely dangerous. To emerge from a side road onto the A120 is dangerous so much so I have to stop one of my commercial businesses after several near misses. This is a major trunk road &amp; is not fit for purpose.</p>	<p>The A12 between J19 and J25 currently has a number of at-grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges, the standards used for design of major highway schemes across England.</p> <p>The impact on local roads has been assessed in the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situations and putting the right traffic on the right roads. While the Applicant understands the need for further improvements to address historical issues and rat-running on the wider local network, this is outside the scope of the proposed scheme to address. The Applicant is working with Essex County Council to understand these issues and to address them where practicable within the scope of the proposed scheme.	
Cat 2&3/088	Footbridge					✓	<p>There is a proposal to install a new footbridge across the A12 to the South of Olivers Drive / Halfacres in Witham (CM8 1QJ &amp; CM8 1QX). This is presumably to replace the public footpath that theoretically crosses the A12 slightly of the East of this point.</p> <p>There are a number of issues with this</p> <ul style="list-style-type: none"> <li>the existing footpath is not used</li> </ul>	<p>The proposed bridge would be a short distance to the west of the existing path, which was effectively severed by the existing A12 route. The bridge would be connected to Gershwin Boulevard with a new path and connect to rights of way and roads on the south side, providing a continuous route.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<ul style="list-style-type: none"> <li>it requires going down a steep mussdy embankment to the ditch and up the other side, then negotiating four lanes of the bust A12.</li> <li>the plans show it linking across to Gershwin Boulevard. At present there is no footpath through between Gershwin Boulevard and Olivers drive, just a hidden access route through the trees. This barrier provides a degree of security to the houses on Olivers Drive.</li> <li>the proposed bridge will be an eyesore visible from many of the houses on Olivers Drive, Halfacres and Ashby Road.</li> <li>the cost of the bridge won't be insignificant and is not justified to replace an unused footpath.</li> </ul>	Existing vegetation within the proposed scheme boundary and within temporary works areas would be retained as far as reasonably practicable, as shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Where loss cannot be avoided, replacement planting would be provided.	
Cat 2&3/089	Access					✓	The latest consultation states that: We are considering whether we can remove junction 23, but with new access roads provided from Kelvedon to junction 22. The Government's Road Investment Strategy 2 (RIS2) stated that the A12	Traffic from Kelvedon will not have a direct link between London Road and J22 at Witham. The journey from Kelvedon to J22 of the A12 and/or Witham will be achieved either by joining the A12 at J24, or	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>scheme will need to take into account the evolving proposals for the A120 Braintree to A12 improvements. We therefore may need to include scope for a potential future road link joining to the proposed improvements to the A12. This lacks certainty: residents of Kelvedon need absolute confirmation that:</p> <ul style="list-style-type: none"> <li>there will be a direct link of one form or another between London Road, Kelvedon, and junction 22 of the A12, Witham North</li> <li>as a consequence, there will be no need for residents of Kelvedon to use Inworth Road and the new junction 24 to access Witham.</li> </ul>	by using the local road network via Maldon Road, Braxted Road and then the detrunked A12.	
Cat 2&3/090	Access					✓	<p>Issues with access to our field and barn - we need assurances, which are not just verbal Issues with access to our driveway - are there any options to improve private access to ensure road safety?</p>	The Applicant recognises that the existing route is below the standard that would be required of a new road in accordance with standards, such as the Manual for Streets. This is the case for a large part of the rural local road network. The extent to which safe visibility and access from driveways is affected by layout and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>vegetation which may be impeding sight lines is a matter for property owners and the local highway authority. The proposed scheme is not proposing any changes to this layout within the village, and so visibility and space for off-road parking and manoeuvring would not be altered and any necessary improvements are outside the scope of the proposed scheme.</p> <p>The proposed scheme will however actively investigate the provision of some mitigation within the works extents and Order Limits at the detailed design stage. Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third-party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								Order. This includes the field parcel containing the barn referred to here.	
Cat 2&3/091	Access					✓	A number of consultees raised the issue of access during the replacing of the Station Road Bridge	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel railway station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia after the Development Consent Order process. Measures are necessary to enable local residents and businesses to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary car park to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a temporary pedestrian access via the private road.</li> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads are constructed). Access via this route would be controlled</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>(through number plate recognition or similar agreed) to prevent rat-running.</p> <ul style="list-style-type: none"> <li>• Provision of a shuttle service with stops in the temporary car park and the Station, Station Road with trained drivers and vehicles to support people with accessibility needs.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. A temporary crossing of the railway with associated temporary routes to connect to the local road network was considered in early design stages but assessed not to be feasible.</p>	
Cat 2&3/092	Walking, Cycling and Horse Riding					✓	The principle of providing WCH facility at the roundabout is good, but the siting of the	Proposed footways, cycle routes and bridleways will be designed and constructed to the relevant design	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							roundabout in this vicinity will make the approach road unviable for WCH.	standard and best practice. All will be subject to an independent road safety audit at the design stage. The proposed scheme is progressing to detailed design and will be subject to a Walking-Cycling-Horse-Riding review and an independent road safety audit.	
Cat 2&3/093	Safety					✓	Are there any options to improve private access to ensure road safety?	If the proposals directly affect the geometry of an existing private access then the owner will be contacted and the proposals shared. All private accesses that are physically affected by the tie-in arrangements to the new or improved road will be constructed and reinstated to the required standards and visibility criteria. If the access is not physically affected, then it is unlikely that works to a privately owned access would be carried out.	
Cat 2&3/094	Mitigation Measures					✓	Revised proposals do not mitigate for environmental loss and do not address increases in noise, light,	One of the aspirations of the proposed scheme is no net loss of biodiversity and, in principle, where habitats are lost as a result of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the environmental effects of the proposed scheme relating to noise.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p>	
Cat 2&3/095	Mitigation Measures					✓	Raising the roundabout from its previous position in a natural dip will increase noise pollution and requires the building of a noise attenuating earth bank and also the planting of trees and vegetation to minimise increased noise and light pollution.	The proposed roundabout is still lower than the level of the existing A12 and the embankments will therefore provide some screening for noise. Further information on noise impacts is provided in Chapter 12: Noise and Vibration, of the	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								Environmental Statement [TR010060/APP/6.1]. Tree planting is shown on Figure 2.1: Environmental Masterplan [TR010060/APP/6.2]. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of the effects of lighting, of both day- and night-time changes, for landscape and visual receptors, in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.	
Cat 2&3/096	Wildlife and Ecology					✓	The large tree at the junction 21 in Witham should be retained (near the Co-Op services)	This tree is not being removed as part of the proposed scheme. Tree planting is shown on Figure 2.1: Environmental Masterplan [TR010060/APP/6.2].	
Cat 2&3/097	Wildlife and Ecology					✓	Where we live in a country that has one of the most depleted ecosystems on the planet, schemes like this can go a huge way in increasing wildlife corridors through culverts and bridges, and can provide 10%	One of the aspirations of the proposed scheme is no net loss of biodiversity and, in principle, where habitats are lost as a result of the proposed scheme, new habitats of	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							biodiversity net gain. I would urge that any changes to ecological mitigations is thoroughly investigated and local nature/wildlife organisations are involved.	equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
Cat 2&3/098	Alternative Design					✓	2. I believe that the Environmental Impact Assessment accompanying the DCO must include the following: - UNDER ALTERNATIVES - a do nothing scenario; a public & sustainable transport option at the same cost; a one-lane each way option where currently six lanes are planned between Marks Tey and Kelvedon so that this can take local traffic and the current road can take long-distance traffic (end result six lanes)	Chapter 3: Assessment of alternatives, of the Environmental Statement [TR010060/APP/6.1] discusses the optioneering process that has been undertaken as part of the proposed scheme.	
Cat 2&3/100	Infrastructure					✓	There are further concerns on the phased closure of the A12 junctions and the impact this will have on the tributary roads surrounding Braxted Park. Braxted Park Road is not suitable for the use of heavy goods vehicles and are National Highways able to guarantee that during and post construction heavy goods vehicles will not be directed down Braxted Park Road (we	The Applicant has set plans for authorised and restricted routes for construction related vehicles during construction; please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							acknowledge that traffic into Brice Aggregates and the Commodity Centre Group would be exempt)?		
Cat 2&3/101	Landscape and Visual Impact					✓	The number of cars using the Hatfield Peverel train station has fallen drastically and there is more than enough space to accommodate works vehicles in addition. If it is still found necessary to create a car park we need assurances that all materials, lighting and equipment etc. will be removed at the earliest opportunity. The field must be restored to its former glory.	The Applicant is currently holding discussions with Network Rail and the train operating company (Greater Anglia) to discuss the impacts and mitigation measures to Hatfield Peverel station operations. The location and operation of the temporary car park will be carefully discussed with the relevant stakeholders. The car park should only be in operation for the period of inactivity for Station Road Bridge, which is expected to take approximately six months.	
Cat 2&3/102	Request Further Information / Review					✓	If National Highways are able to accommodate these requests and guarantee that Braxted Park Road can remain open, we would consider removing this objection.	The Applicant would install traffic management measures in sections where works are proposed. As part of those, a plant crossing would be proposed at Henry Dixon Road at the new A12 alignment intersection. Regular traffic would continue to be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								able to use Braxted Road at all times.	
Cat 2&3/103	Traffic Flow					✓	CUMULATIVE IMPACT PLUS HOUSING. The additional road capacity will simply lead to additional housing in the likes of West Tey (24,000-homes); Kings Dene (5,000 homes); Silver End garden community (5,000-homes); Temple Border/Braintree East (c4,000 homes). This will lead to far greater traffic than modelled and to a further reduction in air quality and increase in noise.	The Applicant can only take into consideration committed schemes.	
Cat 2&3/104	Sustainability					✓	The money ear-marked for this scheme should be diverted to sustainable transport in the area.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within The Applicants Net Zero plan, while The Applicant supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the Strategic Road Network, for example. This is why the Committee on Climate Change	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government’s Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								Environmental Statement [TR010060/APP/6.1]. Furthermore, road user greenhouse gas emissions are expected to reduce substantially over time as more electric vehicles and vehicles that are more efficient enter the vehicle fleet (e.g. in response to the Government's Transport Decarbonisation Plan).	
Cat 2&3/105	Wildlife and Ecology					✓	1. If the A12 is widened between Kelvedon & Marks Tey, then the current four lanes must, for the benefit of the environment, be returned to nature and communities, in the form of a linear park. Essex County Council is aware of this proposal. I created a petition calling for this. I have not had the time to give the petition the attention it deserves, but, with little effort it has achieved 575 signatures at time of submission of this response.	The Applicant is aware of other areas in the country where local authorities have utilised land between existing and realigned highways as a starting point to create linear parks. While the creation of a linear park falls outside of the scope of the proposed scheme, in the area of land between the old and new A12 between J24 (Kelvedon North) and J25 (Marks Tey) ecological mitigation areas will be created. This will mean that the land will be wildflower grassland with some native tree and shrub planting where screening or landscape	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>integration is required, unless requested by landowners to retain the land as farmland. Furthermore there is an application for designated funds to provide a linear walking, cycling and horse riding route across the ecological mitigation, allowing the community to use it as open space.</p> <p>An approach to maximising biodiversity delivery is being applied to the proposed scheme to ensure it is completed with an overall positive impact on the local natural environment. The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								detailed design of the proposed scheme has yet to be undertaken.	
Cat 2&3/106	Traffic Flow					✓	Apologies if this is the incorrect section but can you explain how you are going to avoid 'pinch points' for traffic at either end of the A12 improvements i.e. going from 3 new lanes down to 2 lanes...specifically at junction 25 towards junction 26?	The traffic modelling work predicts significant journey time savings for traffic in both directions between J25 and J19. This is based on a traffic model which includes the fact that Chelmsford Bypass south of J19 is only two lanes per direction.	
Cat 2&3/107	Traffic Flow					✓	You have no mention on your survey about the A120 at Marks Tey. We have to queue on this road on a daily basis which obviously impedes on our business. The proposed 4way traffic lights at Marks Tey will make things worse	<p>Detailed junction modelling work for J25 has been undertaken using Vissim traffic modelling software. This shows that the proposed junction would perform satisfactorily in the year 2042, including on the A120 arm of the junction. It also predicts what would happen if the proposed scheme is not built.</p> <p>The assessment shows that without the proposed scheme there would be significant queuing at the junction, especially on the A120 arm. By 2042, it predicts that average queues in the PM peak hour would reach almost 400m on the A120 arm</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								if the proposed scheme is not built. With the proposed scheme, this queue would be 40m. Full details of the assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	
Cat 2&3/108	Safety					✓	The Church Road and Plantation Road junctions to Main Road Boreham are already horrendously dangerous and the predicted increased traffic would make them black spots!	The proposed design would widen the A12 to three lanes between J19 and J25. This includes widening in-between the slip roads at J25, so it would tie into the existing three lane section north of J25. There would therefore not be a traffic pinch point in the northbound direction towards J26.	
Cat 2&3/109	Walking, Cycling and Horse Riding					✓	I am concerned about provision for local residents getting around. The plans for Junction 25 seem to prioritise HGVs and A12 traffic, and make life worse for people living on Old London Road, Marks Tey, in particular.  The plans also seem contrary to the new Highway Code Hierarchy of Road Users:	The design has improved routes and crossings for pedestrians and cyclists as well as improving movement for motorised vehicles. The Development Consent Order will set out improved routes and crossings which have been proposed. Old London Road is currently a cul-de-sac connecting to A120. The proposed scheme	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>[REDACTED]</p> <p>in that the routes for WCH seem to be an afterthought (criss-crossing over and around) rather than a priority (direct and pleasant).</p>	<p>disconnects the A120 junction so this road will instead be accessed from the new roundabout connecting the existing and realigned A12. This means that properties to the north of the roundabout now benefit from being on a cul-de-sac with reduced passing traffic. Properties to the south of the roundabout are unaffected by Old London Road alterations but would benefit from reduced traffic impact by the detrunking of the adjacent A12.</p> <p>Proposed footways, cycle routes and bridleways have been designed and will be constructed to the relevant design standard and best practice. The proposed scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken and approval received. In the detailed design stage this will continue with further safety</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								governance including an independent road safety audit and a Walking-Cycling-Horse-Riding review.	
Cat 2&3/110	Safety					✓	<p>The increase in traffic expected at peak times travelling through Boreham will increase the chance of a driver colliding with a pedestrian or vulnerable road user along the Main Road through the village of Boreham - the current speed limit set at 40MPH is too high, and not only increases the risk of death in such a case from 5/10 to 9/10, it goes against Essex Highway's published statement that 30MPH should be "The standard limit in built-up areas with development on both sides of the road."</p> <p>Source: <a href="https://www.essexhighways.org/uploads/files/strategy_speed_management_strategy.pdf">https://www.essexhighways.org/uploads/files/strategy_speed_management_strategy.pdf</a></p>	The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The Development Consent Order will set out the proposed speed limits being applied for and this will be considered during the examination process.	
Cat 2&3/111	Walking, Cycling and Horse Riding					✓	For health and environment reasons we should encourage walking and cycling, not further use of private cars.	The design has improved routes and crossings for pedestrians and cyclists as well as improving movement for motorised vehicles.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>The improved routes and crossings proposed will seek to maximise the directness and attractiveness of routes.</p> <p>These improvements are intended to encourage active travel modes and reduce dependence on private car usage.</p>	
Cat 2&3/112	Walking, Cycling and Horse Riding					✓	<p>Opportunities to improve public footpaths around Inworth have been lost - it will be even harder to walk to the farm shop in Inworth from Messing after these proposals are implemented.</p>	<p>The Applicant understands the poor quality of the existing walking route from Messing to the farm shop in Inworth Road. This reflects the physical constraints on Kelvedon Road and provision of a segregated footway on this route is outside the scope of this proposed scheme. The future access to the farm shop will connect to the proposed roundabout on the realigned Inworth Road, so pedestrians will no longer have to walk along Inworth Road on that section of travel.</p> <p>Consultation with Essex County Council (highway authority) continues and issues raised that are</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								outside the scope of the proposed scheme will be considered.	
Cat 2&3/113	Walking, Cycling and Horse Riding					✓	<p>GA-017</p> <p>What measures are going to be put in place to improve the conditions for walkers or cyclists along Main Road? At present it is a nightmare for either categories of users, and an increase in traffic which on a road with no speed deterrents is not beneficial to anyone, and appears a contradiction to aims of improving the environmental use for residents.</p>	<p>The Applicant recognises the poor conditions for active travel on Main Road at present.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19. The Development Consent Order will set out the proposed speed limits being applied for and this will be considered during the examination process.</p> <p>The existing walking/cycling route in the rural section will be retained and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								will connect to a new controlled crossing in the vicinity of Paynes Lane. This will also connect to Beaulieu Park and the wider development area. The Applicant considers that these measures improve the attractiveness of active travel and connectivity to the new development. They also improve conditions for those living on Main Road and connecting roads.	
Cat 2&3/114	Impact on Properties / Landowners					✓	Are there any options to improve private access to ensure road safety? Our house is grade II listed	If the proposals directly affect the geometry of an existing private access then the owner will be contacted and the proposals shared. All private accesses that are physically affected by the tie-in arrangements to the new or improved road will be constructed and reinstated to the required standards and visibility criteria. If the access is not physically affected then it is unlikely that works to a privately owned access would be carried out.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
Cat 2&3/115	Impact on Properties / Landowners					✓	<p>We are told that it is proposed to lay a temporary car park. This concerns us very much.</p> <p>The field is currently planted by the farmer with wild flowers and plants and is a haven for a diverse range of wildlife.</p>	<p>Details for the temporary car park can be found in the Outline Construction Traffic Management Plan. [TR010060/APP/7.7].</p> <p>The Traffic Management Plan will be developed and communicated to all subcontractors and suppliers, detailing the measures to be implemented in respect of managing construction traffic. The areas closer to properties that sit inside the Main Compound will be dedicated to the set-up of a car park and offices – activities which will have a minimal impact on residents.</p> <p>For compound arrangement, please refer to the Construction Compound Management Plan, which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5]. This also includes mitigation measures which will be implemented to minimise the impacts from light, noise and dust pollution, including the following:</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<ul style="list-style-type: none"> <li>• Lighting will be directed away from properties.</li> <li>• A soil bund will be placed strategically to the west and south boundary of the compound to shield residents from the activities carried at out at the compound.</li> <li>• Noisy activities associated with concrete and asphalt plants have been placed further from the residents, at the north-east corner of the site.</li> <li>• The surface will be a bound surface to reduce dust from moving vehicles; where this is not practicable the surface will be subject to dust suppression measures.</li> <li>• Speed limits will be implemented which will help to reduce noise, dust and vehicle emissions.</li> </ul> <p>One of the aspirations of the proposed scheme is maximising</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>biodiversity and, in principle, where habitats are lost as a result of the proposed scheme, new habitats of equal or greater value would be created. These habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>representations to the Planning Inspector during the Examination process.</p> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.</p>	
Cat 2&3/116	Land Take					✓	<p>Purchase of our land - where are the figures taking into account annual increases in land value</p> <p>Where are the assurances that this will not be used for building in future - where are the clauses to prevent future profiteering?</p>	<p>All land acquired freehold for the proposed scheme will be used and retained by National Highways for the purposes permitted by the Development Consent Order. Any temporary land will be returned to the landowner in its original condition.</p>	
Cat 2&3/117	Land Take					✓	<p>They do not address the loss of farmland.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								possible in order to avoid unnecessary land take.	
Cat 2&3/118	Land Take					✓	You have provided no satisfactory answers to my question regarding the long-term proposals for the land used for the Construction Offices and importantly the Borrow Pit to the north of the A12 between "The Pines" and Witham. I received an answer "it was hoped that there would be some environmental opportunities" (or something along those lines anyway). This should be clearly agreed and set out in your proposals. It will be too late when it becomes landfill! Furthermore, we do not wish to see it allocated for residential building and become part of Witham.	The temporary land will be reinstated to its current use and returned to the landowner. The proposed reinstatement of the borrow pit is set out in the Borrow Pits Report [TR010060/APP/7.8].	
Cat 2&3/119	Land Take					✓	To highlight this, we have overlaid National Highways Plan detailing the extent of the proposed area of permanent acquisition onto the plan of Xchange quarter and associated development (see Appendix 1). Permanent acquisition would negatively impact and jeopardise the delivery of a piece of significant approved rail infrastructure of regional significance and	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>the delivery of a significant component of Chelmsford's employment land provision.</p>	<p>possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/120	Request Further Information / Review					✓	This is A12 end of New Lane. Is the field (on the right looking at it) going to be widened to make room for the roundabout.	The proposed roundabout linking to London Road, Feering will be constructed within National Highways land. There would be a very small amount of earthworks in the field to the east of New Lane, Feering.	
Cat 2&3/121	Impact on Local Businesses / Services					✓	I write in regard to the A12 widening scheme, and specifically any change it might mean to the current access to Little Braxted Hall, Witham Road, Little Braxted, CM8 3EU from the Junction 22, Coleman's Bridge area. Our company, Ancient Purity, is based at Little Braxted Hall. We currently employ 5 members of staff, 4 of whom	The proposed scheme would provide continuous access to and from the existing junction to Little Braxted Road. The completion of the new proposed alignment for the A12 would require the diversion of the existing Little Braxted Road link to a new junction arrangement. Traffic	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>consistently access our office via Little Braxted Lane/Witham Road. We also have a number of customers who visit each week, who primarily come via that turning. It is vital to our continuing business that an access is maintained from the proposed new roundabout at Junction 22 to Little Braxted Lane/Witham Road as well as access to Witham Town and Witham Railway Station. Any closure of access would be detrimental to the functioning of our business at Little Braxted Hall. We would also like to stress the need for this access to remain fully open during the construction of the new road/roundabout.</p> <p>Yours faithfully Owner/Director Ancient Purity Ltd ANCIENT PURITY HEALTH FREEDOM SPIRIT www.ancientpurity.com</p>	management restrictions would be in place in the area as outlined in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
Cat 2&3/122	Impact on Local Businesses / Services					✓	<p>As part of National Highways supplementary consultation, ending on the 19th December, it has been identified on General Arrangement Sheet 2 of 21 (Drawing No. HE551497 Rev P05) that a bridge is proposed over the A12 and train line. The bridge is proposed on CZ's land to the north of the A12 which forms part of</p>	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							<p>the wider Beaulieu development. The bridge does not tie in with Beaulieu's Movement Network Strategy (latest version enclosed) and particularly the Primary Cycleway route connecting to the new Beaulieu Park Train Station. The bridge as detailed would also impact delivery of the approved Beaulieu XChange Business Park on CZ's land (approved land use parameter plan enclosed). It is our position that these matters and conflicts need to be fully and satisfactorily resolved ahead of formal submission. CZ object to the National Highways proposal for the 'permanent acquisition' of CZ land north of the railway line. The extent of the proposed acquisition is detailed on 'Land Use Plan CH 10600 to 12100 - drawing 02 of 21 (RC-C-0047)'. The land proposed to be acquired by National Highways includes;</p> <p>land comprising the consented car park serving the new Beaulieu Rail Station, the associated link to the new rail station, a sizable part of the consented employment land at XChange quarter.</p>	<p>have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							safeguarded land for a future bypass running to the east of the RDR 2B	compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/123	Impact on Local Businesses / Services					✓	Permanent acquisition would negatively impact and jeopardise the delivery of a piece of significant approved rail infrastructure of regional significance and the delivery of a significant component of Chelmsford's employment land provision.	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								<p>and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
								In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspector during the Examination process.	
Cat 2&3/124	Impact on Properties / Landowners					✓	We would hope at the very least that a generous wild life corridor is maintained to all affected properties bordering this field and that fencing or some sort of barrier is erected to screen off and protect our properties.	The location of the temporary car park is shown on the Temporary Works Plans [TR010060/APP/2.2.3]. The detailed layout within the area shown will be finalised once advanced archaeology works have been progressed. As shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] the arc of trees between the properties and temporary car park will be retained and protected which will continue to provide some screening to this part of the field. Any temporary areas will be reinstated afterwards with agreement of the landowner.	
Cat 2&3/125	Impact on Properties / Landowners					✓	Surely some form of soil investigation should be carried out together with a survey of existing adjacent properties, particularly [Address] (only 2 metres from	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes detailed assessment of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49277	Change Y/N
							track), to ensure they do not suffer damage caused by the proposed traffic either by impact or vibration.	environmental effects of the proposed scheme relating to noise and vibration.	
Cat 2&3/126	Impact on Properties / Landowners					✓	CUMULATIVE impact - must take into account not only the new six lanes between Marks Tey and Kelvedon but also the impact if the four current lanes remain and the impact of the dualling of the A120. Cumulatively the additional road capacity will have a significant and severe impact on people living in the area, who will suffer from a reduction in air quality and an increase in noise.	The proposed scheme is scoped out of the cumulative effects assessment in Chapter 16 of the Environmental Statement, [TR010060/APP/6.1]. It is included in Road Investment Strategy 3 and will therefore be implemented after the proposed scheme, which is being implemented under Road Investment Strategy 2. It would be for the proposed scheme's Environmental Impact Assessment to consider the cumulative effects in due course.	

## 2.4 Easthorpe Road

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Easthorpe Road.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.4 Consultation Responses – Sup Con Easthorpe Road**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/001	Traffic Flow / Access	Essex County Council	✓				From the supplementary consultation the lowering of the impact of the scheme on Easthorpe Road is welcomed however the connectivity aspect needs to be maintained and it is noted that increases in flows are being seen on School Road and London Road (Copford). Clarification is sought as to the assessment of these routes in their ability to take the additional flows (albeit small).	As a result of statutory consultation feedback, further design work was undertaken and proposed changes to the design were presented at supplementary consultation. This included the proposed closure of access to the de-trunked A12 from Easthorpe Road. This proposal included assessing changes to traffic flows as a result of the closed access. The findings were published in the supplementary consultation and show that, while traffic is predicted to use School Road and London Road, increases are small compared to the Do Minimum scenario. The Applicant recognises that there are existing problems on London Road, but these are	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								outside the scope of the proposed scheme.	
ER/002	Safety	Essex County Council	✓				What is important is the impact on WCH on these routes and whether any additional safety assessments have been carried out in terms of the increase in flows.	The proposed scheme has been subject to a preliminary design road safety audit and a walking, cycling and horse riding (WCH) assessment and will be subject to a further detailed design safety audit and a WCH review.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/003	Walking, Cycling and Horse Riding	Essex County Council	✓				<p>Turning to the specific proposal around the closure of Easthorpe Road it is noted that the structure will be maintained for agricultural and WCH purposes, clarification is sought on the standard of WCH facilities specifically the footway widths, LTN 1/20 compliant cycle facilities and equestrian parapets given that horse riders could potentially be crossing the bridge and need to do so safely.</p> <p>Clarification is sought on the standard of WCH facilities specifically the footway widths, LTN 1/20 compliant cycle facilities and equestrian parapets given that horse riders could potentially be crossing the bridge and need to do so safely.</p>	Proposed footways, cycle routes and bridleways will be designed and constructed to the relevant design standard and best practice. All will be subject to independent road safety audit at the design stage. The proposed scheme is progressing to detailed design and will be subject to a walking, cycling and horse riding (WCH) review and independent road safety audit.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/004	Access	Copford with Easthorpe Parish Council	✓				Measures must be in place to prevent attempts to use Easthorpe Road and then turn left into Well Lane and access A12 via Messing. Signs and restriction needed. Further signage along Fountain Lane and Aldercarr Lane would reduce HGV attempts to access this road.	As a result of statutory consultation feedback, further design work was undertaken and proposed changes to the design were presented at supplementary consultation. This included the proposed closure of access to the de-trunked A12 from Easthorpe Road. This proposal included assessing changes to traffic flows as a result of the closed access. The findings were published in the supplementary consultation and show that the traffic is predicted to use School Road and London Road.  The design of signing and other measures will be developed in the detailed design.	
ER/005	Traffic Flow / Access	Copford with Easthorpe Parish Council	✓				Mitigation measures will also be necessary along School Road Copford to prevent HGV traffic in particular using this route.	Forecast increases in traffic flow on School Road are small and there is a very small increase in heavy goods vehicles (HGVs) (maximum of two additional HGVs per hour). On this basis, at this stage no mitigation measures are considered necessary. This will be reviewed in the detailed design stage.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/006	Support	Copford with Easthorpe Parish Council	✓				This proposal is positive for residents of Easthorpe.	Thank you for your feedback. Your comments will help the Applicant better understand the local area and any potential impacts the A12 widening may have on the community. The Applicant has listened to and considered everyone's feedback	
ER/007	Access	Feering Parish Council	✓				Feering Parish Council believe that this is a backward step in terms of the road networks around the area and should remain open. Easthorpe Road used to be to usable all ways before the A12 became too busy. The new bridge over the new A12 and the reinstated connection to the de-trunked A12 would restore this removal of access and would restore the flexibility of people's choice.	In response to the proposals presented at statutory consultation, a number of responses were received expressing concerns about the improved access arrangements that were proposed, and feedback that the Easthorpe Road access to the de-trunked A12 should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, access arrangements at this location have been reviewed and it was concluded that the access could be closed.  To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders, there	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>will be an accommodation bridge across the proposed scheme at this location. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.</p> <p>Access for general traffic between Easthorpe Road and the de-trunked A12 is still provided under the proposed scheme via the junction with Rectory Road, School Road, London Road and J25.</p>	
ER/008	Objection	Anglian Water	✓				Anglian Water objects to the CA of land including the Feering New Lane SPS.	There would not be permanent acquisition of land at the Anglian Water Feering New Lane SPS. There would only be a temporary possession of land and the permanent acquisition of rights over this land, as shown on the Land Plans [TR010060/APP/2.7] and in the Book of Reference [TR010060/APP/4.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/009	Access	Anglian Water	✓				<p>Anglian also seeks agreement that works at Feering would not prevent the 24/7 access to the Feering London Road Travelodge SPS.</p> <p>Anglian Water seeks agreement that the closure of Easthorpe Road and related works would not prevent 24/7 access to the Easthorpe SPS, Copford Mulberry SPS and other facilities in and around Copford Green.</p>	Access to the Anglian Water assets mentioned is expected to be maintained throughout construction.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/010	Access				✓		<p>Concerned about limited access to Easthorpe.</p>	<p>In response to the proposals presented at statutory consultation, a number of responses were received expressing concerns about the improved access arrangements that were proposed, and feedback that the Easthorpe Road access to the de-trunked A12 should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, access arrangements at this location have been reviewed and it was concluded that the access could be closed.</p> <p>To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders, there will be an accommodation bridge across the proposed scheme at this location. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.</p> <p>Access for general traffic between Easthorpe Road and the de-trunked A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								is still provided under the proposed scheme via the junction with Rectory Road, School Road, London Road and J25.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/011	Misleading / Inaccurate Information	162269			✓		At the recent Messing Village Hall drop in session a representative of NH quoted that the traffic through Messing Village would ""double"" because of this closure. Nowhere in the brochure, under page 34 or page 28 does it specify this information, therefore this detail is missing and the published facts are misleading.	<p>The proposed scheme traffic model predicts that, by closing Easthorpe Road, most traffic that would otherwise have used Easthorpe Road would instead travel to J25 via School Road and London Road, Copford.</p> <p>The traffic model does predict an increase of traffic through Messing of around one vehicle per minute in the AM and PM peaks. However, this is due to traffic travelling from the B1022 to Inworth Road via Harborough Hall Road / Messing village centre / Kelvedon Road, instead of continuing down the B1022 and joining the B1023 Inworth Road at Tiptree. It is not due to traffic travelling from Easthorpe Road.</p>	
ER/012	Walking, Cycling and Horse Riding	162130			✓		I feel that reinstatement, improvement and creation of new public rights of way (including BRIDLEWAYS) are a must for this area of works.	Easthorpe Road will be closed to general traffic, for use by emergency services, local agricultural vehicles and walkers, cyclists and horse riders. The removal of general traffic will provide a safer link for walking, cycling and horse riding over the new A12, where no crossing exists today.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The realigned Easthorpe Road would be linked to public right of way (PRoW) footpath 128_23, which would be extended to the west to provide a 1.6km walking connection to PRoW footpath 78_15 at Prested Hall. The existing PRoW network would be extended throughout the proposed scheme to provide new connections and address historical severance.	
ER/013	Climate Change					✓	A number of consultees are concerned about the scheme increasing carbon emissions.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the Strategic Road Network, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Furthermore, road user greenhouse gas emissions are expected to reduce substantially over time as more electric vehicles and vehicles that are more efficient enter the vehicle fleet (e.g. in</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								response to the UK Government's Transport Decarbonisation Plan).	
ER/014	Walking, Cycling and Horse Riding					✓	There is a lot of local support for this, indeed there is a growing support base and campaign to 're-green' this area for a country park or cycle way/park. This has been done elsewhere and would be a major benefit to mitigate the overall negative ecological impact of building the new 6 lane A12 across open farmland.	The Applicant is aware of other areas in the country where local authorities have utilised land between existing and realigned highways as a starting point to create linear parks.  While the creation of a linear park falls outside of the scope of the proposed scheme, ecological mitigation areas will be created in the area of land between the old and new A12 between J24 (Kelvedon North interchange) and J25 (Marks Tey interchange). This will mean that the land will be wildflower grassland with some native tree and shrub planting where screening or landscape integration is required, unless requested by landowners to retain the land as farm.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/015	Access					✓	A number of consultees were concerned about who will be able to access the acc. bridge, how that access will be enforced and the design of the acc. bridge.	To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders, there will be an accommodation bridge across the proposed scheme at this location. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.	
ER/016	Infrastructure					✓	We are also confused why the proposed flyover appears to be a dual carriage way? Since there are no plans for access other than emergency vehicles this seems entirely unnecessary and seems like an attempt to 'future proof' the road. However, we were told explicitly it was not allowed for the relevant agencies to spend money in this way. So we'd suggest this is made a single carriageway if there are no plans to use the flyover any other way. If there are such plans, these should be disclosed.	The proposed Easthorpe Road overbridge is one lane in each direction. The structure is provided to ensure that access for agricultural machinery and emergency vehicles is maintained, as well providing a crossing of the proposed scheme for walkers, cyclists and horse riders. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/017	Infrastructure				✓	<p>The roundabout should be positioned in front of the exit from the new business park so that they go straight in line to access roundabout and stop commercial lorries travelling on any part of the Old London Road.</p> <p>That roundabout has got to be moved to allow all commercial vehicles entering the A12 so that they cannot have access to the Old London Road.</p>	<p>National Highways is aware that planning permission has been granted for development of the derelict Andersons site and notes that there are concerns that this may increase traffic using the roundabout which provides access to Old London Road, the existing A12 and the new Junction 25.</p> <p>The proposed scheme removes the majority of traffic that would access the Andersons site via the Old London Road. Relocating the proposed roundabout which accesses Old London Road, the existing A12 and the new Junction 25, to the west to directly tie in with the proposed development of the Andersons site as has been suggested, would require increased permanent land take which cannot be justified for the purposes of the A12 scheme. This would also mean the A12 northbound off-slip and proposed roundabout would move closer to some residential occupiers, which could result in more noise when compared to the reductions in noise expected to be achieved by the current scheme design.</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>As part of the scheme, this part of the existing A12 will be de-trunked and passed to Essex County Council to manage as the local highway authority. Essex County Council may resolve to alter the road layout to permit vehicle movements from the southbound carriageway of the existing A12 to directly enter and exit the Andersons site, which would require less intervention and would result in less impacts than moving the proposed roundabout to the west as has been suggested. As this change to the road layout is not required to mitigate impacts of the A12 scheme, it will be a matter for Essex County Council to determine whether to take forward any such change in due course.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/018	Objection				✓	✓	Some consultees would like to know why the decision to close access was made and what measures to mitigate increased Messing traffic have been included in the design.	<p>In response to the proposals presented at statutory consultation, a number of responses were received expressing concerns about the improved access arrangements that were proposed, and feedback that the Easthorpe Road access to the de-trunked A12 should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, access arrangements at this location have been reviewed and it was concluded that the access could be closed.</p> <p>To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders, there will be an accommodation bridge across the proposed scheme at this location. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.</p> <p>Access for general traffic between Easthorpe Road and the de-trunked A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>is still provided under the proposed scheme via the junction with Rectory Road, School Road, London Road and J25.</p> <p>The proposed scheme traffic model predicts that, by closing Easthorpe Road, most traffic that would otherwise have used Easthorpe Road would instead travel to J25 via School Road and London Road, Copford.</p> <p>The traffic model does predict an increase of traffic through Messing of around one vehicle per minute in the AM and PM peaks. However, this is due to traffic travelling from the B1022 to Inworth Road via Harborough Hall Road / Messing village centre / Kelvedon Road, instead of continuing down the B1022 and joining the B1023 Inworth Road at Tiptree. It is not due to traffic travelling from Easthorpe Road.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ER/019	Support				✓	A large number of the consultees support the closure of the Easthorpe Road access and many are happy that it will stop Easthorpe Road being used as a rat-run.	The Applicant welcomes the consultee's comments of support.	
ER/020	Safety				✓	A number of the consultees support the closure of the Easthorpe Road access for improved access and safety of WCH users.	Thank you for taking time to provide your comments relating to the consultation exercise. The Applicant is pleased that you find the improved facilities will benefit walkers, cyclists and horse riders (WCH).	
ER/021	Objection				✓	Some consultees would like it explained how traffic will be impacted by the closure and the effects of the closure on Kelvedon Road (Messing).	<p>The proposed scheme traffic model predicts that, by closing Easthorpe Road, most traffic that would otherwise have used Easthorpe Road would instead travel to J25 via School Road and London Road, Copford.</p> <p>The traffic model does predict an increase of traffic through Messing of around one vehicle per minute in the AM and PM peaks. However, this is due to traffic travelling from the B1022 to Inworth Road via Harborough Hall Road / Messing village centre / Kelvedon Road, instead of continuing down the B1022</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								and joining the B1023 Inworth Road at Tiptree. It is not due to traffic travelling from Easthorpe Road.	
ER/022	Safety					✓	The closure of Easthorpe Road will also make the area much safer for pedestrians, horse riders, cyclists and other traffic as even though the village has a 30 mph speed limit cars are constantly exceeding this limit with cars registered at travelling over 60mph.	Thank you for your response and confirmation that the proposals address the identified road safety concern.	
ER/023	Safety					✓	There are minimal pavements and no street lights which is part of village life. Pedestrians will be put at	Consultation with Essex County Council (highway authority) will continue, and issues raised that are outside the extent	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							additional risk and with the school it is also going to be a danger for the children.	and scope of the proposed scheme, such as this one, will be considered.	
ER/024	Walking, Cycling and Horse Riding					✓	The Village is also used for bridal paths and these areas are reducing more and more for a safe place to be used.	The proposed scheme has been subject to a preliminary design road safety audit and a walking, cycling and horse riding (WCH) assessment and will be subject to a further detailed design safety audit and a WCH review. Consultation with Essex County Council will continue and issues raised that are outside the extents and scope of the proposed scheme, such as this one, will be considered.	
ER/025	Consultation					✓	The changes proposed to the Easthorpe Road access onto the old detrunked A12 are inadequate. The problem you have rightly recognised is the potential for the significant increase to local roads in Easthorpe and Copford due to the scheme. This is because you are obsessed with maintaining the old A12 and detrunking it. In this way you are not just widening the A12 but also providing a significant new local	In response to the proposals presented at statutory consultation, a number of responses were received expressing concerns about the improved access arrangements that were proposed, and feedback that the Easthorpe Road access to the de-trunked A12 should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, access arrangements at this location have been reviewed and it was concluded that the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>road which will always generate more traffic. The reasons for maintaining this old corridor have never been adequately justified, other than its fairly obvious the Essex Authorities (aided by Highways England) lost their case for a new town but cant let go of the opportunity of being granted a ready made road for future (possibly significant) development. Any such road which may or may not be required to give access for future development should be adequately and properly planned in conjunction with a new scheme when and if it arises. Widening the A12 in itself doesn't require a new road to be provided by the default proposal of leaving it in place when the new trunk road is put somewhere else.</p>	<p>access could be closed.</p> <p>To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders (WCH), there will be an accommodation bridge across the proposed scheme at this location. The updated design prohibits general traffic from using this bridge by using signs and providing a gate.</p> <p>Access for general traffic between Easthorpe Road and the de-trunked A12 is still provided under the proposed scheme via the junction with Rectory Road, School Road, London Road and J25.</p> <p>The existing A12 between J24 and J25 will be de-trunked and passed over to the local county council. This de-trunking is necessary to prevent parallel sections of strategic road from J24 and J25 and is standard practice when offline sections are proposed in strategic road improvement projects.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The de-trunked A12 will remain two lanes in each direction.</p> <p>Between J24 and J25, three new roundabouts will be constructed. The proposed Feering East Roundabout, in the location of the existing J24, will maintain access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south. Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road roundabout will also provide a turning point on the de-trunked A12. Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest,	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>average speed on this stretch of de-trunked A12.</p> <p>The existing WCH routes will be retained. Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections.</p> <p>The de-trunked sections of the A12, along with the rest of the proposals, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	

## 2.5 Inworth Road

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Inworth Road.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.5 Consultation Responses – Sup Con Inworth Road**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/001	Cultural Heritage	Essex County Council	✓				<p>Archaeology</p> <p>The changes presented in the Supplementary Consultation document (November 2021) raise some concern as they lie beyond the POL presented in the PEIR and therefore have not been assessed in terms of impact on potential archaeological remains. Specifically, this includes the widening of the Inworth Road and the diversion of the Cadent gas pipeline. A programme of aerial photographic assessment, geophysical survey, trial trench evaluation and geoarchaeological investigation has been completed within the POL. The results of the trial trenching and geoarchaeological investigation have not yet been submitted for review</p>	<p>Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] assesses the impacts on unknown archaeological potential of all areas within the Order Limits, including the widening of Inworth Road and the gas main diversion. However, the trial trenching did not cover the whole of the Order Limits, because they were amended after the fieldwork was complete. Therefore, measures have been proposed to ensure these additional areas are evaluated as part of early works mitigation.</p> <p>Appendix 7.7: Trial Trenching Final Report, of the Environmental Statement [TR010060/APP/6.3] was issued to Essex County Council and other consultees in February 2022, and the draft Appendix 7.3: Palaeolithic Desk-Based Assessment, of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Any additional areas beyond the POL will not have benefitted from archaeological evaluation and therefore the proposed impact on archaeological deposits has not been fully established.	Environmental Statement [TR010060/APP/6.3] in March 2022. These do not include the areas added as part of the supplementary consultation (in particular the Inworth Road flood compensation and Cadent gas main diversion routes). Measures to address this are proposed in Table 5.1 of Appendix 7.10: Archaeological Mitigation Strategy, of the Environmental Statement [TR010060/APP/6.3].	
IR/002	Cultural Heritage	Essex County Council	✓				Inworth road There is likely to be an impact on archaeological remains associated with the historic core of the village whose origins are medieval in origin. In addition, remains of a Roman kiln nearby and numerous multiperiod findspots suggest pre-medieval settlement and activity.	The potential for impacts to occur in Inworth during construction and operation of the proposed scheme is assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
IR/003	Cultural Heritage	Essex County Council	✓				The report recommends a programme of archaeological work to understand and record any below ground remains prior to construction, the form of this should be agreed in advance in consideration of the available evidence to determine the most suitable methods for evaluation and mitigation	A meeting was held 13 April 2022 with Essex County Council, Historic England and Colchester Borough Council to discuss and agree the methodology, scope and scale of further evaluation and mitigation works. The results have informed the mitigation presented in Chapter 7: Cultural Heritage, of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Environmental Statement [TR010060/APP/6.1].	
IR/004	Cultural Heritage	Essex County Council	✓				In addition, it is noted that there are areas of road widening on the periphery of the proposed scheme, such as those proposed for the village of Inworth (B1023) with widening being between 0.3 and 2.00 metres in places. Although this particular area is not a Conservation Area, the Church is a Grade I Listed early eleventh-century century and there are many other Listed buildings along the road. The impacts of any road widening (including from any increased vibration or traffic use) should also be included within the impact assessments.	The potential for impacts to occur in Inworth during construction and operation of the proposed scheme, including on the setting of designated heritage assets, is assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
IR/005	Walking, Cycling and Horse Riding	Essex County Council	✓				In terms of the specific proposals highlighted in the supplementary consultation could clarification be provided on the following:  The footway/cycleway provision and improvements posed in the consultation on Inworth Road - could more information be provided on precisely where these improvements are to be made and to what	The proposals are localised to reflect impacts of the proposed scheme and comprise the following:  1. A walking/cycling bypass of the proposed roundabout which connects to J24, to reduce safety risk to walkers and cyclists at the junction.  2. To the east side of Inworth Road to the north of the Red Dog Restaurant/Rubina	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>standard and potentially whether the improvements will extend to the length of the Inworth Road?</p> <p>More information would also be appreciated on the safety assessment for WCH and how the enhancements/widening assist with improving conditions for WCH particularly against the backdrop of the predicted increases in traffic flow.</p>	<p>Kitchen, environmental/ drainage measures are needed, and the existing footway is affected. A replacement footway is proposed in this section, which includes an extension of that footway a short way to the north to connect the footway to the public right of way.</p> <p>The localised limited widening of pinch points in this area, shown in the supplementary consultation brochure, is proposed to reduce the likelihood of vehicles over-running the footway where present, without widening to an extent which might encourage higher speeds.</p>	
IR/006	Walking, Cycling and Horse Riding	Essex County Council	✓				<p>In summary the County Council re-iterates its previous concerns over Inworth Road raised during the statutory consultation and requests access to the modelling data in order to come to an informed view over the impact on Inworth Road and any resultant impact on WCH despite localised widening for these users being proposed.</p>	<p>The proposed scheme has been subject to significant consultation with stakeholders that will continue into the detailed design stage. A preliminary walking, cycling and horse riding (WCH) assessment was undertaken, and this is ongoing into the review stage with the design team. All facilities for WCH will be designed to the relevant design standard and best practice, and on completion of the detailed design stage the proposed scheme will be subject to a detailed design safety audit.</p> <p>Detailed traffic modelling information has been provided to the county council, though a series</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								of workshops. Detailed traffic modelling information is also provided in the Transport Assessment [TR010060/APP/7.2] and Combined Modelling and Appraisal Report [TR010060/APP/7.3].	
IR/007	Hydrology / Flood Risk	Essex County Council	✓				Wherever possible to mitigate increases risk of flooding to local area as well as the neighbouring properties. It should be ensured the development should not increase existing risk.	The proposed scheme seeks to ensure no increase in flood risk elsewhere. Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3] contains further information.	
IR/008	Alternative Design	Essex County Council	✓				Turning to the specific details the County Council has an aspiration of a new link to Tiptree to relieve the existing Inworth Road and allowing safe active and sustainable travel enhancements to be made to the existing route. Again, it is appreciated that it is outside of the scope of the project and we will be exploring this further with DfT but to support this and as mentioned previously the County Council have entered into collaborative discussions around accessing the modelling data to be able to come to an informed view around the need for such a link. It would be welcomed if clarification could be provided around the growth figures in terms of what	Traffic models have been developed to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing developments. The list of housing developments contained in the models was developed through discussions with local planning authorities. The traffic from these committed developments features in both the 'with proposed scheme' and 'without proposed scheme' traffic models. A full list of the future developments included in the traffic model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>has been included in the DCO model and the newer 2019 base year model and whether the neighbourhood growth plans were taken into account in the modelling if not this needs to be included in a sensitivity test to explore how traffic routings would alter when the A120 option D is built (this may have implications for traffic using Kelvedon High Street for example). This could give rise to the need for a new link road to provide connectivity for local communities.</p> <p>Nevertheless, the Council would welcome the support of NH in that the new link road could be accommodated in the A12 design as well as ideas for a local traffic management package if the Inworth Road did have to take what looks to be substantial increase in traffic (even with the updated modelling figures) and there are many imperfections and restrictions on the road at present.</p>	<p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p> <p>Detailed traffic modelling information has been provided to the county council, through a series of workshops. Detailed traffic model information is also provided in the Transport</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Assessment [TR010060/APP/7.2] and Combined Modelling and Appraisal Report [TR010060/APP/7.3]. The project team will continue to engage with Essex County Council.	
IR/009	Hydrology / Flood Risk	Essex County Council	✓				Environmental assessment of Inworth Road:  ECC welcomes the proposal of detailed assessment of the flood risk due to road widening (Inworth Road drainage and the water environment).	Detailed assessment of the flood risk due to road widening at Inworth Road is included in Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3].	
IR/010	Infrastructure	Copford with Easthorpe Parish Council	✓				Despite the improvements, the width of this road is still too narrow to accommodate NH modelling of traffic that increase both along the road and through the raised junction.	The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.  The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the historic capacity issues as well as those caused by the projected increase in traffic.	
IR/011	Traffic Flow	Feering Parish Council	✓				Inworth Road, at this point in time, is not fit for purpose and a further potential 50% increase in traffic is going to cause even more issues. Feering Parish Council consider that the localised widening of this road south of the new junction will not sufficiently alleviate the increase in traffic, especially HGV traffic, which is forecast to use this road.	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p>	
IR/012	Traffic Flow	Feering Parish Council	✓				Feering Parish Council continue to deplore the omission from the traffic forecasts of the extra traffic that will be generated by the 4ha of business use (BDC Policy LPP2) and the 838 extra homes (1000 homes - 162 already consented) from the Feering Strategic Growth Location (BDC Policy LPP22) which is in the BDC Local	<p>Only the first phase of the development near Feering (162 homes) is specifically included within the traffic model. The second phase is not yet far enough into the planning process to be considered certain enough for inclusion. This is based on national traffic modelling guidance. To accommodate the traffic from this large development, Braintree District Council</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Plan. The BDC Local Plan increase in homes in Feering is about 100% compared to the existing number of homes in Feering. This is greatly above the average increase in the number of homes in the BDC Local Plan overall.	may require the developer to provide road network improvements as part of the planning process, although this is a separate process outside of the Development Consent Order application.	
IR/013	Walking, Cycling and Horse Riding	Feering Parish Council	✓				There is still a lack of safe continuous footways at Gore Pit towards Threshelfords or continuing from Threshelfords south along the Inworth Road. There are also no safe cycle routes, as we have previously stated in our submissions.	The Applicant recognises the poor quality pedestrian provision and lack of any cycle provision apart from on-road travel in all-purpose traffic including HGVs. The scheme does not change the status of Walking, Cycling and Horse riding use on this route and providing any improvement here is outside the scope of the scheme.	
IR/014	Alternative Design	Feering Parish Council	✓				A link road needs to be implemented to divert traffic away from Gore Pit Corner where the issues will be exacerbated by the additional traffic, from and to the new junction. A potential solution to the link road would be to create a link route using the line of the old A12 which is already partly being used to create a new road and bridge access to Prested Hall and the Crown Estates Land. The link road must be delivered within the time frame of the A12	The proposed scheme's location for the new J24 is forecast to reduce traffic approaching Gore Pit Junction, as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							junction and should not come after the junction has been put in.		
IR/015	Hinds Bridge	Feering Parish Council	✓				Parish Council continue to press for commensurate improvements on or alongside Hinds Bridge on Inworth Road, north of the new junction, which will be bringing traffic to the new junction from Feering, Kelvedon, Coggeshall and other settlements to the north. Hinds Bridge cannot accommodate two HGVs now and has no footway or safe cycle space.	The proposed scheme technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is not changing the traffic flows across the bridge. As traffic flows are not being increased, the Applicant is not planning any interventions at the bridge. It may be that as part of the Crown Estate development that these concerns could be addressed, and the Applicant suggests that this should be raised in the first instance with Essex County Council.	N
IR/016	General	Feering Parish Council	✓				Feering Parish Council have noted that the traffic model has been updated. The Parish Council would like confirmation as to how this update has been undertaken and why there has been a reduction of 42% (am) and 34% (pm) in the proposed increase in traffic along Inworth Road (consultation document page 32) as there does not appear from the consultation document to	Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the 'with proposed scheme' scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>be any back up of this data. When were the surveys undertaken to show this reduction?</p>	<p>In line with standard traffic modelling practise, each road in the traffic model is assigned a 'speed-flow curve'. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p> <p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road's physical constraints, and to better reflect the sign-posted speed limit. For example, the speed-flow curve was changed for the section of the road through Inworth from "Village Single Carriageway B Road, 40mph" to "Village Single Carriageway B Road, 30mph".</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data was incorporated. The list of future housing and employment developments used in the model was also updated, which changes future year traffic patterns.</p> <p>All of these impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.</p>	
IR/017	Air Pollution	Messing Cum Inworth Parish Council	✓				NH were able to explain in some detail how the air quality modelling is compiled. The PC were shocked to find out that the figures used have been taken from a study carried out in Kelvedon High Street some years ago and not Inworth at all! The topographical position of Inworth, lying in a dip in the land as it does, is very different from Kelvedon High Street and the PC	The pollution dispersion model was set up in accordance with the traffic model base year of 2019. Hence, air quality monitoring data was derived for this year. This involved projecting existing National Highways monitoring undertaken in 2017 and 2018. This data was also used to set up the previous pollution dispersion model with a base year of 2016. For the PIER, the monitoring data was back	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>demand that physical studies are carried out in Inworth so that this part of NH information is substantiated and thus can be relied upon.</p>	<p>projected. In addition to the National Highways air quality monitoring data, the model set also applied data recorded by local authorities (i.e. for the 2016 and 2019 traffic model base years). The important aspect is having a range of monitoring data within five years of the traffic model base year which can be projected if required. On this basis, the monitoring data applied for Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] is considered to be appropriate.</p> <p>The standard criterion in considering terrain is a 10% gradient in slopes. Under this value, it is generally unnecessary to include terrain in the model setup (Local Air Quality Management – Technical Guidance (TG16) (Defra, 2021)). Examination of the terrain surrounding Inworth Village up to 150m to the west and to the east indicated slopes of 4.6% and 5.4% respectively. The Inworth Road itself has a slope of 3% north to south. These are general calculations using digitised maps. It is concluded therefore that introducing terrain in the pollution dispersion modelling setup would have negligible impact on the current modelling outcome. In addition, the results reported in the Environmental Statement for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								receptors in Inworth indicate annual mean NO2 concentrations of between 12-15 micrograms per metre cubed with the proposed scheme in place in 2027, which is considerably lower than the air quality objective for this pollutant of 40 micrograms per metre cubed.	
IR/018	Hydrology / Flood Risk	Messing Cum Inworth Parish Council	✓				For NH to ease the constraints of the existing Inworth Road you plan to widen it, which raises further flooding issues. The proposed plan to alleviate this is adding drainage ponds and flood mitigation. To allow for these, more land is required and will be taken from landowners.	The drainage ponds are primarily intended to mitigate any flooding as a result of the road widening, but the flood mitigation seeks to reduce the existing level of flood risk to the road. A detailed assessment of flood risk is included in Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3].	
IR/019	Impact on Health	Messing Cum Inworth Parish Council	✓				NH has admitted that there will be a negative impact on mental wellbeing for Inworth residents. The PC are concerned that NH is not putting enough thought into mitigation.	Evidence for health outcomes associated with community severance is currently relatively limited (see Appendix 13.1: Human Health Literature Review and Evidence, of the Environmental Statement [TR010060/APP/6.3]. Appendix 13.4: Mental Wellbeing Impact Assessment, of the Environmental Statement [TR010060/APP/6.3] has identified increased traffic volumes as a key community concern. However, given that traffic volumes are already relatively high	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>through this village, it is uncertain whether the perception of severance would be particularly noticeable for most people. On this basis, the mental wellbeing impact is assessed as negative but is not considered to be significant in population health terms. This is due to the relatively small population affected, the uncertainty whether the traffic increases would be perceptible over the relatively high baseline traffic flows, limited good quality evidence of links to health outcomes, and that the community exposed is relatively healthy and resilient. This does not mean that the impact could not be considered significant for some individuals. The proposed scheme includes mitigation measures to replace hedgerows, as well provision for some localised widening and a lengthened pedestrian footway along Inworth Road, which would improve access for walkers. While these measures would help to mitigate the visual and traffic impacts of the proposed scheme, it is uncertain whether they would help mitigate mental wellbeing impacts, taking into account the variability in individuals' perceptions, sensitivities and personal circumstances.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/020	Access	Messing Cum Inworth Parish Council	✓				The PC have noted that new access points have been added to the roundabout onto Inworth Rd which will allow the occupants and shoppers (who use the farm shop) to join the highway. The PC have noted that this access points are on bends and ask for clarification that this is a safe position.	The Applicant has taken previous comments from Messing Cum Inworth Parish Council and Essex County Council on board and introduced a preliminary design of an access for Stonefields Farm commercial business and farm shop which was included in the supplementary consultation materials. The bends to achieve deflection on the approach to the roundabout on the B1023 are standard for the design speed of the road and are expected to slow vehicles, which should reduce the gap size required for vehicles accessing the B1023.	Y
IR/021	Infrastructure	Messing Cum Inworth Parish Council	✓				It is with great concern we note that no improvements are forthcoming to Hinds Bridge. We are told it is NHs intention to attract A120 & village traffic away from using Kelvedon High Street to access the A12 by making Inworth Road/Junction 24 more attractive. Simply monitoring local social media would show how local expectation is being built up on Kelvedon/Feering access via Junction 24. However, by either not offering improvements to the design for Hinds bridge or not offering a slip road to Junction	The proposed scheme's technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is not changing the traffic flows across the bridge. As traffic flows are not being increased, the Applicant is not planning any interventions at the bridge. It may be that as part of the Crown Estate development that these concerns could be addressed, and the Applicant suggests that	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>24 from Inworth Road North an existing bottle neck/pinch point will be made significantly worse and probably shorten the life of the bridge.</p> <p>We ask that you review this and when doing so consider climate change and the effect of rising waters underneath as the bridge sits low in the landscape.</p>	this should be raised in the first instance with Essex County Council.	
IR/022	Infrastructure	Messing Cum Inworth Parish Council	✓				<p>Within National Highways proposed interventions to Inworth Road you have shown road widening at pinch point positions. These areas will be widened by 3m up to 2m dependent upon the location. However, the pinch points you have highlighted through the village of Inworth, by NHs own admission, are not to be widened as there is no land that can be taken for this. Therefore, Inworth village remains a bottle neck and your proposed design has a second clear flaw.</p>	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p> <p>Within the village of Inworth, the assessment shows that two large vehicles can pass safely</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								on the existing, relatively straight section of road. As such, there is no widening proposed on that section of road. The localised limited widening of pinch points on Inworth Road are proposed to reduce the likelihood of vehicles over-running the footway or verge where present, without widening to an extent which might encourage higher speeds.	
IR/023	Infrastructure	Messing Cum Inworth Parish Council	✓				The PC conclude that the Inworth Road is not suitable to modify for the projected increased traffic flow let alone the future traffic amounts which will come with further housing development in the area.	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p>	
IR/024	Land Take	Messing Cum	✓				The [Personal details removed] also have deep concerns revolving around	National Highways has sought to achieve a balance between minimising land take and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
		Inworth Parish Council					<p>"provisional order limits" in front of the Church. National Highways must be clear whether it intends to take consecrated land to facilitate the B1023 intervention.</p>	<p>securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>There is a very small area of land forming part of the Church's title included as permanent acquisition. However, this small area of land is beyond the fence line of the church grounds and forms part of the layby/highway verge. Consequently, this is not considered to be consecrated land. However, further engagement will be had with the Church as to whether any consecrated land will be affected. Part of the Church's land is included for temporary possession in case there is a need to remove any vegetation to allow the works to the B1023 to take place.</p>	
IR/025	Land Take	Messing Cum Inworth Parish Council	✓				<p>NH have consistently argued they do not like to take land unnecessarily and that is, in part, why the community bypass does not appeal to them. However, this latest Inworth Road design by NH appears to fly in the face of this point.</p>	<p>National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.	
IR/026	Land Take	Messing Cum Inworth Parish Council	✓				An analysis of the land-take for the supplementary consultation has been carried out. The land-take required by NH to make the amendments to the Inworth road with its widenings and ponds etc equates to approximately 5.06 hectares. When this figure is taken and placed over the land required for the Community Bypass which is not already under provisional order limits, we are able to fill an area of 50.3m x 1005m (please see attached drawing).	National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.	
IR/027	Traffic Flow	Messing Cum Inworth Parish Council	✓				Hinds bridge has a weight limit of 3t and is a listed structure. Two years ago, emergency works were carried out to stabilise the bridge by ECC. These works have enabled the bridge to carry on taking existing traffic volumes but did not go as far as to widen the bridge to allow for 2 large vehicles to pass one another. It is, therefore, a pinch point on your A12 access route.	The proposed scheme is predicted to slightly reduce the amount of traffic passing Hinds Bridge. Over the course of a day, traffic is expected to be 8% lower than it would be without the proposed scheme.	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/028	Traffic Flow	Messing Cum Inworth Parish Council	✓				<p>NH has now reduced the projected increase of traffic from 90% to 42% at evening peak times. As an explanation they say “we have updated the traffic coding of Inworth Road to better reflect the physical constraints of the road and therefore we have reduced the capacity of the road”. No detail has been provided on where the additional traffic has gone or how they have come to this conclusion. This sounds suspiciously like “we now realise the road can’t take the projected increase in traffic, so we have reduced the increase percentage figure”. We therefore have deep doubts about National Highways traffic projections. Further details are required. It is also concerning that with a projected increase of 90% they state the Inworth Road did not require alteration. Now that a lesser increase of 42% is projected, the road requires major investment!</p>	<p>Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the ‘with proposed scheme’ scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.</p> <p>In line with standard traffic modelling practise, each road in the traffic model is assigned a ‘speed-flow curve’. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p> <p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road’s physical constraints, and to better reflect the sign-posted speed limit. For example, the speed-flow curve was changed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>for the section of the road through Inworth from “Village Single Carriageway B Road, 40mph” to “Village Single Carriageway B Road, 30mph”.</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data was incorporated. The list of future housing and employment developments used in the model was also updated, which changes future year traffic patterns</p> <p>All of these impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.</p>	
IR/029	Safety	Messing Cum	✓				We also wish to draw attention to the homeowners within Inworth who must	The Applicant recognises that the existing route is below the standard that would be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
		Inworth Parish Council					reverse out of their driveway onto the highway and question whether this can be safely done at peak hours.	<p>required of a new road in accordance with standards such as the Manual for Streets. This is the case for a large part of the rural local road network. The extent to which safe visibility and access from driveways is affected by layout and vegetation which may be impeding sight lines is a matter for property owners and the local highway authority. The Applicant is not proposing any changes to this layout within the village, and so visibility and space for off-road parking and manoeuvring would not be altered, as any necessary improvements are outside the scope of the proposed scheme.</p> <p>However, where feasible, the Applicant will actively investigate the provision of some mitigation within the works extents and Order Limits at the detailed design stage.</p>	
IR/030	Light Pollution	Messing Cum Inworth Parish Council	✓				The PC require the artificial light around the proposed roundabout onto Inworth Road to be substantially decreased due to the negative impact it will have on the homes and the wellbeing of residents.	<p>Design of lighting will be undertaken in accordance with current design standards and policy to ensure the following:</p> <ol style="list-style-type: none"> <li>1. Clarity of road layout to help people drive more safely: The alignment means the roundabout must be offset from the approaches, and lighting helps draw drivers'</li> </ol>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>attention to the changed alignment and roundabout location, minimising late braking.</p> <p>2. Efficient use of lighting: Lighting is designed to minimise light spill to reduce adverse effects on habitats and on nearby homes, for example. This also reduces running costs and the environmental impact of energy generation. Modern lighting units are efficient and directional, with minimal light spill.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p>	
IR/031	Alternative Design	Messing Cum Inworth Parish Council	✓				<p>National Highways have made a clear point that the Parish Council's Community Bypass will have an environmental impact larger than the present interventions proposed for Inworth Road. With no information having been made available, and no detailed work having been undertaken, the Parish Council challenge this point strongly.</p> <p>The latest drawings by National Highways show the loss of hedgerows, trees, and habitat along with further land-take for</p>	<p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>widening, drainage etc. For the construction of these alterations to proceed a sizable amount of building work will need to be carried out to a narrow a winding road that was not designed to take this level of traffic flow. This work was not envisaged in the original NH plans when the B1023 was considered as being 'fit for purpose'.</p> <p>Messing Cum Inworth Parish Council demand a detailed study is carried out by an independent party of both the Community Bypass and the B1023 with interventions covering all aspects of the projects with the aim of arriving at a balanced, fully informed decision.</p>	<p>constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p>	
IR/032	Further Information	Messing Cum Inworth Parish Council	✓				<p>Construction of the Proposed Alterations The [Personal details removed] would like further and more detailed information on how the proposed works can be carried out whilst Inworth Rd remains open.</p>	<p>The proposed scheme would look to minimise the construction impacts to Inworth Road residents and businesses, and therefore would aim to carry out the required upgrade works under weekend closures. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details. Please also refer to the first iteration Environmental Management Plan [TR010060/APP/6.5] for the proposed mitigation measures.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/033	Traffic Calming Measures	Messing Cum Inworth Parish Council	✓				<p>At this time there is no alteration to the current speed limit on the Inworth Road planned. If NH are serious about reducing noise and air pollution, we ask that a 30mph limit along the whole of the road is put in place.</p>	<p>The existing 30mph speed limit through Inworth Village will be extended northwards, to include the proposed Inworth Roundabout junction with J24. It is expected that the roundabout will act as a traffic calming feature, reducing vehicle speeds locally and particularly for traffic approaching and entering the village from the north. The Applicant recognises from engagement with the local community that existing traffic speeds from this direction are a key concern, and the proposed scheme is expected to reduce these.</p> <p>A detailed speed limit review, from Inworth Village to the proposed Inworth Roundabout junction with J24, and more widely, will be developed in liaison with the local highway authority at the detailed design stage, using Department for Transport guidance such as Setting Local Speed Limits (Department for Transport Circular 01/2013).</p> <p>The proposed scheme is not increasing traffic levels on Inworth Road to the north of the proposed Inworth Roundabout, and therefore the Applicant considers it outside the scope of the proposed scheme to address speed limit concerns to Gore Pit Junction. A change to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								speed limits and its enforcement at this location is a matter for the local highway authority.	
IR/034	Consultation Document	Messing Cum Inworth Parish Council	✓				We realise that Hinds bridge is a difficulty in your plans, but that doesn't mean it should be ignored. Northbound Inworth road traffic assessment traffic modelling figures have not been shown within the Supplementary consultation and we would request to see if they remain the same as the previous consultation figures.	The proposed scheme technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is not changing the traffic flows across the bridge. These ongoing concerns have been discussed in several meetings and as traffic flows are not being increased, the Applicant is not planning any interventions at the bridge. It may be that as part of the Crown Estate development that these concerns could be addressed, and the Applicant suggests that this should be raised in the first instance with Essex County Council.	
IR/035	Hydrology / Flood Risk	Environment Agency	✓				This location is at risk of surface water flooding. Essex CC as Lead Local Flood Authority should be consulted on the proposed surface water drainage proposed scheme and any mitigation proposed to manage the existing flood risk.	Essex County Council as Lead Local Flood Authority is being consulted as part of design development process.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/036	Hydrology / Flood Risk	Environment Agency	✓				Water quality impacts should also be considered. Drainage attenuation ponds are referred to as part of the proposed approach which should improve the quality of run off. The SuDS design guide for Essex should be referred to and utilised: Water Quality   Essex Design Guide	<p>Highways. Agency Water Risk Assessment Tool (HEWRAT) assessments have been undertaken in accordance with Design Manual for Roads and Bridges LA 113 to consider the water quality impacts of the Inworth Road improvements. The HEWRAT has been developed through research undertaken by National Highways (formerly Highways England) with the Environment Agency.</p> <p>Essex County Council's (2020) Sustainable Drainage Systems Design Guide refers to the CIRIA (2015) SuDS Manual (C753). Section 26.7, Table 26.1 of the SuDS Manual advocates assessment of water quality using increasing levels of complexity. The complexity of the design methods in Table 26.1 progresses to detailed risk assessment and ultimately to process-based modelling. HEWRAT incorporates both these methods in that it uses site-specific information and also statistical distributions of likely concentrations and loadings in the runoff. HEWRAT therefore provides a detailed and site-specific approach to water quality risk management.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/037	Cultural Heritage	Historic England	✓				We also note proposed changes to the proposed scheme at Inworth Road. These changes have the potential to result in adverse impacts on cultural heritage assets. We note the pinch point widening would result in temporary short-term impacts on the setting of the grade I listed Parish Church of All Saints, Inworth (LEN 1224592) from the visual and noise effects of construction work.	There are considered to be no significant effects on built heritage receptors along Inworth Road resulting from construction. The assessment can be found in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
IR/038	Further Information	Historic England	✓				It is stated that short term impacts from noise disturbance on listed buildings during construction would be mitigated by implementing good site practice. Details of this good practice will need to be presented in the ES.	Measures to mitigate the short-term impacts from noise disturbance on listed buildings during construction are included in the Register of Environmental Actions and Commitments, which is in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IR/039	Further Information	Historic England	✓				We welcome the proposed programme of archaeological work to understand and record any below ground remains prior to construction to reduce impacts on any archaeological remains. We look forward to commenting on the Environmental Management Plan in due course and would advise this plan is agreed with	A meeting was held with the heritage stakeholders on 15 April 2022 to discuss the results of the evaluations and agree proposed mitigation measures. The results have informed the mitigation presented in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							stakeholders in advance of submission of the Environmental Statement.		
IR/040	Access	Anglian Water	✓				Anglian Water objects to the CA of land east of the Inworth Road (B1023) which would prevent, interfere with or limit access to the abstraction sites on the Domsey Brook.	The proposed scheme would not require compulsory acquisition of Anglian Water land at Inworth Road and would not limit access to its assets at this location.	
IR/041	Access	162245			✓		GA-094 Construction and Access to Balancing Pond (Brochure Page 46)  1. The access road to the Balancing Pond must be secured by means of a robust, permanent fence to avoid the possibility of trespass, illegal encampments and unauthorised use of the pond area which is largely out of sight, tucked away behind Columbyne Cottage.  2. Access from this road onto the Inworth Road must be similarly secured with a substantial metal gate, locked at all times.	Access provisions to all drainage ponds will be subject to negotiation with relevant landowners and tenants at the detailed design stage when the fencing and gate design for the proposed scheme is progressed. Where it is agreeable to affected landowners, it is expected that pond access tracks will be secured from the public highway via a locked gate to prohibit misuse.	
IR/042	Alternative Design	162285			✓		This is not acceptable particularly as there is a very simple alternative by the use of the ,to be,SW detrunked existing A12. The use of this road from the proposed Roundabout at the southern end of New	The proposed scheme's location for the new J24 is forecast to reduce traffic approaching Gore Pit Junction, as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Lane Feering then connecting to Inworth Rd Feering just to the North of Hinds bridge would by pass the Anchor Junction and keep a significant amount of traffic away from what, when the Crown Estates development is built, be the centre of Feering Village. It cannot be right, when there is a simple alternative, to make the new centre of Feering village a traffic hot spot	Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	
IR/043	Alternative Design	162060			✓		A link road from Hinds Bridge to the new roundabout at the end of New Lane, Feering, could be made economically by using the redundant section of the old A12.	The proposed scheme's location for the new J24 is forecast to reduce traffic approaching Gore Pit Junction, as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	N
IR/044	Access	162285			✓		We farm Land each side of Inworth Rd Feering and North of London Rd Feering and the A 12 from New Lane Feering up to opposite the Easthorpe turning. It is essential that access to this land is safe	The proposed Feering East Roundabout (existing J24) will provide a northbound connection to the de-trunked A12. The roundabout is proposed to accommodate farm vehicles and will allow entry/exit into New Lane	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>and suitable for agricultural vehicles. In particular a 2 way connection to and from the detrunked A 12 to the southern end of New lane, to and from our land to the East of New lane.</p>	<p>from London Road and the de-trunked A12. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</p> <p>The existing A12 south of the roundabout will be stopped up, as this is in the location where the new A12 detours from the existing and bypasses it heading towards Marks Tey. A southbound connection to the new A12 will be available from J24 via London Road and the B1023 Inworth Road.</p> <p>The Applicant will seek to maintain access to all properties throughout the construction of the proposed scheme. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with affected landowners to ensure that any such disruption is minimised.</p> <p>Detailed requirements will be finalised at detailed design and in consultation with landowners. In terms of post-construction access, any replacement private means of</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								access will principally be on a like-for-like basis.	
IR/045	Traffic flow	162244			✓		NH's traffic modelling does not differentiate between passenger vehicles, public transport vehicles and HGVs. In recent months, residents have noticed a steady and increased flow of Construction and Goods lorries on the Inworth Road causing more noise and, importantly, more vibration than passenger vehicles alone.	The traffic models do distinguish between cars, light goods vehicles and heavy goods vehicles. As noted, it is particularly critical for the noise and vibration assessments to consider the additional impact of larger vehicles.	
IR/046	Walking, Cycling and Horse Riding	162130			✓		I cannot see a reason for the de-trunked piece of Inworth road to be kept as a WCH route as there is not a pathway before or after it.	A shared cycle footway is included in the proposal for the roundabout on Inworth Road as shown on the General Arrangement Plans [TR010060/APP/2.9]. This shared cycle footway is to provide a safe route for cyclists and walkers that bypasses the roundabout where there are more conflicts with vehicles.	
IR/047	Events	162254			✓		During the recent Messing Village Hall ""walk in Session"" NH failed to provide the following; - costs for B1023 improvements,	A cost estimate for the proposed works to B1023 has been carried out and included in the J24, Inworth Road and Community Bypass Technical Report, Appendix 3.3 of the Environmental Statement [TR010060/APP/6.3].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/048	Events	162254			✓		<p>During the recent Messing Village Hall "walk in Session" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>how 'new' reduced but still higher than present traffic figure values had been devised,</li> </ul>	<p>Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the 'with proposed scheme' scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.</p> <p>In line with standard traffic modelling practise, each road in the traffic model is assigned a 'speed-flow curve'. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p> <p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road's physical constraints, and to better reflect the sign-posted speed limit. For example, the speed-flow curve was changed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>for the section of the road through Inworth from “Village Single Carriageway B Road, 40mph” to “Village Single Carriageway B Road, 30mph”.</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data was incorporated. The list of future housing and employment developments used in the model was also updated, which changes future year traffic patterns.</p> <p>All of these impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/049	Events	162254			✓		<p>During the recent Messing Village Hall ""walk in Session"" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>how traffic pollution figures were calculated, using old data from Kelvedon village (this village has a totally different geological surrounding to that of Inworth),</li> </ul>	<p>The pollution dispersion model was set up in accordance with the traffic model base year of 2019. Hence, air quality monitoring data was derived for this year. This involved projecting existing National Highways monitoring undertaken in 2017 and 2018. This data was also used to set up the previous pollution dispersion model with a base year of 2016. On this occasion, the monitoring data were back projected. In addition to the National Highways air quality monitoring data, the model set also applied data recorded by local authorities (i.e. for the 2016 and 2019 traffic model base years). The important aspect is having a range of monitoring data within five years of the traffic model base year which can be projected if required. On this basis, the monitoring data applied for Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] is considered to be appropriate.</p>	
IR/050	Events	162254			✓		<p>During the recent Messing Village Hall ""walk in Session"" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>how traffic will be managed during construction of the road improvements,</li> </ul>	<p>The proposed scheme would look to minimise the construction impacts to Inworth Road residents and business, and therefore would aim to carry out the required upgrade works under weekend closures. Please refer to the Outline Construction Traffic Management Plan</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/7.7] for further details. Please also refer to the first iteration Environmental Management Plan [TR010060/APP/6.5] for the proposed mitigation measures.	
IR/051	Events	162254			✓		<p>During the recent Messing Village Hall "walk in Session" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>how locations for drainage culverts were devised (as some are located incorrectly to resolve road flooding),</li> </ul>	Please note the drainage culverts utilise existing culvert locations where Inworth Road currently crosses the existing field drains/ditches. New culverts are required at some locations to drain the external natural catchments, including the requirements for culverts from the proposed diversions to existing watercourse/field drains that currently drain through Inworth Road. It should be noted that the culvert locations proposed are based on the currently available information and will be refined through subsequent design stages.	
IR/052	Events	162254			✓		<p>During the recent Messing Village Hall "walk in Session" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>why NH have no plans to improve Hinds Bridge to take Feering, Kelvedon and Coggeshall traffic,</li> </ul>	The proposed scheme's technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is reducing the amount of heavy and wide vehicles predicted to drive across the bridge. As the flow of large vehicles which could cause conflict problems are not	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								being increased the Applicant is not planning any interventions at the bridge. It may be that as part of the Crown Estate development that these concerns could be addressed, and the Applicant suggests that this should be raised in the first instance with Essex County Council.	
IR/053	Events	162254			✓		<p>During the recent Messing Village Hall ""walk in Session"" NH failed to provide the following;</p> <ul style="list-style-type: none"> <li>how the impact to the environment and community separation is to be mitigated.</li> </ul>	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Section 13.9 of Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] which discusses the impacts of the proposed scheme on community separation.	
IR/054	Vegetation and Biodiversity				✓	✓	<p>Some consultees are concerned that the removal of mature hedgerows and trees badly will affect negatively wildlife habitats and will be visually damaging to this Inworth village. Some also have concerns that there will be increased noise from loss of the existing planting. They do not believe appropriate mitigation have been proposed for this.</p>	<p>Impacts on the landscape and visual impacts are assessed in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1]. Biodiversity is discussed in Chapter 9, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Where practicable, the design minimises the loss of vegetation, including trees. Where vegetation loss is unavoidable, mitigation is</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] and Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2].</p> <p>While its generally not possible to install new double glazing in listed buildings, secondary glazing can sometimes be applied, subject to Listed Building Consent. Other noise mitigation would also be applied including use of low noise surfaces at Inworth Junction. This is discussed further in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p>	
IR/055	Impact on Health				✓	✓	Some consultees believe the proposals will negatively impact the physical and mental wellbeing of the residents both during and after construction due to the increased noise, vibration and air pollution.	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts as a result of the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality and Chapter 12: Noise and Vibration.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Appendix 13.1, of the Environmental Statement [TR010060/APP/6.3] presents the evidence for mental health effects attributable to noise at various levels. Transport related noise is a relatively widespread issue in the urban and semi-urban UK context but has a relatively small contribution to the burden of disease compared to other risk factors.	
IR/056	Air Pollution	162130			✓	✓	It is imperative that actual air pollution readings are gained (not using previous years figures nor other locations nearby) and that the true increase is applied to the readings to identify accurate predicted levels. Geography must also be considered.	The pollution dispersion model was set up in accordance with the traffic model base year of 2019. Hence, air quality monitoring data was derived for this year. This involved projecting existing National Highways monitoring undertaken in 2017 and 2018. This data was also used to set up the previous pollution dispersion model with a base year of 2016. On this occasion, the monitoring data were back projected. In addition to the National Highways air quality monitoring data, the model set also applied data recorded by local authorities (i.e. for the 2016 and 2019 traffic model base years). The important aspect is having a range of monitoring data within five years of the traffic model base year which can be projected if required. On this basis, the monitoring data applied for Chapter 6: Air Quality, of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Environmental Statement [TR010060/APP/6.1] is considered to be appropriate.</p> <p>The standard criterion in considering terrain is a 10% gradient in slopes. Under this value, it is generally unnecessary to include terrain in the model setup (Local Air Quality Management – Technical Guidance (TG16) (Defra, 2021)). Examination of the terrain surrounding Inworth Village up to 150m to the west and to the east indicated slopes of 4.6% and 5.4% respectively. The Inworth Road itself has a slope of 3% north to south. These are general calculations using digitised maps. It is concluded therefore that introducing terrain in the pollution dispersion modelling setup would have negligible impact on the current modelling outcome. In addition, the results reported in the Environmental Statement for receptors in Inworth indicate annual mean NO2 concentrations of between 12-15 micrograms per metre cubed with the proposed scheme in place in 2027, which is considerably lower than the air quality objective for this pollutant of 40 micrograms per metre cubed.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/057	Traffic Flow				✓	✓	<p>A number of the consultees would like to know how the proposals mitigate the issue of increased traffic on the Inworth road. They note that the existing road is in a poor condition, prone to flooding and struggles to deal with the current traffic volumes.</p> <p>They also question why no mitigation is proposed for increased Traffic in Tiptree.</p>	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] shows that traffic growth is predicted in Tiptree. However, this is within the capacity that the network can accommodate. The effects on links and junctions have been assessed and the Applicant is satisfied that they can operate safely without changes to junctions or links.</p> <p>It is not within the remit of the proposed scheme to address historic maintenance</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>issues on the local roads network. However, in those direct locations where the A12 proposed scheme would widen the road to address the projected increase in traffic, the existing carriageway surface will be assessed and improved where necessary.</p> <p>Where changes can be made to the width of Inworth Road, new drainage would also be provided. The interventions will require some flood mitigation. Several flood and drainage mitigation areas have been proposed.</p>	
IR/058	Infrastructure				✓	✓	A number of the consultees have expressed their concern that the Hinds Bridge has not been proposed for widening and that this will create a pinch point for traffic.	The proposed scheme's technical teams have looked at Hinds Bridge in detail, and the Applicant is aware that the bridge was strengthened by the Essex County Council bridge team in 2018 and of the historic issues with the bridge. The Applicant is very clear that the proposed scheme is not changing the traffic flows across the bridge. These ongoing concerns have been discussed in several meetings and as traffic flows are not being increased, the Applicant is not planning any interventions at the bridge. It may be that as part of the Crown Estate development that these concerns could be addressed, and the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Applicant suggests that this should be raised in the first instance with Essex County Council.	
IR/059	Alternative Design				✓	✓	A few of the consultees have recommended a link road from the northern dumbbell roundabout of Junction 24 to the B1023 at Threshelfords.	An additional link road, from the northern dumbbell roundabout of the proposed J24 to Inworth Road north of the A12, was investigated as part of the holistic option study undertaken in Stage 2 – Option Selection. The study covered a number of options for J24. The option with the northern link was referred to as Option E, and the current proposal was Option F. As part of the study, strategic traffic analysis was undertaken to compare Option E and Option F. This was factored into the decision-making process, which looked at how the options perform against supporting economic growth, providing a safe and serviceable network, a more free-flowing network, an improved environment, a more accessible and integrated network, customer satisfaction, value for money and deliverability/construction. Option F performed better than Option E in terms of cost and the drainage, structures and planning aspects of deliverability/construction. As a result of the study, Option F was carried forwards and has	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>been refined and advanced to form the current proposal.</p> <p>Further details of the study can be found in the Junction 24 Strategy Technical Note, which forms Appendix D of the Scheme Assessment Report Addendum, available to the public on National Highways' website:</p> <div style="background-color: black; width: 100%; height: 20px;"></div>	
IR/060	Alternative Design				✓	✓	<p>A number of the consultees would like the "Inworth By-Pass" to be considered again. Some believe that the by-pass option would have a smaller land take, cost less and be quicker to construct.</p> <p>A few of the consultees also believe that the inclusion of northern link to Threshelfords would solve the Hinds Bridge issues as well as reduce Inworth traffic that will be heading to the Threshelfords business site and the predicted housing that will be next to it.</p>	<p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p> <p>A number of consultee respondents expressed opposition to the community bypass, stating concerns over the environmental impacts of a new road.</p> <p>An additional link road, from the northern dumbbell roundabout of the proposed J24 to Inworth Road north of the A12, was investigated as part of the holistic option study undertaken in Stage 2 – Option Selection. The study covered a number of options for J24. The option with the northern link was referred to as Option E and the current proposal was Option F. As part of the study, strategic traffic analysis was undertaken to compare Option E and Option F. This was factored into the decision-making process, which looked at how the options perform against supporting economic growth, providing a safe and serviceable network, a more free-flowing</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>network, an improved environment, a more accessible and integrated network, customer satisfaction, value for money and deliverability/construction. Option F performed better than Option E in terms of cost and the drainage, structures and planning aspects of deliverability/construction. As a result of the study, Option F was carried forwards and forms the current proposal.</p> <p>Further details of the study can be found in the Junction 24 Strategy Technical Note, which forms Appendix D of the Scheme Assessment Report Addendum, available to the public on Nationals Highways' website:</p> <div style="background-color: black; width: 100%; height: 40px;"></div>	
IR/061	Impact on Properties				✓	✓	A couple of the consultees expressed concern that the proposals would decrease the value of their property	<p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please see the following link to find out further information on National Highways' property</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>policies:</p> <p>[REDACTED]</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
IR/062	Safety				✓	✓	A few of the consultees would like to see the 30mph speed limit extended to the proposed roundabout from the Inworth village or to see ways of enforcing the speed limit through the village. They believe this would improve safety, as well as reducing noise and air pollution.	There is no proposed speed limit change at present because visibility of the limit and therefore compliance would be better positioned a short way from the junction.	
IR/063	Safety				✓	✓	A small number of the consultees are concerned about WCH safety and would like to see improvements to the local WCH network and consideration of street lighting	<p>The Applicant recognises the increase in traffic flow and concerns regarding safety for the safety of walkers, cyclists and horse riders. At present, there is only a localised, discontinuous and poor quality footway, and no facilities at all for cycling or horse riding, so those users must share the carriageway with motor traffic.</p> <p>While the proposed scheme would have the effect of increasing traffic flow, this does not materially reduce the safety of walking on the discontinuous footway. Localised improvement is proposed to enable two opposing vehicles to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>pass without clipping wing mirrors or over-running the footway or verge. The aim is for that conflict between opposing vehicles to be minimised, without widening to an extent that driver confidence is excessive, leading to high speed and lack of caution, which can have greater adverse effects than the existing conflict described above.</p> <p>Any wider route improvement on Inworth Road would be outside the scope of the proposed scheme.</p>	
IR/064	Safety				✓	✓	A number of the residents on Inworth Road are concerned about how they will safely enter and exit their driveways with increased traffic on the road	The Applicant recognises that the existing route is below the standard that would be required of a new road in accordance with standards such as the Manual for Streets. This is the case for a large part of the rural local road network. The extent to which safe visibility and access from driveways is affected by layout and vegetation which may be impeding sight lines is a matter for property owners and the local highway authority. The Applicant is not proposing any changes to this layout within the village, and so visibility and space for off-road parking and manoeuvring would not be altered, as any necessary	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>improvements are outside the scope of the proposed scheme.</p> <p>However, where feasible, the Applicant will actively investigate the provision of some mitigation within the works extents and Order Limits at the detailed design stage.</p>	
IR/065	Disruption	Tiptree Parish Council				✓	<p>Tiptree Parish Council is concerned that there has still been no assessment of the impact of the new junction 24 on traffic in Church Road, Tiptree. The impact upon Tiptree is at a strategic level and should not be dismissed as a 'local issue'.</p>	<p>On 15 March 2022, the Applicant's project team met with Tiptree Parish Council to discuss traffic modelling results for Tiptree.</p> <p>Traffic is predicted to increase on Church Road in Tiptree as a result of the proposed scheme, but decrease on other roads in Tiptree.</p> <p>To the south of the double mini-roundabouts, traffic on Church Road is predicted to increase by 166 vehicles in the AM peak hour, and 132 vehicles in the PM peak hour.</p> <p>To the north of the double mini-roundabouts, traffic on Church Road is predicted to increase by 171 vehicles in the AM peak hour, and 100 vehicles in the PM peak hour.</p> <p>On Maypole Road to the east of the double mini-roundabouts, traffic is predicted to decrease by 168 vehicles in the AM peak hour, and 151 vehicles in the PM peak hour.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>On Maldon Road to the west of the double mini-roundabouts, traffic is predicted to decrease by 54 vehicles in the AM peak hour, and 76 vehicles in the PM peak hour.</p> <p>The impact on the operation of the double mini-roundabouts has also been assessed. As a result of these increases and decreases in traffic flow on different arms, the junction's operation is not predicted to change significantly. A very slight improvement in performance is predicted, as described in Appendix E.14 of the Transport Assessment [TR010060/APP/7.2].</p>	
IR/066	Disruption	Tiptree Parish Council				✓	The 'solution' to the Inworth Road problem is half-hearted, insulting to local residents and does nothing to address the potential problems in Tiptree.	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.	
IR/067	Infrastructure	Tiptree Parish Council				✓	It is likely that much of the increased traffic in Inworth Road will also be passing through Church Road. What is to be done to ensure that A12, southbound traffic from Mersea and communities to the East of Tiptree will continue to use Station Road and Braxted Park Road to access the A12 via Rivenhall and not Church Road and Inworth Road? It is vital to the well-being of Tiptree's commercial and shopping centre that this southbound traffic does not proceed through Church Road and National Highways needs to factor this into its plans for the A12.	On 15 March 2022, the Applicant's project team met with Tiptree Parish Council to discuss traffic modelling results for Tiptree. At that meeting, the project team confirmed that the traffic modelling predicts that all traffic from Mersea and communities to the east of Tiptree that wants to head to the A12 southbound would continue to use Station Road and Braxted Park Road, to access the A12 via Rivenhall and the new J22. None of this traffic is predicted to travel via Church Road / Inworth Road / J24.	
IR/068	Impact on Local Businesses / Services	Tiptree Parish Council				✓	Church Road is the main shopping and commercial centre of Tiptree and already suffers from too much traffic and ground level pollution.	Traffic is predicted to increase on Church Road in Tiptree as a result of the proposed scheme, but decrease on other roads in Tiptree.  To the south of the double mini-roundabouts, traffic on Church Road is predicted to increase by 166 vehicles in the AM peak hour, and 132 vehicles in the PM peak hour.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>To the north of the double mini-roundabouts, traffic on Church Road is predicted to increase by 171 vehicles in the AM peak hour, and 100 vehicles in the PM peak hour.</p> <p>On Maypole Road to the east of the double mini-roundabouts, traffic is predicted to decrease by 168 vehicles in the AM peak hour, and 151 vehicles in the PM peak hour.</p> <p>On Maldon Road to the west of the double mini-roundabouts, traffic is predicted to decrease by 54 vehicles in the AM peak hour, and 76 vehicles in the PM peak hour.</p> <p>The impact on the operation of the double mini-roundabouts has also been assessed. As a result of these increases and decreases in traffic flow on different arms, the junction's operation is not predicted to change significantly. A very slight improvement in performance is predicted, as described in Appendix E.14 of the Transport Assessment [TR010060/APP/7.2].</p> <p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/069	Alternative Design	Tiptree Parish Council				✓	<p>It has been a long term aim of local planning in Tiptree to avoid increasing traffic in Church Road. In this respect Tiptree Parish Council has consistently proposed that Junction 24 should remain in its present location, where it would be less inviting to southbound traffic. The Council has also proposed that Braxted Park Road should be improved for southbound traffic, this to include the doubling (or bypassing) of Appleford Bridge.</p> <p>This 'splitting' of southbound and northbound traffic would not only protect Church Road from unacceptable levels of traffic but would also avoid the massive increase in traffic in Inworth Road.</p>	<p>The Applicant notes the consultee's comments. Improvements to Appleford Bridge would be a matter for Essex County Council as the local highway authority.</p> <p>A holistic options study was undertaken in Stage 2 – Option Selection, resulting in the proposal for J24 to be located to the west of Inworth Road and provision of an access to and from Inworth Road via a southern link road.</p> <p>This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders at a previous design stage (Stage 2) for moving the junction towards Inworth Road, minimises the impact on Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site. This is detailed in Appendix D of the Scheme Assessment Report Addendum:</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/070	Misleading / Inaccurate Information	Tiptree Parish Council				✓	<p>With regard to the projected traffic levels in Inworth Road, it is surely beyond coincidence that every 'correction' to the computer modelling with respect to Inworth Road has resulted in more favourable traffic figures. In 2019 the morning rush-hour increase in Inworth Road was predicted to be 1032 vph (or 1049 vph, depending on option C or D under consideration at the time). That is a 152% increase. In 2020 it was revised to give an increase of 975 vph (c.139% increase). In the summer 2021 consultation the figure was an increase of 674 vph (92% increase). Now in November 2021 we're told it will be an increase of only 327 vph (42%). Such major revisions that have resulted in the projected increase in traffic reduced to less than a third of the 2019 figures do not inspire confidence in the computer modelling and one is left feeling</p>	<p>Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the 'with proposed scheme' scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.</p> <p>In line with standard traffic modelling practise, each road in the traffic model is assigned a 'speed-flow curve'. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>that probably the 2019 figures were the most accurate.</p>	<p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road's physical constraints, and to better reflect the sign-posted speed limit. For example, the speed-flow curve was changed for the section of the road through Inworth from "Village Single Carriageway B Road, 40mph" to "Village Single Carriageway B Road, 30mph".</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data was incorporated. The list of future housing and employment developments used in the model was also updated, which changes future year traffic patterns.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								All of these impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.	
IR/071	Communication	Tiptree Parish Council				✓	Tiptree Parish Council has been involved in consultations with National Highways from the beginning of the A12 widening project but our requests have fallen on deaf ears and we have had no feedback to explain why our proposals have been ignored.	Extensive engagement and consultation has taken place with the parish council. All feedback to the consultation has been considered, as evidenced in this Consultation Report.	
IR/072	Further Consultation	Tiptree Parish Council				✓	It is imperative that National Highways carries out detailed traffic surveys in Tiptree together with appropriate modelling to ensure that the plans for the A12 take the full picture into consideration. Only then will the best solution come forward.	The traffic model was developed in line with national traffic modelling guidance. It is based on a combination of traffic movement data taken from mobile phone records, and on-ground traffic surveys that were undertaken between 2016 and 2019. In Tiptree itself, this included traffic surveys on the major roads into and out of Tiptree (B1022 and B1023) and detailed turning counts at the double mini-roundabouts in the centre of Tiptree.	
IR/073	Wildlife and Ecology					✓	A number of the consultees had concerns about the loss of habitats for a variety of species in the local area included protected bird species, bats, badgers, amphibians and butterflies.	Key habitats for farmland birds, such as arable edges and stubble fields, are common and widespread within the wider landscape. As such, any loss or alteration of these habitats would not be significant within a wider context. The biodiversity value of the scheme has been	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p> <p>The assessment of effects on best and most versatile land is set out in Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1], while the assessment of effects on agricultural land use is set out in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The proposed scheme has been designed to limit land take as far as practicable to limit the impact on loss of farmland. However, when developing the proposals, the impact on this agricultural land has to be balanced with potential impacts on other environmental assets (e.g. biodiversity and floodplains) and on local communities. Much of the agricultural land that is acquired temporarily will be reinstated to its original use post construction.</p>	
IR/074	Noise Pollution					✓	Noise and Vibration	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>1. Noise Levels on the Inworth Road are predicted to rise by 1-2 dB(A) which is not considered to be significant. This overlooks the fundamental fact that, whilst the peak noise level may not change significantly, the duration of the noise at this level will certainly increase as a direct result of the increase in traffic, originally predicted to be up by 92% and 57% at peak times but now revised down to 42% and 34% respectively (see below). Thus, there will be an increase in the noise nuisance as a result of the increased traffic, causing additional stress and having an adverse effect on the mental wellbeing of residents.</p>	<p>describes mitigation proposals to limit the impact of noise. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] does not have any mitigation for noise over and above that proposed in Chapter 12. Appendix 13.1, of the Environmental Statement [TR010060/APP/6.3] presents the evidence for mental health effects attributable to noise at various levels. Transport related noise is a relatively widespread issue in the urban and semi-urban UK context but has a relatively small contribution to the burden of disease compared to other risk factors.</p>	
IR/075	Noise Pollution					✓	<p>GA-086 Southern Dumbbell Roundabout (Brochure P45) The roundabout has been relocated by approximately 80m and raised 2.5m above the position presented at the statutory consultation. Raising the roundabout from its previous position in a natural dip will increase noise pollution and requires the building of a noise attenuating earth bank and also the planting of trees and</p>	<p>The proposed roundabout is still lower than the level of the existing A12 and the embankments will therefore provide some screening for noise. Further information on noise impacts is provided in Section 12.9 of Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Planting would be provided at the roundabout. However, whilst planting can reduce the perception of noise, it would not change the noise assessment. Tree planting is shown on</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							vegetation to minimise increased noise and light pollution.	<p>Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2]. The assessment of visual effects is included in Appendix 8.3 of the Environmental Statement [TR010060/APP/6.3]. Representative viewpoint 17 considers the visual effects on residential properties along B1023 Inworth Road.</p> <p>Section 8.11 of Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers the significance of effect of lighting of both daytime and night-time changes for landscape and visual receptors in line with the guidance in Design Manual for Roads and Bridges LA 107. The assessment considers effects of construction lighting, highway lighting and vehicle lights.</p>	
IR/076	Noise Pollution					✓	A few of the consultees are worried about the increase in noise and vibration from the proposals.	Noise impacts are assessed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Mitigation measures to minimise adverse environmental effects are summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5]. A Transport Assessment	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								[TR010060/APP/7.2] has also been produced for the proposed scheme.	
IR/077	Impact on Properties					✓	A couple of the residents noted that their enjoyment of their properties is currently affected by noise, vibration and pollution which will be worse with increasing traffic resulting from the proposed scheme. They note that cars and HGVs will be able to travel at increased speed which will also add to the disturbance to their properties	<p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality and Chapter 12: Noise and Vibration.</p> <p>As for an increase in heavy goods vehicle traffic once the route is open, this is clearly predicted. Building damage is caused by individual high levels of vibration (or events), as opposed to a continuous level. If such events of high levels of vibration exist at present, then the number of events may increase and hence increase potential building damage. The key here is that vehicles will already be using the route that may cause building damage. The proposed scheme is likely to increase these numbers.</p>	
IR/078	Air Pollution					✓	A couple of the consultees are concerned about reduced air quality for residents along the Inworth Road resulting from increased traffic.	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] has accounted for predicted changes in traffic flows and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								speeds due to the proposed scheme. The assessment identified no likely significant effects on air quality at human health receptors in the operational phase.	
IR/079	Air Pollution					✓	<p>A few of the consultees were concerned light, air and land pollution might be increased in this area.</p> <p>One consultee noted that there was no data, or expertise, on these issues at the 25/11 meeting. What changes will take place between now and completion in respect of these two forms of pollution. What effect will the increased air pollution have on the health of the many young families in the village, and on the children of Messing School?</p>	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Sections 6.9 and 6.10 of Chapter 6: Air Quality and Sections 12.9 and 12.10 of Chapter 12: Noise and Vibration. Section 8.9 of Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights. Impacts of the proposed scheme on the health of the population are discussed in Section 13.9 of Chapter 13: Population and Human Health, of the Environmental Statement.	
IR/080	Light Pollution					✓	<p>If any lighting is required (of which I feel it is not needed) on the approach to the roundabout and on the roundabout, this should be kept to a minimum, installing</p>	<p>Design of lighting will be undertaken in accordance with current design standards and policy to ensure the following:</p> <ol style="list-style-type: none"> <li>1. Clarity of road layout to help people drive more safely: The alignment means the</li> </ol>	

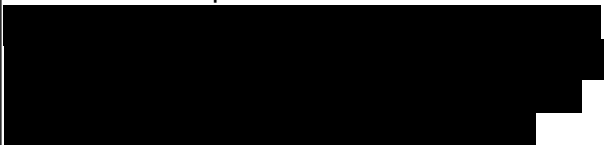
Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							reduced height lighting to lower the impact of light pollution on our property.	<p>roundabout must be offset from the approaches, and lighting helps draw drivers' attention to the changed alignment and roundabout location, minimising late braking.</p> <p>2. Efficient use of lighting: Lighting is designed to minimise light spill to reduce adverse effects on habitats and on nearby homes, for example. This also reduces running costs and the environmental impact of energy generation. Modern lighting units are efficient and directional, with minimal light spill.</p> <p>Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.</p>	
IR/081	Flooding					✓	Speaking to one HE gentleman, he clearly did not know the landscape or the local lay of the land. He mentioned a 1 in 50 year flood but the frequency of flooding along the B1023 can be several times per year if a particularly wet year combined with the local natural springs and heavy clay soil in the Inworth vicinity.	Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] sets out the effect of the proposed scheme on flood risk and demonstrates that it will not exacerbate existing levels of flood risk.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/082	Flooding					✓	You have not considered any more flooding risk in messing because it's outside your problem.	A detailed assessment of flood risk is included in Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3].	
IR/083	Cultural Heritage					✓	A small number of the consultees are highlighted the listed buildings along the Inworth Road, including the Parish Church, and were concerned that these had not been properly considered and their setting would be damaged by the proposed scheme.	Impacts on historical assets, including the listed buildings along Inworth Road and the Parish Church, are assessed in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
IR/084	Infrastructure					✓	We also have deep concerns revolving around "provisional order limits" in front of the Church.	National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.  There is a very small area of land forming part of the Church's title included as permanent acquisition. However, this small area of land is beyond the fence line of the church grounds and forms part of the layby/highway verge.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Consequently, this is not considered to be consecrated land. However, further engagement will be had with the Church as to whether any consecrated land will be affected. Part of the Church's land is included for temporary possession in case there is a need to remove any vegetation to allow the works to the B1023 to take place.	
IR/085	Alternative Design					✓	I know it is not within the purview of National Highways, but it would also be extremely useful for local residents if National Highways were to liaise with Crown Estates to ensure that a spine road is introduced into their plans, to avoid placing the Gore Pit (Blue Anchor) junction at the centre of a sort of roundabout.	The proposed scheme's location for the new J24 is forecast to reduce traffic approaching Gore Pit Junction, as traffic south of J24 is expected to join the A12 southbound or northbound via the new Inworth Road Roundabout. Any improvements to Gore Pit Junction, either via localised improvements to the junction itself or by further removing traffic from the junction via a bypass of Feering, would fall outside the scope of the proposed scheme.	N
IR/086	Alternative Design					✓	There would be no need to do this if you keep the Rivenhall entrance and exit open as the traffic could bypass Inworth, Feering and Kelvedon by continuing to use the Braxted road.	The proposed scheme bypasses Rivenhall End, which will bring great benefit to the residents of Rivenhall End and provide the necessary space to accommodate the widened A12. It also removes substandard direct accesses through Rivenhall End. The existing A12 through Rivenhall End will be de-trunked	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								and handed over to Essex County Council as the local highway authority. As part of the proposals, the existing Oak Road access will be closed to the de-trunked A12, but access will be available from Braxted Road and Henry Dixon Road via new Rivenhall End West Roundabout. Access to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12 via Braxted Road and the de-trunked A12, which will be safer than the existing position.	
IR/087	Alternative Design					✓	A small number of the consultees would like a full environmental assessment on the Inworth Road by-pass design proposed by the Parish Council.	<p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p> <p>A number of consultee respondents expressed opposition to the community bypass, stating concerns over the environmental impacts of a new road.</p>	
IR/088	Alternative Design					✓	<p>A number of the consultees would like Junction 24 to remain in its current position to be less inviting for southbound A12 traffic to leave and travel Inworth Road, Church Road and through Messing</p>	<p>A holistic options study was undertaken in Stage 2 - Option Selection, resulting in the proposal for J24 to be located to the west of Inworth Road and provision of an access to and from Inworth Road via a southern link road.</p> <p>This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders at a previous design stage (Stage 2) for moving the junction</p>	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								towards Inworth Road, minimises impact on Crown Estate land, and provides an opportunity to construct the junction in cutting which reduces the amount of construction material needed to be brought onto site. This is detailed in Appendix D of the Scheme Assessment Report Addendum: 	
IR/089	Alternative Design					✓	I would like to request that the junction 24 should be made such that it remains a northward out route and southbound exit only from the A12. The Braxted park road joining point is already dealing with the southbound traffic from Tiptree and surrounding villages and keeping this arrangement will prevent over use of the Inworth road/Church road.	A holistic options study was undertaken in Stage 2 – Option Selection, which resulted in J23 being removed from the proposed scheme.  The removal of the junction is unlikely to have significant adverse impacts on traffic, economic growth and safety. Traffic modelling undertaken primarily focuses on strategic traffic. The removal of J23 will result in benefits including a reduction in adverse environmental impacts and addresses concerns raised by stakeholders in the public consultation held in 2017. Lastly, the removal of J23 will provide significant cost savings to the proposed scheme. This is detailed in Appendix B of the	N



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Scheme Assessment Report Addendum:</p> <p>[REDACTED]</p> <p>A holistic assessment into the position of J24 was undertaken prior to the Preferred Route Announcement for J23 to J25 of the proposed scheme in August 2020. Further details of this assessment, which concluded that the current proposal is the most favourable, can be seen in Appendix D of the Scheme Assessment Report Addendum available on National Highways' website.</p>	
IR/090	Alternative Design					✓	<p>Currently, when travelling towards Chelmsford, Braintree and Stansted, most people from Tiptree and surrounding villages (from as far away as Mersea Island) use the Braxted Park Road route to the A12 at Rivenhall End via Station Road and Maldon Road. For similar reasons stated previously, I would prefer the new A120 route to join the new A12 between the old A12 junctions 22 and 23 to avoid pulling more traffic through Church Road, Tiptree.</p>	<p>The National Highways' A12 team continue to work closely with National Highways' A120 Braintree to A12 team to ensure the A12 scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/091	Alternative Design					✓	Some consultees would like there to be upgrades to Braxted Park Road to attract more traffic to use it and reduce traffic in Tiptree and Inworth Road	The proposed scheme is predicted to reduce traffic flows on Braxted Road, so no improvements are proposed. This is an existing local roads issue that the proposed scheme is not worsening, and therefore any potential improvements to the road are a matter for Essex County Council as the local highway authority. The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in a short distance. Mitigation measures are proposed for Inworth Road to safely accommodate the associated increase in traffic flows.	N
IR/092	Traffic Flow					✓	A few of the consultees would like to see a Messing By-pass or measures to decrease traffic through Messing	Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place, the traffic model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak times as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].  A holistic options study was undertaken in Stage 2 – Option Selection, resulting in the	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>proposal for J24 to be located to the west of Inworth Road and provision of an access to and from Inworth Road via a southern link road. As detailed in Appendix D of the Stage 2 Scheme Assessment Report Addendum,</p> <p>[REDACTED]</p> <p>This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site.</p>	
IR/093	Access					✓	We currently use our adjacent field opposite thatch cottage to park and turn our vehicles to allow us to drive rather than	The existing driveway used to access this property is outside of the Order Limits and will not be modified under the proposed scheme.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>reverse into the traffic flow. This is the piece of land u intend to steal from us.</p> <p>This piece of land is also regularly used for vehicular access to the barn. It is also a buffer to keep our animals away from the traffic.</p>	<p>The Applicant recognises that the existing B1023 route is below the standard that would be required of a new road in accordance with standards such as the Manual for Streets. This is the case for a large part of the rural local road network. The extent to which safe visibility and access from driveways is affected by layout and vegetation which may be impeding sight lines is a matter for property owners and the local highway authority. The Applicant is not proposing any changes to this layout within the village, and so visibility and space for off-road parking and manoeuvring would not be altered, as any necessary improvements are outside the scope of the proposed scheme.</p> <p>However, where feasible, the Applicant will actively investigate the provision of some mitigation within the works extents and Order Limits at the detailed design stage.</p> <p>It should be noted that the highway code does suggest that reversing out into a road is not recommended as this is more hazardous.</p> <p>Private means of access will be provided to access any parcels of land that are severed or</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								isolated from their current access by the proposed scheme. Updated access provision to all third party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the proposed scheme's Development Consent Order application. This includes the field parcel containing the barn referred to here.	
IR/094	Infrastructure					✓	<p>The road widening will adversely affect our property which sits almost on the road though we note no widening is actually taking place outside our property which is a definite pinch point with large vehicles having to stop in order to allow other large vehicle past.</p> <p>I have sat working from home for the last 18 months in a room that faces the road and every day vehicles cannot pass each other and ride up onto my grass verge to pass.</p>	<p>Inworth Road has been assessed between the proposed roundabout and the All Saints Church with swept path analysis to identify the pinch points along the route and provide mitigation measures. To address the current heavy goods vehicle issues and traffic flow increase, widening of Inworth Road has been proposed where required based on the assessment results.</p> <p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.	
IR/095	Access					✓	For safety sake I would be looking for you to provide vehicular access from our current driveway to the gate opposite [the relevant property] on the existing bend to allow us to safely exit turn and re-enter traffic flow without having to reverse into fast moving traffic.	A new vehicular private means of access will be provided at the existing gate location to the field opposite the southern corner of the relevant property.	Y
IR/096	Access					✓	The disruption of access from and to our property is a concern as is the noise and delay in travel time this will cause throughout the duration of the works.	The proposed scheme would look to minimise the construction impacts to Inworth Road residents and business, and therefore would aim to carry out the required upgrade works under weekend closures. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details. Please also refer to the first iteration Environmental Management Plan [TR010060/APP/6.5] for the proposed mitigation measures.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/097	Access					✓	In the time it will take to complete your work of widening the A12 (up to 10 years?) the number of vehicles on the road will have grown exponentially. This will create great problems on the Inworth road for all the residents there. Not only will they lose some of their property to allow for the minimum-required widening of that road (without which the proposed scheme could not meet safety standards - and will barely do so even when you have done the work!) but actually being able to access that road as they try to leave their homes will become a nightmare for them, considerably devaluing their property.	<p>As part of the traffic modelling work, two future scenarios have been modelled: 'without proposed scheme' and 'with proposed scheme'.</p> <p>The 'without proposed scheme' scenario predicts future traffic levels if the proposed scheme is not built. This takes into account background growth in traffic due to increasing car use, new housing developments, etc. This growth in traffic would happen whether the proposed scheme is built or not.</p> <p>The changes between that scenario and the 'with proposed scheme' scenario show the additional changes that the proposed scheme would have on top of that.</p> <p>It is the traffic flows from the 'with proposed scheme' scenario that the safety and road capacity assessments are based on.</p>	
IR/098	Alternative Design					✓	A new road running east of the B1023 from the Stonefield Farm roundabout between Inworth and Messing, coming back out at the Tower Park Industrial Estate in Tiptree would be ideal. It would also allow for economic growth, linking a new road up to	The scope of the proposed scheme does not consider issues on the local road network caused by planned or future developments unless the proposed scheme has a direct impact.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							an existing business park, and would be beneficial for Perrywood Garden Centre. A collaboration with Highways England and Essex Highways is long over-due on the Inworth Road issue, especially with the high housing growth planned for Feering, Kelvedon, Tiptree and surrounding areas.		
IR/099	Alternative Design					✓	I think no improvement should be made to Inworth road from Feering to the new junction access to deter traffic from using the 'old' A12 from Feering/Kelvedon to Marks Tet and further north.	Aside from tie-in works for the proposed Inworth Road Roundabout, there are no works planned for the northern section of Inworth Road, between the proposed J24 and Feering.	
IR/100	Infrastructure					✓	A number of the consultees have concerns that the proposals will lead to Messing being used as a rat-run	Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place, the traffic model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak times as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].	
IR/101	Infrastructure					✓	PROW 78-15 is cut at the new A12 without an alternative route being proposed.	The alternative route for public right of way 78_15 is via the new Prested Hall Overbridge and walking connections to the south. It is acknowledged that this does require a	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								diversion, but new bridges must be placed at locations most beneficial to users, considering the cost of both installation and ongoing maintenance.	
IR/102	Access					✓	A couple of the consultees would like there to be widening/upgrades to the Appleford Bridge	The proposed scheme is predicted to reduce traffic flows on Braxted Road, so no improvements are proposed to widen the Appleford Bridge to accommodate and increase in traffic flow. This is an existing local roads issue that the proposed scheme is not worsening, and therefore any potential improvements to the bridge are a matter for Essex County Council as the local highway authority. The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in a short distance. Mitigation measures are proposed for Inworth Road to safely accommodate the associated increase in traffic flows.	N
IR/103	Alternative Design					✓	To help preserve the status quo in Church Road and Inworth, surely some improvements could be made to the Braxted Park Road route such as:	The proposed scheme is predicted to reduce traffic flows on Braxted Road, so no improvements are proposed to widen the Appleford Bridge to accommodate an increase in traffic flow. This is an existing local roads issue that the proposed scheme is not	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• Building a new bridge beside the listed Appleford Bridge</li> <li>• Straightening Braxted Road near Appleford Bridge</li> <li>• Improving the Braxted Park Road junctions with Tiptree Road and the B1022 Maldon Road to improve safety and afford the traffic on the various arms of these junctions a more equitable passage.</li> <li>• Signage of Tiptree from junction 22 to the BPR route and signage to the A12 south from Factory Hill in Tiptree</li> </ul>	<p>worsening, and therefore any potential improvements to the bridge are a matter for Essex County Council as the local highway authority. The proposed scheme is proposing a new J24 on Inworth Road that will bring traffic from Tiptree safely to the strategic network in a short distance. Mitigation measures are proposed for Inworth Road to safely accommodate the associated increase in traffic flows.</p> <p>Appendix C of the Transport Assessment [TR010060/APP/7.2] shows that traffic growth is predicted in Tiptree. However, this is within the capacity that the network can accommodate. The effects on links and junctions have been assessed and the Applicant is satisfied that they can operate safely without changes to junctions or links.</p> <p>The Applicant has reviewed the proposal to sign the A12 (south) and Tiptree using Braxted Park Road. The Applicant considers that the route through Inworth is more appropriate and direct for traffic traveling between Tiptree and the A12. This is also consistent with the existing signage currently at J23 and J24 on the A12.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/104	Access					✓	The section of Church Road from Asda up to the Maldon Road roundabout has pavement on only one side. Leaving or getting access to properties on the non-pavement side is already increasingly difficult and additional traffic of all kinds can only exacerbate this.	Appendix C of the Transport Assessment [TR010060/APP/7.2] shows that traffic on Church Road, Tiptree is predicted to increase by around two vehicles per minute in the morning and evening peaks. The effect on this section of Church Road has been assessed and the Applicant is satisfied that this area can operate safely without changes.	
IR/105	Access					✓	We note that new access points have been added to the roundabout onto Inworth Rd which will allow the occupants and shoppers (who use the farm shop) to join the highway. The PC have noted that this access points are on bends and ask for clarification that this is a safe position.	The Applicant has taken previous comments on board and introduced a preliminary design of an access for Stonefields Farm commercial business and farm shop which has been included in the supplementary consultation materials. The bends to achieve deflection on the approach to the roundabout on the B1023 are standard for the design speed of the road and are expected to slow vehicles, which should reduce the gap size required for vehicles accessing the B1023.	Y
IR/106	Lack of Influence					✓	A few consultees are unhappy the proposed alternatives were not presented or available at the consultation for the designers/planners to justify or explain.	The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p> <p>A number of consultee respondents expressed opposition to the community bypass, stating concerns over the environmental impacts of a new road.</p>	
IR/107	Infrastructure					✓	When it rains the fields, all vent down to the road and within an hour or so there is a torrent flowing down the road which is wearing away the verges road surface and damaging vehicles	Where changes can be made to the width of Inworth Road, new drainage would also be provided. The interventions will require some flood mitigation. Several flood and drainage mitigation areas are proposed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/108	Land Take					✓	Some of the consultees think the proposals have too big a land take around the B1023.	<p>National Highways has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to National Highways and have been taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of the proposed scheme design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (the Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the proposed scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that its proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Examining Authority during the Examination process.	
IR/109	Land Take					✓	It will not be possible to fully widen and straighten the road in Inworth village at certain pinch points because the necessary land is not available, thus the identified traffic hazards cannot be properly eliminated.	<p>Inworth Road has been assessed between the proposed roundabout and the All Saints Church with swept path analysis to identify the pinch points along the route and provide mitigation measures. To address the current heavy goods vehicle issues and traffic flow increase, widening of Inworth Road has been proposed where required based on the assessment results.</p> <p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p>	
IR/110	Impact on Local Communities					✓	Social activity of the Inworth village community will be severely damaged by the increased use of Inworth Road through the village.	Evidence for health outcomes associated with community severance is currently relatively limited (see Appendix 13.1: Human Health Literature Review and Evidence, of the Environmental Statement [TR010060/APP/6.3]. Appendix 13.4: Mental Wellbeing Impact Assessment, of the Environmental Statement [TR010060/APP/6.3] has identified increased traffic volumes as a key community concern. However, given that traffic volumes are already relatively high through this village, it is uncertain whether the perception of severance would be particularly noticeable for most people. On this basis the mental wellbeing impact is assessed as negative but is not considered to be significant	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								in population health terms. This is due to the relatively small population affected, the uncertainty whether the traffic increases would be perceptible over the relatively high baseline traffic flows, limited good quality evidence of links to health outcomes, and that the community exposed is relatively healthy and resilient. This does not mean that the impact could not be considered significant for some individuals. The proposed scheme includes mitigation measures to replace hedgerows, as well provision for some localised widening and a lengthened pedestrian footway along Inworth Road which would improve access for walkers. While these measures would help to mitigate the visual and traffic impacts of the proposed scheme, it is uncertain whether they would help mitigate mental wellbeing impacts, taking into account the variability in individuals' perceptions, sensitivities and personal circumstances.	
IR/111	Traffic Flow					✓	Google Maps gives the quickest route from all of the southern side of Colchester built-up area to go southwards on the A12 as down the B1022 to Tiptree, and then Inworth Road, so as to avoid congestion in	The traffic model does predict a small increase in traffic through Messing, from traffic trying to find a shorter route to the relocated A12 J24.  However, the increase in traffic through Messing is predicted to be relatively small, due	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the Lexden/Stanway area. The congestion at the Tiptree double mini roundabout will mean that many drivers will chose to go through Messing from the B1022 on single track roads. At present much traffic uses the single track route from Birch through Easthorpe, but with your appropriate proposal to withdraw that access to the A12, this traffic will come down to Tiptree or Messing to access the A12 at Inworth Road.	to the low capacity of the single-track roads in the area and the low speeds travelled on these roads. With the proposed scheme in place, the traffic model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak times as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].	
IR/112	Traffic Flow					✓	Also mentioned was a completed traffic assessment along the B1023 which apparently does not include the smaller roads Windmill Hill, Highfields Lane and the Messing Lane which feed the B1023 and that they are too small and not an issue? Unfortunately, if you use or live along these roads it is an issue and an issue that is already getting worse and more congested, and we all know that if you increase the traffic on one road it will lead to an increase on all the adjacent roads.	Windmill Hill, Highfields Lane and Kelvedon Road (the lane to Messing) are all included within the traffic modelling work. Although Windmill Hill and Highfields Lane are not expected to have a change in traffic, the lane to Messing is predicted to have an increase in traffic of around one vehicle per minute in each direction. Further details on the impact on this road are provided Chapter 5 of the Transport Assessment [TR010060/APP/7.2].	
IR/113	Traffic Flow					✓	A number of the consultees are concerned about an increase in noise and air pollution	Traffic is predicted to increase on Church Road in Tiptree as a result of the proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>in Tiptree including Church Road and Station Road resulting from the proposed scheme.</p>	<p>scheme, but decrease on other roads in Tiptree.</p> <p>To the south of the double mini-roundabouts, traffic on Church Road is predicted to increase by 166 vehicles in the AM peak hour, and 132 vehicles in the PM peak hour.</p> <p>To the north of the double mini-roundabouts, traffic on Church Road is predicted to increase by 171 vehicles in the AM peak hour, and 100 vehicles in the PM peak hour.</p> <p>On Maypole Road to the east of the double mini-roundabouts, traffic is predicted to decrease by 168 vehicles in the AM peak hour, and 151 vehicles in the PM peak hour.</p> <p>On Maldon Road to the west of the double mini-roundabouts, traffic is predicted to decrease by 54 vehicles in the 1peak hour, and 76 vehicles in the PM peak hour.</p> <p>Note that the increase in traffic predicted on Church Road is significantly less than the amount of traffic on Station Road which was forced to divert during the temporary works by Anglian Water in December 2021. Station</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Road has two-way peak hour traffic flows of around 500 vehicles per hour.</p> <p>The impact on the operation of the double mini-roundabouts has also been assessed. As a result of these increases and decreases in traffic flow on different arms, the junction's operation is not predicted to change significantly. A very slight improvement in performance is predicted, as described in Appendix E.14 of the Transport Assessment [TR010060/APP/7.2].</p> <p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts as a result of the proposed scheme, together with any mitigation required in relation to any for significant adverse effects. This includes Sections 6.9 and 6.10 of Chapter 6: Air Quality and Sections 12.9 and 12.10 of Chapter 12: Noise and Vibration.</p>	
IR/114	Environment					✓	A number of the consultees are concerned about the environmental impact of increased traffic in Tiptree including Church Road and Station Road resulting from the proposed scheme.	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality, Chapter 8: Landscape	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								and Visual, Chapter 12: Noise and Vibration, and Chapter 13: Population and Human Health.	
IR/115	Traffic Flow					✓	Increasing the width of Inworth Road will not solve the problems created. For example, the accident on the A12 at Marks Tey on Monday 8 November 2021 led to standstill traffic in Tiptree for around 8 hours. The village's roads and road layout are simply not appropriate for the level of traffic caused by a diversion from the A12.	At the moment, accidents and other incidents can cause traffic problems on the A12 and surrounding roads. The proposed scheme is expected to reduce the frequency of such incidents. This is because the proposed scheme would reduce A12 congestion in general, and because the new third lane would provide additional traffic management flexibility in the case of accidents, breakdowns or maintenance. For example, some incidents which currently require the A12 to close entirely in one direction may no longer require a full closure due to the extra available traffic lane.	
IR/116	Traffic Flow					✓	A small number of the consultees are worried about increased traffic in Tiptree as a result of the proposed closure of Junction 23	Access to the A12 via Braxted Park Road and Rivenhall End would be retained as part of the proposed scheme. Instead of joining the A12 directly at Rivenhall End, traffic would travel a short distance along the de-trunked A12 from Rivenhall End to J22.	
IR/117	Traffic Flow					✓	It is key that the Inworth Road has enough capacity to deal with the additional traffic	The proposals on Inworth Road address a number of historic pinch points raised by both	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							and prevent a rat run via Messing to access the new A12 access point.	<p>the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road, to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p> <p>Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place, the traffic model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak times as shown Appendix C of the Transport Assessment [TR010060/APP/7.2].</p>	
IR/118	Traffic Flow					✓	Some consultees believe that the traffic using the junction between the B1023 and B1024 will increase due to the proposed	The traffic impacts that the proposed scheme would have on the junction by the Blue Anchor (B1023 Inworth Road junction with B1024	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							scheme and the road will be unable to cope.	<p>Feering Hill) have been assessed. This is shown in Appendix E.12 of the Transport Assessment [TR010060/APP/7.2].</p> <p>This junction is currently over capacity, causing queues and congestion. Without the proposed scheme, this congestion is expected to worsen over time as traffic grows.</p> <p>The proposed scheme would reduce the amount of traffic using this junction, and therefore improve the overall levels of congestion. However, even when the proposed scheme opens, the junction is still expected to be over capacity in the evening peak hour.</p>	
IR/119	Traffic Flow					✓	A small number of consultees are concerned the traffic will increase further with proposed residential developments in the area and do not feel these have been properly assessed	Traffic models have been developed to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing developments. The list of housing developments contained in the models was developed through discussions with relevant local planning authorities. The traffic from these committed developments features in both the 'with proposed scheme' and 'without proposed scheme' traffic models. A full list of the future developments included in the traffic	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								model is provided in Appendix A: Uncertainty Log within Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].	
IR/120	Walking, Cycling and Horse Riding					✓	Reduce demand by providing cycling routes with proper signalled crossings.	Inworth Road has no cycling facilities at present, so cyclists must use the carriageway. Similarly, pedestrian routes are limited and narrow in places, so people walking along the road must walk in the road or on verges in places, in common with very many comparable rural routes in the county and elsewhere. The proposed scheme would provide localised improvements in the form of replacing a footway section removed to accommodate drainage works and extending it to a nearby public right of way. The provision of longitudinal routes is beyond the scope of the proposed scheme because the status of the route for walking and cycling is unchanged. Crossings can only be provided where demand is both sufficient to merit their provision, and pedestrian routes concentrate on one distinct desire line. Crossings that have very little use are commonly associated with drivers failing to stop when lights change or when pedestrians approach for a zebra crossing. There is no	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								strong desire line for pedestrians for crossing Inworth Road, and with very small numbers of pedestrian movements any crossing would not be sufficiently used for drivers to comply with the requirement to stop. Therefore, it would not be a safety improvement to add a crossing on Inworth Road.	
IR/121	Safety					✓	A small number of the consultee had concern over potential for collisions that might occur after the proposed scheme is complete	During the proposed scheme concept stage, National Highways commissioned an Options Assessment Report and Traffic Data Collection Report, both of which included information relating to crash and casualty data near the proposed scheme. Consultation was also undertaken with Essex Police in relation to collisions and a full analysis carried out. One main benefit of the proposed scheme is to improve road safety and reduce the numbers of casualties in this area. As the proposed scheme progresses to detailed design stage a further road safety audit will be conducted. Additional road safety audits will be conducted both immediately prior to the roads being opened and 12 months after opening. This will assess the proposed scheme's operation and safety, including the numbers and locations of collisions and casualties.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IR/122	Walking, Cycling and Horse Riding					✓	The Messing Road is no more than a single-track country lane with passing places. It is used regularly by horse riders, cyclists and walkers, with livery stables at Stonefields and several horses at other properties along this road. The number of country lanes used for such recreational purposes is rapidly diminishing in this rural area as they fast turn into highly dangerous rat runs.	<p>The low existing route standard in this location causes difficulties for drivers making progress due to the narrowness of the route and limited passing places.</p> <p>The Applicant is not proposing changes to Kelvedon Road leading to Messing, because improvement might increase traffic much more than the small additional number of vehicles expected.</p>	
IR/123	Consultation					✓	They will soon decide to divert through Messing, using it as a rat run to join the B1022 to the north east of Tiptree, avoiding the tailbacks. These very narrow, unlit roads are wholly inadequate for such traffic. At the recent consultation at Messing village hall "traffic expert" agreed that there would undoubtedly be a significant increase in traffic through Messing, respect of which he expressed concern. This needs to be addressed in the proposals.	<p>On Kelvedon Road in Messing, the traffic modelling has been used to predict the traffic levels with the proposed scheme in place. This predicts that there would be about one vehicle per minute travelling in each direction on the road at peak times, as shown in Appendix C of the Transport Assessment [TR010060/APP/7.2].</p> <p>As a percentage increase for predicted vehicle movements this is high, but total flow is also relevant. For example, a road carrying a dozen vehicles per hour could have a 10-fold increase in flow without major adverse effects. Conversely, a heavily trafficked road might have a small increase and be much more</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								adversely affected. The proposed modelled flows are considered to be able to be accommodated on Kelvedon Road. Comparable roads throughout the UK carry heavier flows without adverse safety effects.	

## 2.6 Improved Road Surfacing

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Improved Road Surfacing.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.6 Consultation Responses – Sup Con Improved Road Surfacing**

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IRS/001	Maintenance / Longevity	Essex County Council	✓				From the supplementary consultation it is noted that the alteration of the noise mitigation has moved from a physical barrier to improved low noise surfacing. In lieu of the noise barrier will the performance of low noise surfacing have an enhanced maintenance regime to ensure its continued performance and therefore effectiveness for local residents.	<p>The Applicant will ensure that at the completion of the construction works, all new assets will be maintained by National Highways' operational teams. The proposed scheme will develop a Maintenance and Repair Strategy report which will include all related maintenance aspects for newly built assets.</p> <p>Low noise surfaces degrade about 0.4dB every year. On a road with traffic volumes like the A12, the surface is expected to last around 10 years before resurfacing is required. Note that safety aspects of the surface (e.g. skid resistance) are normally the determining factors for when a surface is resurfaced. National Highways' maintenance team will carry out the necessary maintenance as required and will</p>	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								seek to maintain all assets within the A12 to the right levels of performance.	
IRS/001	Improve Additional Areas of Road	Little Braxted Parish Council		✓			The sound-deadening road surface should be extended to include the whole of the A12 route as it passes through the Blackwater Valley, a site which is deemed as an important ecological area.	The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. This includes the area through the Blackwater Valley.	
IRS/002	Wildlife and Ecology	Terling and Fairstead parish council		✓			We have also had comments concerning permanent deer proof fencing be considered between junctions 19 and Junction 20a and 20b. There have been wildlife kills in this area with consequent disruption to traffic.	The design of roadside treatments, including fencing types, will be determined at the detailed design stage. This will include the boundary treatments needed for all species as identified by the environmental assessment findings – both to reduce roadside risk and to protect endangered species.	
IRS/003	Noise Pollution	162183			✓		On the subject of road/traffic noise from the A12, we have no particular views on the merits or otherwise of acoustic barriers. However, as residents on the east side of Hatfield Peverel, the trunk road can be extremely noisy (frequently up to 60 to 70 dB) when airflows are from a generally easterly direction, which is not unusual given our relative proximity to the east coast. Even prevailing winds from a	The current road surface would be replaced as part of the proposed scheme. It is proposed to use a surface with better noise reducing properties than a conventional low noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							westerly direction carry road noise to us from the west side of the village.		
IRS/004	Effectiveness	162054			✓		I do not believe the road surfacing alone will protect us enough from the road noise.	The provision of the improved road surface will ensure that the proposed scheme does not increase the current level of noise from the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/005	Effectiveness	162375			✓		Further to our meetings with Highways England, this was discussed and we would like confirmation that this would be as good as the Sound barrier for the houses on the South Side of the A12, as we are so close to the A12.	For a property this close to the A12, a noise barrier would provide around 4.5dB(A) reduction in noise compared with the existing situation. However, beyond around 150m from the A12 the reduction in noise provided by a noise barrier is negligible, so this would not benefit much of Hatfield Peverel as a whole. The reduction in noise from the proposed surfacing is predicted to be 1.5dB(A), but this reduction would be widespread throughout Hatfield Peverel, including to the north of the A12.	
IRS/006	Maintenance / Longevity				✓		A few public interest land owners are concerned about the maintenance of the improved road surface i.e. road repairs,	The Applicant will ensure that at the completion of the construction works, all new assets will be maintained by National	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>surface replacements and demand a plan stating all road repairs.</p>	<p>Highways' operational teams. The proposed scheme will develop a Maintenance and Repair Strategy report which will include all related maintenance aspects for newly built assets.</p> <p>Low noise surfaces degrade about 0.4dB every year. On a road with traffic volumes like the A12, the surface is expected to last around 10 years before resurfacing is required. Note that safety aspects of the surface (e.g. skid resistance) are normally the determining factors for when a surface is resurfaced National Highways' maintenance team will carry out the necessary maintenance as required and will seek to maintain all assets within the A12 to the right levels of performance.</p>	
IRS/007	Materials	162294			✓		The best surfacing to remove noise should be used.	The current road surface would be replaced as part of the proposed scheme. It is proposed to use a surface with better noise reducing properties than a conventional low noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IRS/008	Keep Noise Barrier	162414			✓		Uptick of over 1000 cars if this plan is to go ahead we would like to understand what plans are in place to reduce the noise impact on The Vineyards. This should include screening and noise reducing tarmac on the new link road passing The Vineyards	<p>The mitigation measure of surfacing the A12 using a surface with better noise reducing properties than a conventional low noise surface will benefit the dwellings within The Vineyards.</p> <p>Mitigation measures in the form of low noise surfacing or noise barriers along the northern link road are not viable. For a low noise surface to be effective at reducing noise, the average speed needs to be above 45mph, which it is not predicted to be on this part of the northern link road. For a noise barrier to be effective it needs to form an unbroken line, which would not be possible in this location due to access required to The Vineyards.</p> <p>The modelling and assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] confirms that there would be no significant effects from noise to the north of the A12 at the new J21, as a result of the proposed scheme</p>	N
IRS/010	Noise Pollution	154642			✓		Also stress more must be done for noise reduction.	The noise and vibration assessment of the proposed scheme seeks to avoid adverse	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>impacts upon health and quality of life. Where this is not possible adverse impacts are minimised, and, where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise reducing properties than a conventional low noise surfacing. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>During the consideration of measures to reduce noise, adverse environmental effects for other topics are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation is required to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration</p>	



Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								are described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
IRS/011	Impact on Health / Insufficient Area					✓	While the use of a low noise surface is welcome, it's not clear whether this extends for the total length of the new road or whether it's just in certain sections.	<p>Following further modelling and detailed assessment, it is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme from traffic using the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>From 11 February to 18 March 2022, a targeted consultation was held on the proposed installation of noise reducing surfacing. Responses to that consultation can be found in Chapter 6 of this report.</p>	
IRS/012	Maintenance / Longevity					✓	Also, there need to be guarantees that the low noise surface will maintain its low noise qualities over time and be properly maintained or replaced to keep the noise	The Applicant will ensure that at the completion of the construction works, all new assets will be maintained by National Highways' operational teams. The proposed	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							improvements. Otherwise, any gains in noise reduction could be lost over time and indeed residents could find themselves worse off than what they are suffering at the present.	<p>scheme will develop a Maintenance and Repair Strategy report which will include all related maintenance aspects for newly built assets.</p> <p>Low noise surfaces degrade about 0.4dB every year. On a road with traffic volumes like the A12, the surface is expected to last around 10 years before resurfacing is required. Note that safety aspects of the surface (e.g. skid resistance) are normally the determining factors for when a surface is resurfaced National Highways' maintenance team will carry out the necessary maintenance as required and will seek to maintain all assets within the A12 to the right levels of performance.</p>	
IRS/013	Landscape & Visual Impact					✓	A couple of respondents have concerns about effect of increased visibility at night when vehicle lights can be particularly disturbing.	Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers effects of construction lighting, highway lighting and vehicle lights.	
IRS/014	Landscape & Visual Impact					✓	If you completely remove the proposed noise barrier at the previous Consultation 2021, will there be visual screening at this location?	During construction, there would be significant visual effects due to the removal of vegetation in this location, which would open up views of the A12 and construction	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>activity. This vegetation loss would occur with or without a noise barrier. This visual impact was represented during statutory consultation and remains the case under the updated design without the noise barrier. During operation of the proposed scheme, the noise barrier would have helped to reduce some visual effects by providing a visual screen. However, the significant effects would still remain, particularly for upper storeys, due to tree loss and the limited space available for replanting. Without the noise barrier, given the constraints for replanting, the visual effects would still remain significant.</p> <p>For the purposes of the assessment in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] a worst case has been assumed that some of the existing vegetation would be lost and cannot be fully replanted due to the constraints of the retaining wall construction and bridge replacement. Existing vegetation within the proposed scheme boundary and within temporary works areas would be retained as far as reasonably practicable as per</p>	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								clause LV4 in the Register of Environmental Actions and Commitments which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5]. Vegetation that is able to be retained is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Opportunities for replacement planting would be considered during the detailed design stage. Planting could be limited to shrubs and smaller trees which would provide some mitigation but significant visual effects are likely to remain in some locations.	
IRS/015	Noise Pollution					✓	How was the noise assessment diagram produced? No noise assessments taken place along Station Road Either side of A12 or Pines estate....  Only a bat survey....	The noise assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] was undertaken from computer modelling of the noise sources, both for the existing situation and for the scenario with the proposed scheme present. This modelling software was then used to produce the figures shown in the consultation material. Noise measurements have been undertaken in some locations in order to validate the noise model for the existing situation.	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IRS/016	Noise Pollution					✓	In other words existing noise levels are already high and may be even higher with or without sufficient mitigating actions.	It is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/017	Noise Pollution					✓	Surface noise is important but not the only major contributor to current noise levels. Other significant contributions come from constantly changing engine noise, gear changes, ordinary and pressure system braking, diesel and car exhaust systems, as well as the general clatter and rattling associated with both heavy-duty freight and commercial vehicles.	Generally at speeds above 40mph, the dominant noise source is from tyre/road noise. However, at speeds lower than this there are other noise sources and these are accounted for in the algorithms used to predict road traffic noise. These algorithms are contained within the Calculation of Road Traffic Noise which is referenced in Chapter 12 of the Environmental Statement [TR010060/APP/6.1] and have been developed from measured data in order to relate a traffic stream to the noise it generates.	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IRS/018	Noise Pollution					✓	How will the loss of trees and noise from A12 traffic be monitored? To confirm that you can be sure if there is actually no more noise impact after the widening?	Post-construction noise monitoring (i.e. measurements) cannot provide a reliable indication of whether the predicted magnitude and extent of operational effects are greater or less than those predicted in the assessment. Therefore, no actual noise measurements are proposed following the opening of the proposed scheme. The prediction and assessment methodologies set out in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] would be used to determine the effectiveness of mitigation measures. This would be carried out as part of National Highways' Post Opening Project Evaluation procedures, which review how highway schemes are delivering on environmental predictions.	
IRS/019	Noise Pollution					✓	The diagrams on page 19 of the updated consultation document in fact show an increase in the noise levels affecting our property and others on the north side of the A12 from yellow on the initial consultation to green in the current proposal. The only positives of the updated design given on page 19 are all associated with reduced	Taking into account feedback received during statutory consultation, the previously proposed southern link road has been removed and Wellington Bridge will be opened in both directions for all traffic to and from Hatfield Peverel and Maldon Road. This traffic would then use an enhanced northern link road access the new	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							disruption during installation, no long term gains are indicated in relation to noise or pollution affecting properties on the north side of the A12. This is totally unacceptable to us.	J21. This new approach will mean that more households to the south of the A12 will see a beneficial noise impact. To the north of the A12 there is predicted to be a minor increase in noise of around 2dB(A). This level of increase would generally not be noticeable and would not be a significant effect for houses to the north of the A12. The assessment is described within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
IRS/020	Noise Pollution					✓	A few respondents are concerned about noise pollution mitigations being ignored at Boreham and want to see alternative noise mitigation measures pre and post widening.	It is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].  From 11 February to 18 March 2022, a targeted consultation was held on the proposed installation of noise reducing	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								surfacing. Responses to that consultation be found in Chapter 6 of this report.	
IRS/021	Noise Pollution					✓	In the absence of a sound barrier on the North side of the A12 (i.e. as featured in the current proposal), the negative short and long-term costs in terms of absolute and marginal changes in the costs of noise pollution will fall disproportionately on HP residents of current and future properties on the North side of the A12.	The proposed scheme should not disproportionately affect the residents of Hatfield Peverel. In fact, with the use of surfacing to reduce the noise level as opposed to noise barriers, there should be a more widespread benefit throughout Hatfield Peverel. This is because a noise barrier will only reduce the noise by a noticeable amount at receptors within about 150m of the noise barrier. Improved surfacing on the other hand provides a widespread benefit as it reduces the noise at source.	
IRS/022	Noise Pollution					✓	<p>Although there may currently be fewer HP properties on the North side, they are all typically closer to or in the most critical A12 traffic noise zone (unlike the majority of homes on the South side of HP).</p> <p>The properties most affected include both existing homes in Station Road and on The Pines Estate and those on current and prospective new developments flanking the North side.</p>	<p>All properties in the area have been considered within the noise assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1], including those currently under construction.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying</p>	



Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							These are typically higher value properties, being predominantly larger detached and semi-detached houses with gardens close to or (as in my case) backing onto the main carriageway. The potential financial loss in terms of absolute property values for these are therefore typically greater than elsewhere in HP (as would be compensation claims under existing ""blight"" provisions).	properties, under Part 1 of the Land Compensation Act 1973.  Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.	
IRS/023	Noise Pollution					✓	Existing mature trees and vegetation flanking the North side, which currently provide some slight barrier to traffic noise, will be removed with no plans for their replacement with mature trees. The proposed installation of a sound barrier on the South side in the current proposal may itself exacerbate noise levels to the North side through reflected sound waves.	Taking into account feedback received during statutory consultation, it is now proposed that the section of A12 through Hatfield Peverel from J20a to J20b on both carriageways be surfaced with a surface that has better noise reducing properties than a conventional low noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].  The current design does not include provision for a noise barrier on the south side of the A12. There should therefore be no reflected sound waves. However,	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								vegetation loss would occur with or without a noise barrier. This visual impact was represented during statutory consultation and remains the case under the updated design without the noise barrier. During operation of the proposed scheme, the noise barrier would have helped to reduce some visual effects by providing a visual screen. However, the significant effects would still remain due to tree loss and the limited space available for replanting. Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] discusses this in further detail.	
IRS/024	Noise Pollution					✓	Homes flanking the North side of the A12 are already suffering from high and unacceptable levels noise pollution, which has grown exponentially since the inception of the A12. This is acutely the case for homes like mine backing onto the A12 where there is little if any respite to night and day traffic noise. Whilst some relief can be obtained from costly double and triple glazing, noise levels in gardens and with windows open are already	The properties backing onto the A12 on the northern side have all been included within the noise assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. An initial examination into the provision of a noise barrier along the northern side of the A12 did show that it was not cost effective. A shorter barrier was due to be examined but when the proposed southern barrier was discounted due to engineering constraints,	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>unacceptable. I was therefore surprised to hear that in the context of the widening scheme no studies have been made of current and future noise levels for specific properties in those locations for example in preparation for future compensation claims. I was told they would be too costly. If so, what might the basis of compensation claims be?</p>	<p>improved road surfacing was examined as a measure to reduce the impact from the proposed scheme. This improved surfacing should benefit both sides equally.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
IRS/025	Noise Pollution					✓	<p>The current surface of the road is unforgivingly noisy, to the extent that it causes reverberation on occasions and stress to drivers. In summer, depending very much on wind-direction, it can be quite impossible to enjoy being in the garden. The road passes at a distance of one field from my house; many visitors have commented on the overwhelming noise. But in the centre of the village, many houses are built alongside the road, as are others on the stretch from Boreham to</p>	<p>The current road surface would be replaced as part of the proposed scheme. It is proposed to use a surface with better noise reducing properties than a conventional low noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p>	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Hatfield Peverel. For years, we have waited for the A12 to be upgraded with a noise-reducing surface.		
IRS/026	Noise Pollution					✓	As explained in my earlier comments our home backs onto the North side of the A12, roughly mid-way between the Station Road and Wellington, so a key issue for us is the unacceptable current and future noise poll levels coming from the A12, and especially any impact of the road widening on our property.	In the current design there is a proposal for the section of A12 through Hatfield Peverel from J20a to J20b on both carriageways to be surfaced with a surface that has better noise reducing properties than a conventional low noise surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/027	Improve Additional Areas of Road					✓	Residents on the east side of Hatfield Peverel, the trunk road can be extremely noisy (frequently up to 60 to 70 dB) when airflows are from a generally easterly direction, which is not unusual given our relative proximity to the east coast. Even prevailing winds from a westerly direction carry road noise to us from the west side of the village. Therefore, improved road surfacing, with better noise performance is an absolute necessity but this needs to	The current road surface would be replaced as part of the proposed scheme. It is proposed to use a surface with better noise reducing properties than a conventional low noise surface. The improved road surfacing will reduce the noise at source (i.e. the tyre/road interface), so this would provide a reduction in noise whatever the wind direction. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							extend for some distance either side of the A12 Hatfield Peverel road cutting.	Environmental Management Plan [TR010060/APP/6.5].	
IRS/028	Effectiveness					✓	Many respondents are concerned about the improved road surfacing having a tangible affect on noise generated by air traffic, modified and illegally noisy cars, huge no. of juggernauts and motorbikes using A12 and all of it causing increased pollution particularly at night when it can be heard quite clearly.	The improved road surfacing will reduce the noise at source (i.e. the tyre/road interface). Engine noise would not be reduced by using the improved road surface. However, above a speed of 40–50mph, such as that on the A12, the dominant noise source for most vehicles is from the tyre/road interaction which would be reduced by the improved road surface. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/029	Maintenance / Longevity					✓	Many public respondents are concerned about the deterioration of the noise reducing surfacing over a short period of time. They are keen to know about the measures taken for its maintenance and any other future road repairs as low noise surfacing has an enhanced maintenance regime to ensure its continued performance and therefore effectiveness for local residents.	The Applicant will ensure that at the completion of the construction works, all new assets will be maintained by National Highways' operational teams. The proposed scheme will develop a Maintenance and Repair Strategy report which will include all related maintenance aspects for newly built assets.  Low noise surfaces degrade about 0.4dB every year. On a road with traffic volumes	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								like the A12, the surface is expected to last around 10 years before resurfacing is required. Note that safety aspects of the surface (e.g. skid resistance) are normally the determining factors for when a surface is resurfaced. National Highways' maintenance team will carry out the necessary maintenance as required and will seek to maintain all assets within the A12 to the right levels of performance.	
IRS/030	Removal of Noise Barriers					✓	Many public respondents are against the removal of noise barriers and proposals to remove all trees and vegetation. They say that they were encouraged to support the barriers on both sides of the road in previous proposals.	The proposals now presented (which include a low noise surfacing) are designed to tackle the noise at its source. The elimination of noise barriers on both sides of Hatfield Peverel relieves the area from noisy and disruptive works, including the need for extended vegetation clearance and earthworks. This solution would also be applicable to both northbound and southbound carriageways with extended benefits to wider Hatfield Peverel.	
IRS/031	Materials					✓	I believe it is not possible to use recycled materials within road surfacing and I would encourage the highways agency to use	As the proposed scheme progresses to detailed design stage, it will aim to specify the most efficient design solutions available. Liaison with the supply chain will continue to	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							sustainable options wherever possible to do so.	ensure new opportunities are captured at that stage.	
IRS/032	Wildlife and Ecology					✓	The barrier would have prevented animals from walking on the road and possibly reduced fatalities, but if there is no similar barrier on the other side it is pointless. Some kind of deterrent would be good along the whole of the new scheme to avoid unnecessary roadkill.	Badger and otter fencing will be used in high-risk areas to deter these species from crossing the road. Stockproof fencing would also be used in other areas such as Whetmead Local Nature Reserve/Local Wildlife Site to prevent mortality on the A12.	
IRS/033	Wildlife and Ecology					✓	Also, the A12 is close to Brockwell Nature reserve and it would be good to have less road noise for wildlife.	The resurfacing of the concrete on the Kelvedon bypass with a low noise surface is predicted to reduce the noise within Brockwell Meadows Local Nature Reserve by a noticeable amount. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/034	Wildlife and Ecology					✓	The best form of noise reduction is trees and hedgerows which should be planted and enough space created for them as part of the design.	For the purposes of the assessment in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] a worst case scenario has been assumed that some of the existing vegetation would be lost and cannot be fully replanted due to the constraints of the	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Trees at top of bank need to be kept for privacy for all properties along A12 through Hatfield Peverel.	retaining wall construction and bridge replacement. Existing vegetation within the proposed scheme boundary and within temporary works areas would be retained as far as reasonably practicable as per clause LV4 in the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5]. Vegetation that is able to be retained is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Opportunities for replacement planting would be considered during the detailed design stage. Planting could be limited to shrubs and smaller trees which would provide some mitigation but significant visual effects are likely to remain in some locations.	
IRS/035	Alternative Design					✓	Respondents are concerned about the issues during the period when the Station Road bridge will be replaced, especially when the proposed alternative routes will involve major detours via Terling or Witham on narrow, unlit and badly surfaced country lanes. A better alternative would be to link	For the period during which Station Road is closed to enable the demolition and replacement of the bridge structure over the A12, mitigation measures are proposed to reduce the temporary severance of the community from the road network and local services. Access to Hatfield Peverel railway	



Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Station Road to the South side of the village via the new housing developments.</p>	<p>station will be maintained, but in a manner that does not cause undue traffic to residents of Hatfield Peverel to the north of the railway. All measures will be discussed with interested parties, including residents, councils, emergency services as well as Network Rail and Greater Anglia, after the Development Consent Order process. The Applicant agrees that it will be necessary to enable local residents to access both the wider road network and local services in Hatfield Peverel and beyond. Access for service providers such as Royal Mail and local council refuse collection will also be maintained. Proposals which are being considered include:</p> <ul style="list-style-type: none"> <li>• Provision of a temporary footpath from Station Road to Swan Close using a temporary structure over the A12.</li> <li>• Provision of a temporary car park to the north-east of Hatfield Peverel near to the proposed construction compound and accessed via a temporary road via either a modified northbound entry slip at J21 or a partially constructed new J21 layout. This would be supported via a</li> </ul>	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>temporary pedestrian access via the private road.</p> <ul style="list-style-type: none"> <li>• Temporary removal of the carriage restriction between Station Road and Bury Lane (once the estate roads at Hatfield Grove and Bury farm are constructed). Access via this route would be controlled (through number plate recognition or similar agreed) to prevent rat-running.</li> <li>• Provision of a shuttle service with stops in the temporary car park and the Railway Station, Station Road, with trained drivers and vehicles to support people with accessibility needs.</li> <li>• Provision of a signed diversion route, with enhanced cyclical and winter maintenance.</li> </ul> <p>Through the community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p>	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
IRS/036	Improve Additional Areas of Road / Keep Noise Barrier					✓	If improved road surfacing exists that has better noise performance it should be used wherever new road surfaces are being laid for the A12. Environmental considerations are clearly being carefully addressed by the scheme but noise pollution from the A12 is not confined to the Hatfield Peverel area and a reduction along this whole stretch would be highly beneficial to the environment.	Following further modelling and detailed assessment, it is proposed to resurface the southern carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. This is expected to mitigate the predicted increase in noise caused by the proposed scheme from traffic using the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].  From 11 February to 18 March 2022, a targeted consultation was held on the proposed installation of noise reducing surfacing. Responses to that consultation can be found in Chapter 6 of this report.	
IRS/037	Improve Additional Areas of Road					✓	Many public respondents ask that the sound-deadening road surface should be extended to include the whole of the A12 route as it passes through the Blackwater Valley, a site which is deemed as an important ecological area. One of them	The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. This includes the area through the Blackwater Valley. This is also included in the Register of Environmental Actions and Commitments, which is included in the first	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							also inquired if improved road surfacing will be applied to link roads.	iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/038	Improve Additional Areas of Road					✓	I would like to see noise-reducing surface along all parts of the A12 next to built-up areas. We live in Kelvedon and the noise from the A12, particularly in wet weather, is very loud especially at night. I think because the A12 is raised in that area and is level with the 1st floor of houses we hear it more.	<p>The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. Past Kelvedon, the existing concrete surface is proposed to be resurfaced with low noise materials, which will offer a significant reduction in noise to those living alongside. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p> <p>The benefit from the low noise surfacing will diminish moving further away from the A12 as there will be other noise sources present (e.g. local roads) and will also depend on the location, i.e. the high street, which is busy, will probably not notice a benefit but a small cul-de-sac with not much background noise may experience a benefit.</p>	
IRS/039	Keep Noise Barrier					✓	Will your improved road surface reduce all the noise or will barriers be needed as well	It is not possible for the improved road surface or noise barriers to remove all the noise from the A12. The way surfacing and	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								noise barriers work to reduce the noise are different. The full benefit from a noise barrier, which can be up to a 10dB reduction in noise, is only experienced by the closest properties. Beyond around 150m, the reduction in noise provided by a noise barrier is negligible. A surface would not normally provide such a high level of noise reduction, but it would provide a widespread reduction in noise throughout Hatfield Peverel.	
IRS/040	Keep Noise Barrier					✓	If future noise levels are greater than is currently the case then noise barriers should be installed. On most days the constant noise of the A12 can be heard in addition to the intermittent train noise we are subjected to on the North side of the A12. The link road on the North side appears to be elevated to reach the roundabout at Junction 21 so it would suggest that noise levels will be increased. This needs to be mitigated.	The improved road surface will ensure that the noise from traffic using the A12 is no greater than that from the A12 without the proposed scheme. The noise from the trains should not change due to the proposed scheme. Traffic and therefore noise will increase on the northern link road but this is not expected to increase by a noticeable amount and so no specific mitigation measures are proposed.	
IRS/041	Compensation					✓	More needs to be done to redress existing and future imbalances in HP noise pollution for those already affected by the A12 traffic	The properties backing onto the A12 on the northern side have all been included within the noise assessment in Chapter 12: Noise and Vibration, of the Environmental	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							noise, in terms of: financial compensation through lump-sum or council tax reductions	<p>Statement [TR010060/APP/6.1]. An initial examination into the provision of a noise barrier along the northern side of the A12 did show that it was not cost effective. A shorter barrier was due to be examined but when the proposed southern barrier was discounted due to engineering constraints, improved road surfacing was examined as a measure to reduce the impact from the proposed scheme. This improved surfacing should benefit both sides equally.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
IRS/042	General					✓	Improved road surfacing is preferable to unsightly barriers.	Improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. This is expected to mitigate the predicted increase in noise caused by the proposed	

Ref No	Theme	Consultee/ Address	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								scheme from traffic using the A12. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
IRS/043	Noise Pollution					✓	This idea is excellent as it will not only benefit people close to the A12 but also the residents further down Hatfield Peverel who can currently hear the constant road noise of the traffic.	Thank you to the consultee for the feedback and support for the proposed scheme. Your comments will help the Applicant better understand the local area and any potential impacts the A12 widening may have on the community. The Applicant has listened to and considered everyone's feedback.	

## 2.7 Market Lane

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to Market Lane.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.7 Consultation Responses – Sup Con Market Lane**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ML/001	Construction	Essex County Council	✓				It also noted that in the supplementary consultation construction impacts are mentioned and the need for piling to take place it is preferable that the piles are pushed as opposed to hammered to minimise impact.	The Applicant will aim to mitigate construction related impacts by designing the most appropriate solutions with a view of the local environmental constraints. Detailed design solutions are yet to be completed at the time of writing this report. Further information can be found in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. This includes mitigation for specific construction methods such as piling.	
ML/002	Noise Pollution	Essex County Council	✓				It is noted that it is proposed to remove the Market Lane noise barrier temporarily on account of construction of the retaining wall to accommodate the widened carriageway, however, the County Council would stress the need for the barrier to be reinstated as soon as physically possible.	The Applicant would look into any opportunity to keep the existing noise barrier in place. The decision to remove the barrier or not would be taken when detailed design is completed and a methodology agreed for the proposed works. If the removal of the barrier is deemed necessary, the Applicant would aim to	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								complete the works as quickly and as safely as possible.	
ML/003	Noise Pollution	Essex County Council	✓				The County Council would need assurance that noise levels will be monitored throughout the construction period.	Noise monitoring during construction will be carried out by the Principal Contractor, if required, and as agreed with the relevant local authorities as recommended in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The commitment to develop an approach to monitoring is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. Given the scope of the works and the number of potentially affected receptors, it is not proposed to permanently monitor at any single location throughout the duration of the works. Where required during the construction phase, noise levels shall be monitored periodically and in response to any complaints, the results of which will be compared with the consented construction noise limits (where appropriate). Monitoring will include physical measurements and observational checks; as a minimum, this will include hours of working, review of best	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								practice measures and, where applicable, any specific consent conditions.	
ML/004	Disruption	Anglian Water	✓				Anglian Water has no comments on the noise barrier. Anglian Water objects to the permanent acquisition of land which may include part or all of the Witham Benton Sewer Pumping Station. The Witham Market Lane Sewer Pumping Station looks to be outside the CA and so Anglian Water would want to secure agreement that works or traffic would not prevent 24/7 access to this facility.	The proposed scheme does not require temporary or permanent acquisition of Anglian Water's Witham Benton Sewer Pumping Station. The proposed scheme would not restrict any access to Anglian Water's Witham Market Lane Sewer Pumping Station. The Applicant met with Anglian Water on 27 April 2022 and confirmed that there would be no impacts to both assets.	
ML/005	Access	Anglian Water	✓				Agreement is to ensure 24/7 access is sought for works at junction 22 where the land subject to CA appears to be south of the Witham- Eastways Ind Est Sewer Pumping Station and north of the Witham-Eastways Sewer Pumping Station. CA and works proposed at Braxted Road, on the B1024 and at Ewell Chase Road pose a similar access question and Anglian Water seeks agreement for 24/7 access to the Rivenhall End STW, Kelvedon- London Road SPS and Kelvendon-Worlds End SPS, respectively.	Access to all of Anglian Water's assets mentioned in the consultation response is expected to be maintained throughout construction. Any temporary traffic restrictions are mentioned on the Outline Construction Traffic Management Plan [TR010060/APP/7.7]. The Applicant will endeavour to communicate well in advance any temporary traffic restriction to all affected stakeholders, including Anglian Water.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ML/006	Construction	Copford with Easthorpe Parish Council	✓				Important for residents to have noise reduction measures in place prior to any construction.	Mitigation measures for reducing noise impacts during construction are included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/007	Further Engagement	Braintree District Council		✓			Due to limited time to appoint specialist resources, we only issue a holding response on the temporary removal of the barrier at Market Lane and reserve the right to make further additional comments.	The Applicant notes the consultee's comment.	
ML/008	Construction					✓	A number of consultees would like to know how long the noise barrier would be removed for during construction. Some would also like to know what was considered to avoid the removal of the noise barrier. Reinstatement of the noise barrier should take place as soon as is practicable	The detailed design solutions are yet to be developed at the time of writing this report. The Applicant would look into the option of not removing the existing noise barrier. If that is proven impossible, the barrier is expected to need to be removed for a likely period of six months. Works at this location would be carried out during the daytime only and materials would be stored at one of the compounds.  The noise barrier would be erected in the same locations when works are finished.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ML/009	Support					✓	I would support any alternative solution that would keep the noise barrier in place.	The Applicant would look into any opportunity to keep the existing noise barrier in place. The decision to remove the barrier or not would be taken when detailed design is completed and a methodology agreed for the proposed works.	
ML/010	Wildlife and Ecology					✓	Nothing should be done that permanently causes environmental damage.	The Environmental Statement [TR010060/APP/6.1] sets out any environmental impacts as a result of the proposed scheme, together with any mitigation required for significant adverse effects.	
ML/011	Wildlife and Ecology					✓	You are removing vegetation that will take 15 years to grow back so therefore local residents will be presented with a prison wall, along the A12 for all this time.	Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1] considers impacts on landscape including vegetation loss and mitigation planting. See Section 8.11 of Chapter 8 of the Environmental Statement.	
ML/012	Wildlife and Ecology					✓	Loss of habitat and impact on the local residents would be my concerns. Hopefully as little extra land as possible will be used	Where practicable, the design minimises the loss of vegetation. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
ML/013	General					✓	I am aware of the new proposed road surface but am concerned that over time this will inevitably disintegrate as all roads do and with increased traffic this will increase noise.	<p>Low noise surfaces degrade about 0.4dB every year. On a road with traffic volumes like the A12, the surface is expected to last around 10 years before resurfacing is required. Note that safety aspects of the surface (e.g. skid resistance) are normally the determining factors for when a surface is resurfaced.</p> <p>National Highways' maintenance team will carry out the necessary maintenance as required and will seek to maintain all assets within the A12 to the right levels of performance.</p>	
ML/014	Construction					✓	A couple of consultees were concerned about it taking 15 years for vegetation to fully develop and there will be increased noise for a number of years.	<p>Visual impacts have been assessed in Chapter 8: Landscape and visual, of the Environmental Statement [TR010060/APP/6.1]. This includes operation year 15 (design year) which considers a winter and summer scenario in the 15th year after opening, when planted mitigation would have taken effect. Both the completed proposed scheme and the traffic using it have been considered.</p> <p>The noise barrier at Market Lane is privately owned, and National Highways has a duty to replace this barrier when the works are finished. With this noise barrier replaced and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the additional noise reducing surfacing, there is predicted to be a reduction in noise for the houses along Market Lane once the proposed scheme is open. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/015	Construction					✓	You have made no mention about the increased damage to health from the increased dangerous particulate levels the widening will attract by bringing the road CLOSER to people's homes.	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQO). AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. The assessment identified no likely significant effects on air quality at human health receptors during the operational phase of the proposed scheme.	
ML/016	Impact on Health					✓	You also advise that the works may well have a significant impact on the mental health of residents, which you claim would	Further detail on the human health assessment methodology has been provided in Chapter 13: Population and Human Health, of the Environmental Statement	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							only be temporary, but you cannot know this for sure.	<p>[TR010060/APP/6.1]. Appendix 13.4 of the Environmental Statement [TR010060/APP/6.3] provides a Mental Wellbeing Impact Assessment. This assessment is based around the potential impacts of the proposed scheme on known protective factors for mental health.</p> <p>The assessment has not identified any significant effects on mental health. It has assessed that temporary loss of vegetation and increased perception of noise could affect mental wellbeing. In the case of the removal of the noise barrier at Market Lane, this would be a temporary impact and, once restored, the source of potential effect on mental wellbeing would be removed.</p>	
ML/017	Noise Pollution					✓	You have accepted that there will be a significant impact to noise levels and wellbeing but other than reducing the speed limit no additional mitigation has been offered.	<p>Mitigation measures for reducing noise impacts during construction are included in the first iteration of the Environmental Management Plan (EMP) [TR010060/APP/6.5]. The first iteration of the EMP will form the basis of the later second iteration (which deals with construction of the proposed scheme) and third iteration (which deals with operation and maintenance of the proposed scheme) of the EMP which are</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								required to be produced, approved by the Secretary of State and complied with under the Development Consent Order.	
ML/018	Construction					✓	A couple of consultees had more concerns about the noise mitigation around Boreham.	The length of the A12 which passes Boreham is already surfaced with low noise material. The proposed scheme will replace this with a surface that has better noise reducing properties than a conventional low noise surface. The provision of noise barriers has been ruled out due to the large amount of vegetation that would need to be removed in order to install these which would have adverse visual effects to the landscape and significant adverse effects on biodiversity. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/019	Noise Pollution					✓	In the statutory consultation, it stated that noise reduction measures would be implemented through a proposed noise barrier adjacent to Gershwin Boulevard (fly through video showed this) as well as the Market Lane noise barrier. There is no longer reference to the Gershwin Boulevard noise barrier in the supplementary consultation document and	For the section of the A12 from the existing J21 to just beyond Rivenhall End, the proposed scheme will surface the road with a low noise surface that has better noise reducing properties than a conventional low noise surface. The use of this surface should reduce the noise level by a noticeable amount. The use of noise barriers at this location has not been considered further for two reasons.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the related maps/plans do not show this! What has happened to this aspect of the scheme? This is of serious concern to residents of Gershwin Boulevard and I have previously raised this with my MP (Priti Patel) who supports this - letter available on request, including response from Highway England confirming this would be addressed.	The first is that a large amount of vegetation is likely to need to be removed to install the barriers, which would result in a lot of the visual screening to the A12 being lost. Secondly, a noise barrier becomes less effective at reducing noise the further the houses are from the barrier. The majority of houses along Gershwin Boulevard are more than 100m from the A12, and at this distance the expected reduction in noise provided by a noise barrier is likely to be negligible. Further information can be found in Chapter 8: Landscape and visual, and Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/020	Noise Pollution					✓	I live further south of Market Lane at Hodges Holt which is closer to the A12 than residents of Market Lane and yet we don't have a sound barrier like Market Lane. Yes, we have trees between us and the A12 but they have never been maintained and are so tall that they provide little or no sound protection.	There is a proposed noise barrier alongside the A12 at Hodges Holt. The noise reducing resurfacing will also be used in this location which will result in a significant beneficial effect. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/021	Noise Pollution					✓	Can you also explain why the Hatfield Peverel section of road is having improvements to the road to reduce road	The same noise reducing surfacing material is being used at Hatfield Peverel as on the A12 section that passes Market Lane. The noise	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							noise to the point where the wall is no longer required, yet the Market Lane area is not?	barrier at Market Lane is privately owned, and National Highways has a duty to replace this barrier when the works are finished. With this noise barrier replaced and the additional noise reducing surfacing, there is predicted to be a reduction in noise for the houses along Market Lane once the proposed scheme is open. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/022	Wildlife and Ecology					✓	A couple of consultees were concerned about the removal of vegetation and whether this would lead to a long term loss in wildlife and ecology.	The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.	
ML/023	Consultation Materials					✓	A few consultees raised concern that there is no longer reference to the Gershwin Boulevard noise barrier in the supplementary consultation document.	For the section of the A12 from the existing J21 to just beyond Rivenhall End, the proposed scheme will surface the road with a low noise surface that has better noise reducing properties than a conventional low noise surface. The use of this surface should reduce the noise level by a noticeable amount. The use of noise barriers at this location has not been considered further for two reasons.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The first is that a large amount of vegetation is likely to need to be removed to install the barriers, which would result in a lot of the visual screening to the A12 being lost. Secondly, a noise barrier becomes less effective at reducing noise the further the houses are from the barrier. The majority of houses along Gershwin Boulevard are more than 100m from the A12, and at this distance the expected reduction in noise provided by a noise barrier is likely to be negligible. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
ML/024	Further Engagement					✓	If it is confirmed that the removal of the noise barrier will not be temporary then I would also suggest that the consultation period is extended, so that residents can further review this information, come to a fully informed decision and subsequently make their views known.	The detailed design solutions are yet to be developed at the time of writing this report. The Applicant would look into the option of not removing the existing noise barrier. If that is proven impossible, the barrier is expected to need to be removed for a likely period of six months.  The noise barrier would be erected in the same location when works are finished.	
ML/025	Disruption					✓	You say that it could be possible to do the south bound carriage first so you don't need to remove it. You say that you don't	The Applicant would look into any opportunity to keep the existing noise barrier in place. The decision to remove the barrier or not would be	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							want to have to so there is your solution. It will take you more time and money to remove and then put it back	taken when detailed design is completed and a methodology agreed for the proposed works.	

## 2.8 Overall Scheme as with Supplementary Consultation

The tables provided below evidence the regard had to responses received to National Highways supplementary consultation relating to the overall scheme.

This consultation took place between Tuesday 9 November 2021 and Sunday 19 December 2021.

**Table 2.8 S42(a) Prescribed consultee**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/001	Consultation Document	Essex County Council	✓				The information provided is high level and it is no clearer from the information what the effects would be on protected and Priority species, particularly bats (especially Barbastelle Bats) and Dormice. The additional information does not advise on whether there would be any difference to these species and their ability to move through the landscape	Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] includes baseline information on protected and priority species (including barbastelle bats and dormice) and assesses the impacts of the proposed scheme.  Dormice are assumed absent with regard to the main works of the proposed scheme based on results of previous surveys and are therefore scoped out. Surveys are ongoing in relation to the Cadent gas main diversion, and if dormice are identified as present, any potential impacts including on their ability to move through the landscape would be sufficiently mitigated through standard mitigation techniques detailed in Chapter 9: Biodiversity, of the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Environmental Statement [TR010060/APP/6.1].</p> <p>Regarding bats (specifically barbastelle) and their ability to move through the landscape; landscaping and habitat planting have been designed to increase connectivity across the landscape and avoid fragmentation of commuting and foraging habitats. Key commuting and foraging areas have been identified through field surveys, and this information has been used to inform landscape design.</p>	
OS/002	Further Engagement	Essex County Council	✓				<p>The County Council look forward to continuing to work on the proposals for the Scheme, which it is intended to be submitted as a Development Consent Order application to the Planning Inspectorate in Q2/Q3 2022. The purpose of this non-statutory consultation is to give stakeholders the opportunity to input into the process and ECC look forward to additional engagement throughout the rest of 2021 and into 2022 as proposals continue to develop and are refined prior to eventual submission.</p>	<p>The Applicant has undertaken considerable engagement with Essex County Council and is grateful for Essex County Council's involvement. Engagement will continue throughout the development and construction of the proposed scheme.</p>	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/003	Further Engagement	Essex County Council	✓				<p>Since that time encouraging progress is being made to address these issues and it is understood that NH will be writing to Essex County Council requesting a firm stance on the junctions this will be welcomed. In addition, further detail is being developed on several aspects including traffic modelling (with the County Council already having made a request to see detailed modelling data), WCH measures and de-trunking aspects. The County Council would reiterate that there is a need for NH to be open in sharing the modelling data that has been used to develop the scheme to this stage. It is hoped that the County Council and NH can identify a way forward on these important issues prior to the DCO examination.</p>	<p>The Applicant has undertaken considerable engagement with Essex County Council and is grateful for the council's involvement. Engagement will continue throughout the development and construction of the proposed scheme.</p> <p>An updated version of the traffic model has been produced to support the Development Consent Order (DCO) application. This includes an AM peak hour (07:30–08:30), a typical inter-peak hour in the middle of the day (an average hour between 10:00 and 16:00), and a PM peak hour (17:00–18:00). Further details on the overall approach to traffic modelling are provided in Chapters 6 to 8 of the Combined Modelling and Appraisal Report [TR010060/APP/7.3]. This has been shared with Essex County Council.</p>	
OS/004	Access	Essex County Council	✓				<p>The following comments from our stakeholders are considered pertinent as to this round of non-statutory consultation:</p> <p>Highways and Transportation</p>	<p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>The County Council recognises the schemes benefits, in alleviating congestion and allowing the free flow of traffic along the A12, improving journey times and enabling the free flow of traffic along this major route and therefore welcomes the scheme to improve this vital corridor. However, the detail needs to be correct to ensure that the impact (whether environmental, economic or social) on the local area and associated networks is carefully considered, particularly given that for the most part the A12 is extensively used by Essex communities which have no other parallel routes on which to travel. The widening scheme would be a great improvement, with new, revised and safer junctions, however this is significantly compromised at present by the as proposed poor access to and from the local road network and the level of provision for WCH ensuring that they are of LTN 1/20 standard for cycling and equivalent for pedestrians and horse riders.</p> <p>Essex County Council consider that a vital component of the scheme is connectivity to the new and improved junctions and that this</p>	<p>junctions, designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed using the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads.</p> <p>Whilst the project team understands the need for further improvements to address historical issues and rat running on the wider local network, this is outside the scope for the proposed scheme to address. National Highways is working with Essex County Council to understand these issues</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>is enhanced because the scheme sees several junctions closed and others moved, potentially introducing problems and making some longstanding issues worse. It is estimated that new and improved connectivity could be provided for approximately just an additional 5% of the stated 1 billion cost of the scheme, and without this investment this would be an opportunity lost for the scheme to provide the area with a much needed and lasting legacy.</p>	<p>and to address them where practicable within the scope of the proposed scheme.</p> <p>The Applicant recognises that Local Transport Note (LTN) 1/20 (Department for Transport, 2020) is the relevant design guidance for active travel routes on local roads. The proposed scheme has taken the guidance and core design principles contained within LTN /120 into account for all proposed cycling infrastructure, including buffer zone offsets from carriageway, path widths, island dimensions and crossing point geometry. The proposed scheme will continue to develop these routes and crossings in the detailed design stage.</p> <p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.</p>	
OS/005	Design	Essex County Council	✓				<p>With respect to the de-trunked aspects of the scheme whilst not a part of the supplementary consultation the County Council would like to</p>	<p>The impact on local roads has been assessed using the strategic traffic model. This strategic model allowed the impact on</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>re-iterate the need to reserve the right to comment on these aspects until further detailed information around aspects such as traffic flows can be made available.</p> <p>Whilst not a part of the supplementary consultation it is essential to re-iterate the County's stance on each of the junction proposals as raised in the statutory consultation as follows:</p> <p>J19 – Oppose                      J21 – Neutral                      J22 – Oppose                      J24 – Oppose                      J25 – Oppose</p> <p>De-trunking aspects need to be clarified and supported by appropriate data to justify the need for leaving dual carriageway provision remaining once the A12 is bypassed</p> <p>Further information can be obtained from the County Councils detailed consultation response in August 2021.</p>	<p>local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads.</p> <p>The proposed scheme would bypass two sections of the A12 mainline, one between J22 and Rivenhall End and one between J24 and J25. The Option 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option, with the second most popular option being Option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Addendum:</p>  <p>The existing A12 between J22 and Rivenhall End and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout would provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the de-trunked A12, but access will be available from Braxted Road and Henry Dixon Road via the new Rivenhall End West Roundabout. Access to the new A12 will be available via the de-trunked A12 and new A12 junction. This will provide improved access to the new A12 via Braxted</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Road and the de-trunked A12 which will be safer than existing.</p> <p>East of J24, the following is proposed on the de-trunked A12:</p> <ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24, would provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</li> <li>• Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</p> <ul style="list-style-type: none"> <li>• The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is provided for the full length of both de-trunked sections Prior to transferring the asset to Essex County Council, works may take place and this will be managed by National Highways' Operations Team. Subject to further engagement with the county council, this might include the following:</p> <ul style="list-style-type: none"> <li>- Resurfacing of sections of the carriageway</li> <li>- White lining</li> <li>- Vegetation clearance</li> <li>- Planting and landscaping</li> <li>- Road sweeping</li> <li>- News signs</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>- Drainage and gully clearance</p> <p>The de-trunked sections of the A12, along with the rest of the proposed scheme, can be seen in the General Arrangement Plans [TR010060/APP/2.9].</p>	
OS/006	Cultural Heritage	Essex County Council	✓				A programme of archaeological work is proposed to understand and record any below ground remains prior to construction. This will need to include areas of road widening as well as groundworks required for flood mitigation.	Areas of road widening as well as groundworks required for flood mitigation are included in Appendix 7.10: Archaeological Mitigation Strategy, of the Environmental Statement [TR010060/APP/6.3]. The need for and scope of any mitigation was agreed with consultees (including Essex County Council) in a meeting held 13 April 2022.	
OS/007	Cultural Heritage	Essex County Council	✓				<p>Historic Buildings</p> <p>In general, the changes presented in the Supplementary Consultation document (November 2021) do not raise any further specific concerns. However, further to the previously submitted comments, it will be important to assess any structural impacts on Listed buildings, resulting from vibration and it is understood that this will be undertaken in the Noise and Vibration Impact Assessment</p>	As explained in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1], assessment of the impacts of vibration on built heritage resulting from construction activities is not included, as this is not predictable until the construction phase when information on detailed design and specific construction methods would be available. Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>as part of the EIA. Impacts from increased vibration may occur during the construction phase, with the movement of heavy plant machinery, but also in the operational phase, due to increased traffic. Impacts could range in severity from cracking of plaster to significant structural issues, depending on the building and its proximity to the works.</p> <p>It would be appropriate to undertake a structural assessment of relevant buildings to assess the likelihood of damage due to vibration and the nature and severity of these impacts. Should any detrimental impacts be found to be likely, effective forms of mitigation should also be considered</p>	<p>recommends compaction techniques other than vibratory compaction are investigated for use when within 10m of buildings in order to limit potential building damage or disturbance to residents. This is included in the first iteration of the Environmental Management Plan (EMP) [TR010060/APP/6.5]. The first iteration of the EMP will form the basis of the later second iteration (which deals with construction of the proposed scheme) and third iteration (which deals with operation and maintenance of the proposed scheme) of the EMP which are required to be produced, approved by the Secretary of State and complied with under the DCO. During development of the EMP, structural surveys will be considered.</p> <p>Operational vibration impacts are not anticipated as part of the proposed scheme as the new road surface provided will be free of irregularities as part of project design and will be maintained under general maintenance, so operational vibration will not have the potential to lead to significant adverse effects.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/008	Hydrology / Flood Risk	Essex County Council	✓				Any proposed planting should consider being planted in strategic locations in order to help mitigate against the impact of flooding. Landscape planting should be considered when designing the sustainable drainage system.	Landscape planting would be reviewed and considered, where appropriate, during detailed design of the sustainable drainage system. Species tolerant of waterlogging would be planted on floodplains and adjacent to watercourses.	
OS/009	Hydrology / Flood Risk	Essex County Council	✓				Sustainable drainage systems should be designed in a way that they provide maximum benefit in terms of amenity and biodiversity as well as reducing flood risk.	The design of the drainage attenuation ponds would be developed at detailed design to maximise their value for biodiversity.	
OS/010	Hydrology / Flood Risk	Essex County Council	✓				River Blackwater, flood risk impacts and mitigation in considered necessary due to watercourse 21.	River Blackwater and Ordinary Watercourse 21 have been assessed in Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3]. The current design proposals at River Blackwater are to widen the bridge by 10.1m. No change has been proposed on the spanning structure, but to stitch the extension onto the existing bridge. The structure at present is wide open and filled with natural light and will remain this way when widened. For Ordinary Watercourse 21, mitigation has been proposed in the form of a flood storage area and watercourse diversion to	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								reduce risk to the proposed road and prevent an increase in flood risk elsewhere.	
OS/011	Hydrology / Flood Risk	Essex County Council	✓				ECC note the use of good practices to prevent pollutant entering watercourse. This should also consider the minor leakages and any accidental spills during operational phase. An appropriate assessment and mitigation should be in place to prevent pollutants entering to surface water body.	Pollution prevention control measures are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
OS/012	Landscape & Visual Impact	Essex County Council	✓				Tree planting can create a visual barrier to the highway which can improve the health and wellbeing of the local community.	Where practicable, the design minimises the loss of vegetation, including trees. Where vegetation loss is unavoidable, mitigation is provided in the form of compensation habitat so there is no net loss of habitats due to construction of the proposed scheme. Tree planting is shown on Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2]. Impacts on health and wellbeing of the local community are assessed in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/013	Landscape & Visual Impact	Essex County Council	✓				<p>The planting strategy/schedule will need to consider the species mix and pattern which shall take into account the underlying geology, aspect, level of disturbance/potential for remediation, and other local character features to ensure it will be suitable within its environment/ landscape.</p> <p>As per previous comments: Landscape character and green infrastructure connectivity should be key considerations when proposing mitigation measures. Species mix, arrangement and pattern of stock can all have an influence on how proposals are sympathetic to their landscape setting, but also encourage connection of habitats for wildlife enhancements.</p>	<p>The environmental design includes a range of planting types to offset lost habitats and vegetation. The majority of new planting would be native, except where responding to local character, e.g. parklands. The planting will be agreed in conjunction with the drainage and landscape team during the pre-construction stage. Further details are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	
OS/014	Wildlife & Ecology	Essex County Council	✓				<p>Green Infrastructure</p> <p>The following comments are considered appropriate to the amendments as are proposed, in addition to those provide by the Green Infrastructure Team contained in the previous response:</p> <p>The proposal needs to be clear that no net loss in Green Infrastructure is not enough, and</p>	<p>Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2] and the Design Principles contained in the Design and Access Statement [TR010060/APP/7.4] set out the approach to green infrastructure.</p> <p>One of the aspirations of the proposed scheme is maximising biodiversity value and, in principle, where habitats are lost as</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							it is necessary to achieve a bare minimum of 10% biodiversity net gain as stated in previous comments. NH should look to be an exemplar in contributing to biodiversity net gain when looked against the size and type of the proposal as is proposed by this NSIP.	<p>a result of the proposed scheme, new habitats of equal or greater value would be created. The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p> <p>Replaced habitats will be of local native species and details are discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p>	
OS/015	Wildlife & Ecology	Essex County Council	✓				<p>The scheme should avoid fragmentation through the creation of green corridors - landscape planting and green bridges discussed within document would help create green corridors and increase connectivity and have positive impacts on biodiversity.</p> <p>This needs to include the provision of ecological culvert/tunnels. To avoid</p>	<p>Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.2] and the Design Principles contained in the Design and Access Statement [TR010060/APP/7.4] set out the approach to green infrastructure.</p> <p>Creation of green corridors and connectivity of the landscape has been an important</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner, Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
						unnecessary barriers to movement and, where necessary include design features which allow safe passage of wildlife.	consideration when developing the landscape design, for example the use of hedgerows to connect up the landscape.  Fragmentation impacts will be mitigated by the provision of mammal ledges within culverts along the proposed scheme.	
OS/016	Wildlife & Ecology	Essex County Council	✓			The planting species mix shall be as diverse as possible to ensure resilience against potential future diseases. It will include native species of local provenance and will also include a small inclusion of non-native species, where appropriate, in response to forecasted impacts of climate change.	The environmental design includes a range of planting types to offset lost habitats and vegetation. The majority of new planting would be native, except where responding to local character, e.g. parklands. The planting will be agreed in conjunction with the drainage and landscape team during the pre-construction stage. Further details are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
OS/017	Wildlife & Ecology	Essex County Council	✓			Any losses that can't be mitigated on site should be offset by off-site planting and contribution to existing habitat enhancements and potential Local Nature Recovery Strategy (that will be required for Local Authorities to produce by the Environment Act).	Mitigation can be accommodated within the Order Limits; no offsite planting is proposed.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/018	Wildlife & Ecology	Essex County Council	✓				<p>We welcome the indicative landscape Arrangement's strategy which seeks to mitigate the loss of vegetation with woodland planting, hedgerows and hedgerow trees, attenuation areas and areas for enhancing biodiversity and habitat creation.</p> <p>We would like to emphasise the need for the long-term management and monitoring of the proposed landscaping to ensure their establishment and ongoing success.</p>	<p>The principles of management and monitoring requirements are set out in the Outline Landscape and Ecological Management Plan which forms part of the first iteration Environmental Management Plan [TR010060/APP/6.5].</p> <p>There would be a five-year aftercare period for landscape planting.</p>	
OS/019	Wildlife & Ecology	Essex County Council	✓				<p>Proposed grassland: we would prefer wildflower grassland as opposed to amenity grass. Flowering lawn can be used as an alternative to amenity grass at those locations where wildflower grassland is not appropriate.</p> <p>Ecology</p> <p>Previous comments still apply. As previously stated, insignificant effects should also be considered and mitigated.</p>	<p>Where practical, low-nutrient grassland will be provided along the proposed scheme as this would support a higher diversity of botanical and faunal species. In other areas, it may be appropriate to sow on topsoil, but a diverse species mix is proposed. Further details are provided within the Outline Landscape and Ecological Management Plan which forms part of the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	
OS/020	Alternative Design	Essex County Council	✓				<p>To reiterate the County Council asks for clarity about the future of junction 23 - a junction which will be removed under the scheme proposals, but which will need to be reinstated</p>	<p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>when the new A120 is built. In addition, it is considered that there is a case to consider supplementing the proposed new junction 24 with a short stretch of new road to better connect it to the local network, accommodating growth from proposed development at Tiptree.</p>	<p>improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed Junction 24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p> <p>A number of consultee respondents expressed opposition to the community bypass, stating concerns over the environmental impacts of a new road.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The Applicant continues to work closely with National Highways' A120 Braintree to A12 team to ensure the applicant's proposed scheme is compatible with any future highways scheme which is brought forward for the A120. The A120 scheme is currently at an early stage of development, with Preferred Route Announcement expected shortly at the time of writing.	
OS/021	Impact on Properties / Landowners	Essex County Council	✓				<p>Minerals and Waste</p> <p>It is noted that the scheme's red lined area has changed as a result of the consultation and there has been a change to the route, however from a high-level Minerals and Waste (M&amp;W) policy point of view, the route changes are not of such significance that they would impact on our previous response from a M&amp;W perspective.</p> <p>The area of search for A12 near Bulls Lodge does overlap with the Brick Farm area, which is the last permitted area to be worked from 2034 to 2039. However, it appears that this site is only an area within which the A12 proposal has planned to use for soil storage. In the unlikely event this area is to be</p>	<p>While the Order Limits for the proposed scheme intersect with the Mineral Consultation Area (consultation buffer zone) around Bulls Lodge Quarry, the Order Limits do not physically encroach into the boundary of the consented quarry operations and there would be no adverse impact on the future working of the mineral reserves by the proposed scheme. Any intersection between the Order Limits and the consented Bulls Lodge Quarry is limited to the proposed scheme's use of the consented quarry access road as a temporary construction haul route. No soil storage is proposed within the boundary of Bulls Lodge Quarry.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							continued for this purpose post 2034 the area should be adjusted to ensure that future approved extraction in the Brick Farm area is not prejudiced.		
OS/022	Walking, Cycling and Horse Riding	Essex County Council	✓				As set out in the Highways and Transportation response the proposed scheme would in general improve connectivity for walkers, cyclists and horse riders - this is a really important point and should connect areas by providing alternative transport routes that can have positive environmental benefits as well as improving health and well-being of the community.	Thank you for your response. The Applicant confirms that this provision of alternative transport modes is important and will be further developed in the detailed design stage to improve the proposed scheme's active travel provision and connectivity against the Local Transport Note 1/20 core design principles of being safe, attractive, direct, comfortable and coherent.	
OS/023	Comments on the Consultation	Essex County Council	✓				I'm not aware of a copy of the PFRA being provided for review so all comments made within this document are based on the PEIR document and meeting with HE and AECOM	The preliminary Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3] was sent to Essex County Council on 31 August 2021.	
OS/024	Comments on the Consultation	Essex County Council	✓				In relation to HE's response to points raised during the stakeholder engagement process. – While we appreciate that the DMRB should be HE's baseline standards we believe that the Simple Index Approach to water quality risk assessment taken in the CIRIA SuDS manual C753 is the more stringent approach	The proposed scheme will be subject to Development Consent Order (DCO). The policy by which a DCO application is determined is the National Networks National Policy Statement (NNNPS). The wording of the NNNPS closely reflects that of the National Planning Policy Framework	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>water quality assessment. It is deemed necessary that all water leaving the newly proposed sections of highway should be subject to treatment. Previous reviews of schemes that have been assessed using HEWRAT have shown the outcome of that assessment methodology to be a lower standard of protection. It is not acceptable to Essex County Council that a Trunk Road would receive a lesser level of protection than an estate road in a new development. Untreated or poorly treated discharge from the highway will always lead to a reduction in the environmental quality of a receiving watercourse regardless of whether HEWRAT finds that level of risk acceptable. The NPPF explicitly states that Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality. A failure to consider the SIA as</p>	<p>(NPPF), stating, in paragraphs 5.220 and 5.222, the following:                      Paragraph 5.220: <i>'The Government's planning policies make clear that the planning system should contribute to and enhance the natural and local environment by, amongst other things, preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, water pollution.'</i>                      Paragraph 5.222: <i>'For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.'</i>                      Both the NPPF and NNNPS refer to 'unacceptable risk'. The purpose of the Highways England Water Risk Assessment Tool (HEWRAT) is to assess the risk and determine whether it is acceptable or unacceptable. This determination is based upon Environmental Quality Standards</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>part of the water quality assessment of the scheme will result in continued objection to the proposals by ECC.</p>	<p>(EQS) for long-term pollution levels which are a legal requirement. The Design Manual for Roads and Bridges (DMRB) also considers levels for short-term pollution and sediments which National Highways has agreed with the Environment Agency (based upon collaborative research). If HEWRAT finds that the risk to water quality from highway runoff is acceptable, then by inference it finds that treatment is not required. The proposed scheme achieves the EQS levels (i.e. legal requirements) without any mitigation. With the proposed mitigation, the majority of discharges achieve the standards for short-term pollution that have been agreed with the Environment Agency. An Environmental Impact Assessment (EIA) has been undertaken which has determined that the adverse impacts from the proposed scheme for the discharges that do not achieve the levels agreed with the Environment Agency are no greater than slight adverse. This is deemed to be not significant in EIA terms and therefore is not an unacceptable risk. Where these standards and the EQS are achieved, the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>effect is neutral and there is also no unacceptable risk.</p> <p>Opportunities have been taken, where feasible in accordance with paragraph 5.222 of the NNNPS, to improve the quality of existing discharges, regardless of whether or not they contribute towards Water Framework Directive commitments. Opportunities have also been taken, where feasible, to improve the water quality where proposed new discharges do not pose an unacceptable risk to the water environment as determined by DMRB/HEWRAT without mitigation.</p> <p>The CIRIA SuDS Manual (Section 26.7, Table 26.1) advocates assessment of water quality using increasing levels of complexity and not exclusively the Simple Index Approach (SIA). The SIA is the simplest method with a hazard characterisation based solely on land use. The DMRB (and HEWRAT) provides a detailed risk assessment based upon process-based modelling. It is also noted that the Construction Industry Research and Information Association (CIRIA)</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Sustainable Drainage Systems (SuDS) Manual recognises this and states 'Motorways and trunk roads should follow the guidance and risk assessment process set out in Highways Agency (2009)'. The reference to Highways Agency (2009) is to DMRB HD45/09 – the predecessor to LA 113 – though both require the use of HEWRAT.	
OS/025	Comments on the Consultation	Essex County Council	✓				It is recommended that a secondary assessment of the water quality impact of the development and base the water quality treatment design on the most stringent of both sets of standards to ensure the most rigorous protection of the existing water environment.	<p>The Simple Index Approach (SIA) is guidance, not a standard. A secondary assessment is not deemed necessary, as the Design Manual for Roads and Bridges (DMRB) assessment (advocated in the SuDS Manual as a more detailed level of assessment) has determined there is no unacceptable risk to the water environment. Irrespective of this treatment, measures have been included, where feasible, in drainage catchments as an enhancement for new and existing discharges.</p> <p>The first iteration Environmental Management Plan [TR010060/APP/6.5] includes mitigation measures to manage pollution and surface water flood risk during construction.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/026	Comments on the Consultation	Essex County Council	✓				As recommended above the CIRIA SIA approach should be used in parallel with the DMRB and HEWRAT standards a failure to do so would be a point of objection.	The Construction Industry Research and Information Association (CIRIA) Sustainable Drainage Systems (SuDS) Manual does not recommend the methodologies are used in parallel and advocates assessment of water quality using increasing levels of complexity (Section 26.7, Table 26.1).	
OS/027	Comments on the Consultation	Essex County Council	✓				Reference should be made to ECC culvert policy as part of this assessment process - <a href="https://flood.essex.gov.uk/media/1263/essex_county_council_culvert_policy.pdf">https://flood.essex.gov.uk/media/1263/essex_county_council_culvert_policy.pdf</a>	In terms of hydromorphology, this is similar to how the Construction Industry Research and Information Association (CIRIA) guidance sets out culvert design, which has been stated in the standard mitigation for hydromorphological mitigation. It is also referenced in Appendix 14.6: Surface Water Drainage Strategy, of the Environmental Statement [TR010060/APP/6.3] regarding drainage culverts that CIRIA guidance has been followed. Mitigation is in place (both standard and additional) for culverts in the assessment. Appendix 14.2: Water Environment Regulations (WFD Regulations) Compliance Assessment, of the Environmental Statement [TR010060/APP/6.3] also assesses the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								impact of culverts on designated surface water bodies and their quality/supporting elements.	
OS/028	Comments on the Consultation	Essex County Council	✓				Discussions have been had about the principles of the PFRA and during this process it was identified that additional detailed information would be required before ECC could fully assess the impact of the scheme design.	The preliminary Flood Risk Assessment was sent to Essex County Council on 31 August 2021. Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] has been updated with additional detailed information.	
OS/029	Comments on the Consultation	Essex County Council	✓				All information relating to drainage design, including when features discharge to the ground should be included as part of the drainage strategy so a holistic approach to drainage design can be taken.	Appendix 14.6: Surface Water Drainage Strategy, of the Environmental Statement [TR010060/APP/6.3] presents and assesses the key drainage design principles, design standards, discharge rate and proposed attenuation storage requirements of the proposed highway surface water drainage design. The Surface Water Drainage Strategy also includes a preliminary assessment of the infiltration potential for surface water disposal at the proposed outfall locations and along the length of the proposed scheme, which is informed by the provisional ground investigation data.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/030	Comments on the Consultation	Essex County Council	✓				When assessing the impact on water quality it is not enough to say that the impact won't be significant or that the receptor has a low value. It should be demonstrated that the development won't increase the levels of pollutant that a watercourse receives regardless of its current ecological status or its ability to dilute those pollutants. Essex is aiming to provide a high quality natural environment for residents and the aim should be to improve water quality any untreated discharge from the development would have an overall negative impact on the county.	Current ecological status is not considered by the Design Manual for Roads and Bridges (DMRB)/Highways England Water Risk Assessment Tool (HEWRAT). The DMRB (and HEWRAT) provides a detailed risk assessment based upon process-based modelling and is the national standard for highways schemes. Where feasible, the proposed scheme has included water quality treatment, even where the assessment has determined that without this treatment there is no unacceptable risk. This will increase the quality of the natural environment, particularly for the existing discharges on the A12 which currently receive no treatment.	
OS/031	Biodiversity	Essex County Council	✓				Mitigation of impacts should ensure no adverse (neutral) impact on receiving watercourses. In particular loss of vegetation should be compensated for elsewhere on the scheme.  It should be ensured that all post mitigation should be classified as neutral.	The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP.6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								It is not practicable to reduce the impact to neutral, even with mitigation, on all receiving watercourses. If a construction activity is to take place bankside or in-channel, a structure is in place bankside or in-channel, or new inputs of flow are to be discharged into a receiving watercourse, then it is likely to cause an adverse impact. Mitigation has been included to prevent significant effects (moderate or above), whether this is standard or additional, with the latter in place to prevent specific significant effects on specific watercourses. The proposed scheme has been assessed for hydromorphology and concludes that no significant effects are likely. This, however, does not mean that all impacts involve no change, or neutral effects.	
OS/032	Comments on the Consultation	Essex County Council	✓				A detailed CEMP should be provided to demonstrate how pollution risk and surface water flood risk will be managed during construction.	Measures to manage pollution risk and surface water flood risk during construction are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/033	Comments on the Consultation	Essex County Council	✓				We have not had access to the WQAR report.	The preliminary Appendix 14.1: Water Quality Assessment Report [TR010060/APP/6.3] was sent to Essex County Council on 21 December 2021. Essex County Council's response was received via email on 3 March 2022. An updated version has been submitted to support the Environmental Statement [TR010060/APP/6.1].	
OS/034	Comments on the Consultation	Essex County Council	✓				Any management of pollutants should be dealt with as part of purpose designed features within have the scheme and it should not be left to existing environments to manage pollution from the scheme.	Water treatment features have been included in the design where feasible for both new and existing discharges.	
OS/035	Comments on the Consultation	Essex County Council	✓				While it is not considered necessary to provide treatment for spillage risk. It is necessary to put in place containment processes to ensure that if spillage does occur this can be appropriately managed to ensure that the downstream network is not adversely affected.	The assessment for spillage risk undertaken with Highways England Water Risk Assessment Tool (HEWRAT) and in accordance with the Design Manual for Roads and Bridges (DMRB) has identified no unacceptable risk to the water environment. The drainage strategy details the measures that will be incorporated into the drainage design for the containment of pollution should an incident occur.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/036	Comments on the Consultation	Essex County Council	✓				Any increase in pollutant runoff would be considered unacceptable.	<p>The National Networks National Policy Statement (NNNPS) refers to 'unacceptable risk'. This has been determined through the use of the Design Manual for Roads and Bridges (DMRB)/ Highways England Water Risk Assessment Tool (HEWRAT). It is not reasonable nor feasible for measures to be put in place to ensure no increase in pollutant load. This is recognised in NNNPS by reference to 'unacceptable risk' in paragraph 5.220 and reference to 'where feasible' in paragraph 5.222. Water treatment has been considered for all discharges, and included where feasible, irrespective of the outcomes of the HEWRAT assessment.</p> <p>Measures to mitigate pollutant runoff during construction are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	
OS/037	Communication	Copford with Easthorpe Parish Council	✓				The permanent land acquisition from the Parish Council owned Queensberry Playing field has not been clearly indicated despite requests to do so. Neither has there been any information about how this loss of land will be	A meeting was held with Copford with Easthorpe Parish Council to articulate the changes to the proposed land acquisition, explaining that part of the Queensberry open space is proposed to be acquired	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							recompensed, other than by the very bland statement of land being made available.	permanently for the proposed scheme to allow the diversion of the Roman River. However, replacement land is proposed to be provided adjacent to the existing woodland. The rest of the land within the Order Limits would only be required for a temporary period during works and would be handed back.	
OS/038	Further Consultation	Bradwell Power Generation Company Limited (BRB)	✓				If there are any amendments or changes to the HE proposals, in particular those which affect the schedule and completion date, we request that we are further consulted.	The Applicant notes the comments from the stakeholder and will continue to engage with them throughout the proposed scheme and advise of any significant changes in the timescales. If the stakeholder submits relevant documentation / presentation, they will become part of the DCO process and any changes will be notified.	
OS/039	General	NATS	✓				NATS anticipates no impact from the proposal and has no comments to make on the Application.	The Applicant thanks you for taking time to respond.	
OS/040	Further Consultation	Network Rail Property (Eastern Region - Anglia)	✓				Consultation with Network Rail must take place within a Basic Asset protection Agreement (BAPA) framework where:	The Applicant notes the comments from the consultee and is currently engaging with Network Rail's Asset Protection and Optimisation (ASPRO) and clearance teams, and a number of Basic Asset	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Any mobile cranes or mechanical plant could fall within 3m of the railway boundary or any Network Rail asset, or</li> <li>Where, in the permanent or temporary condition, structural collapse due to foundation failure or superstructure failure, could result in any part of a proposed, designed structure falling within 3m of the railway boundary or a NR asset.</li> <li>Where, in the temporary condition, structural collapse of any temporary works which may be constructed which would include scaffolding and access towers could result in any element falling within 3m of the railway boundary or a NR asset.</li> <li>No works may be carried out where there is a risk of any plant or element, temporary or permanent, coming within 3.5m of the Overhead Live Electricity.</li> <li>Please also note that the track support zone is defined in Network Rail standard NR/L2/CIV/177 and any proposal which may require works to be conducted within this zone must be identified by the outside</li> </ul>	<p>Protection Agreements (BAPAs) have been signed for this purpose.</p> <p>The Applicant will continue to liaise with Network Rail and discuss the details around the design proposals.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>party and subsequent consultation with Network Rail must take place.</p> <ul style="list-style-type: none"> <li>• Should criteria be met within this standard, a track monitoring plan will have to be agreed with Network Rail.</li> <li>• The OP should also consider any works which could destabilise an embankment or retaining wall. If there is any risk then Network Rail must be consulted, and adequate mitigation measures put in place.</li> <li>• Any works within 200m of a Network Rail level crossing must be notified to Network Rail and further consultation must subsequently take place.</li> <li>• Please also note that the impact on any existing non-Network Rail structures such as culverts or bridges must be evaluated as the risks could be imparted to the railway.</li> </ul> <p>Network Rail stress further engagement and additional project details will be required, especially for the areas outlined below:</p> <p>1. Freight</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>2. Strategic Planning</p> <p>3. Level Crossings</p> <p>4. Asset Protection (ASPRO)</p> <p>5. Legal and Land Interests, including Standard Provisions</p> <p>The ASPRO team are already engaged with the RDR3 and Beaulieu Bridge through Essex Highways and Countryside and have no further comments on this at this stage.</p> <p>Further cross-project engagement is advised.</p> <p>However, with regards to the area of the proposal below, National Highways should be made aware that there will be a very close relationship with the work taking place around the A12 slip road from the A120 running parallel with North Rd near Marks Tey Station car park.</p> <p>Therefore, the normal criteria for engaging with Network Rail, which is listed below, should be pursued</p> <ul style="list-style-type: none"> <li>The Applicant will need to engage with Network Rail in relation to these aspects of the project.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>An Asset Protection Agreement (APA) is required to be signed before proceeding with any design or construction work alongside, above or below Network Rail's infrastructure.</li> <li>Prior to any development/construction or alterations to the site, further site-specific safety requirements, engineering technical approval and detailed conditions will need to be sought from Network Rail's Asset Protection team (AssetProtectionAnglia@networkrail.co.uk).</li> </ul> <p>The process for obtaining approval is outlined on Network Rail's web page <a href="http://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-">www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-</a></p>		
OS/041	Further Consultation	Network Rail Property (Eastern Region - Anglia)	✓				<p>Consultation with Network Rail must take place within a Basic Asset Protection Agreement (BAPA) framework where:</p> <ul style="list-style-type: none"> <li>Any mobile cranes or mechanical plant could fall within 3m of the railway boundary or any Network Rail asset, or;</li> </ul>	The Applicant notes the comments from the consultee and is currently engaging with Network Rail's Asset Protection and Optimisation (ASPRO) and clearance teams, and a number of Basic Asset Protection Agreements (BAPAs) have been signed for this purpose. The Applicant will	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• Where, in the permanent or temporary condition, structural collapse due to foundation failure or superstructure failure, could result in any part of a proposed, designed structure falling within 3m of the railway boundary or a NR asset.</li> <li>• Where, in the temporary condition, structural collapse of any temporary works which may be constructed which would include scaffolding and access towers could result in any element falling within 3m of the railway boundary or a NR asset.</li> <li>• No works may be carried out where there is a risk of any plant or element, temporary or permanent, coming within 3.5m of the Overhead Live Electricity.</li> <li>• Please also note that the track support zone is defined in Network Rail standard NR/L2/CIV/177 and any proposal which may require works to be conducted within this zone must be identified by the outside party and subsequent consultation with Network Rail must take place.</li> </ul>	<p>continue to liaise with Network Rail and discuss the details around the design proposals.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• Should criteria be met within this standard, a track monitoring plan will have to be agreed with Network Rail.</li> <li>• The OP should also consider any works which could destabilise an embankment or retaining wall. If there is any risk then Network Rail must be consulted, and adequate mitigation measures put in place.</li> <li>• Any works within 200m of a Network Rail level crossing must be notified to Network Rail and further consultation must subsequently take place.</li> <li>• Please also note that the impact on any existing non-Network Rail structures such as culverts or bridges must be evaluated as the risks could be imparted to the railway.</li> </ul> <p>Network Rail stress further engagement and additional project details will be required, especially for the areas outlined below:</p> <ol style="list-style-type: none"> <li>1. Freight</li> <li>2. Strategic Planning</li> </ol>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>3. Level Crossings</p> <p>4. Asset Protection (ASPRO)</p> <p>5. Legal and Land Interests, including Standard Provisions</p> <p>The ASPRO team are already engaged with the RDR3 and Beaulieu Bridge through Essex Highways and Countryside and have no further comments on this at this stage.</p> <p>Further cross-project engagement is advised.</p> <p>However, with regards to the area of the proposal below, National Highways should be made aware that there will be a very close relationship with the work taking place around the A12 slip road from the A120 running parallel with North Rd near Marks Tey Station car park.</p> <p>Therefore, the normal criteria for engaging with Network Rail, which is listed below, should be pursued</p> <ul style="list-style-type: none"> <li>The Applicant will need to engage with Network Rail in relation to these aspects of the project.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>An Asset Protection Agreement (APA) is required to be signed before proceeding with any design or construction work alongside, above or below Network Rail's infrastructure.</li> <li>Prior to any development/construction or alterations to the site, further site-specific safety requirements, engineering technical approval and detailed conditions will need to be sought from Network Rail's Asset Protection team (AssetProtectionAnglia@networkrail.co.uk).</li> <li>The process for obtaining approval is outlined on Network Rail's web page <a href="http://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-">www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-</a></li> </ul>		
OS/042	Further Engagement	Environment Agency	✓				<ul style="list-style-type: none"> <li>We would like to see the methodology for HDD within the environmental management plan.</li> </ul>	The Applicant is yet to produce its detailed design proposals for the proposed scheme. Once the detailed design is available and the Horizontal Directional Drilling locations are known, the Applicant will update the Environmental Management Plan [TR010060/APP/6.5].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/043	Further Engagement	Environment Agency	✓				If any dewatering is required during construction it is likely to require an abstraction licence. The applicant should consult with us to determine whether this is the case as soon as possible.	Discussions with the Environment Agency are ongoing. A de-watering assessment has been undertaken to inform Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and is included in Appendix 14.4: Groundwater baseline, dewatering assessment and Groundwater Dependent Terrestrial Ecosystem assessments, of the Environmental Statement [TR010060/APP/6.3].	
OS/044	Further Engagement	Environment Agency	✓				Essex CC as Lead Local Flood Authority should be consulted on the proposed surface water drainage scheme and any mitigation proposed to manage the existing flood risk.	Appendix 14.5: Flood Risk Assessment [TR010060/APP/6.3] was sent to Essex County Council on 31 August 2021 for comment.	
OS/045	Wildlife & Ecology	Environment Agency	✓				We would also wish to take this opportunity to re-state the significant concerns that remain in respect of the main river crossings proposed as part of the overall scheme, and the resulting impact on the biodiversity of the river ecosystems.  As previously highlighted, the new river crossings appear to be similar to the existing structures, rather than making use of updated	At Roman River a realignment is required which will be gently sinuous with a one-stage channel comprising varied bottom widths and sediment augmentation to produce pool-riffle sequences for habitat creation. Baffles will also be added to both the existing Roman River culvert and the extension to create flow diversity and encourage fish passage. This would	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>and improved design to better accommodate wildlife and reduce impacts on biodiversity as a whole. We are concerned that the overall proposals will compound the existing environmental damage without providing significant mitigation or enhancements to the river ecosystems that are crossed.</p>	<p>provide mitigation for the widening of this crossing.</p> <p>At Domsey Brook Bridge the crossing will be 7m wide under current proposals. The crossing is close to J24, so any reduction would be a departure from Design Manual for Roads and Bridges (DMRB) design standards. An additional crossing (Domsey East Culvert) will also be constructed allowing an offline mainline structure to cross Domsey Brook. Realignment is required at both crossings where the planform would be an improvement on the existing alignment. Additional mitigation measures will involve sediment augmentation along the realignment to replicate a pool-riffle sequence and improve habitat. The realignment would be excavated as a two-stage channel. Furthermore, Biodiversity Net Gain enhancements also include creating a 10m wide buffer zone to encourage riparian habitat development, planting trees and saplings along the bank tops and faces, and planting channel margin vegetation. The installation of baffles along both the existing and extended Domsey Bridge has</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>been agreed and will be take forward into the detailed design stage.</p> <p>The current design proposals at River Blackwater are to widen the bridge by 10.1m. No change has been proposed on the spanning structure, but to stitch the extension onto the existing bridge. The structure at present is wide and light filled and will remain this way when widened.</p> <p>A realignment is also proposed at the Rivenhall Brook. The proposed realignment and culvert would reduce the channel between 5–10m overall. However, the open channel would be reduced by approximately 70m, as a result of the proposed culvert and realignment. To mitigate the effects of the culvert crossing and to improve conditions along Rivenhall Brook, similar channel design elements to Domsey Brook have been proposed. This would include a two-stage channel, a gently sinuous planform and the presence of pool-riffle sequences following sediment augmentation. This augmentation would also be used to enhance the channel, as per Biodiversity Net Gain.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Fencing will be used to dissuade otters from crossing the proposed scheme. New and modified culverts with mammal ledges or other means of wildlife passage would allow for continued connectivity for otter commuting and foraging across the wider landscape. Realigned watercourses are being designed to be beneficial for wildlife.</p> <p>Further information can be found in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1] and in Appendix 9.14: Biodiversity Net Gain Report, of the Environmental Statement [TR010060/APP/6.3].</p>	
OS/046	Wildlife & Ecology	Environment Agency	✓				<p>As an example of impacts, we recommend that the project team investigate Cardiff University Otter Project recent mapping of otter deaths across the UK (Laird and O'Rourke 2021). The map shows otter death locations as dots on a small scale plain background. Despite the low key map produced, one pattern shows up clearly. The alignment of the A12 stands out as a series of otter death blackspots more distinctly than any other road in the UK. The result is a significant</p>	<p>The Applicant has considered your recommendation. New and modified culverts have been designed, where practicable, to allow safe passage by wildlife under all flow conditions, through the provision of mammal ledges above the 1 in 100 year flood level.</p> <p>The proposed scheme could also cause fragmentation of habitats. However, embedded and standard mitigation</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>and devastating representation of the results of previous poor road crossing design. The road crossings proposed as part of this scheme must not exacerbate this situation.</p> <p>This proposed development offers an ideal opportunity to investigate and re-examine the adverse environmental effects caused by previous road schemes, and to deliver solutions that resolve the on-going problems caused. National Highways should consider all options and resources that may be available to enable this to occur.</p> <p>The current proposed designs do not appear to reflect the significant ecological issues at the river crossing locations and need to go further to be able to demonstrate no net loss of biodiversity and biodiversity net gain.</p>	<p>practices such as the provision of mammal ledges in culverts on the Roman Rover, Domsey Brook (east), Domsey Brook (west) and Rivenhall Brook, and provision of multiple 600mm to 1,500mm culverts along the length of the proposed scheme, would both reduce the likelihood of direct mortality and increase habitat connectivity. This is discussed in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	
OS/047	Hydrology / Flood Risk	Environment Agency	✓				<p>Watercourse 21</p> <p>The Environmental Report explains that the Watercourse 21 flood mitigation storage and channel diversion will be hydraulically modelled. This is to demonstrate whether diverting the ordinary watercourse to the River Blackwater upstream of the existing confluence will have any adverse impacts on</p>	<p>Ordinary Watercourse 21 has been assessed in Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] to determine flood risk. Mitigation has been proposed to minimise the effects of increased flood risk.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							flood risk. The timings of the flood peaks will also be modelled. The Environmental Report states that it is expected that the impact on flood flows on the River Blackwater would be negligible and no further mitigation will be required. We agree with the proposal to model the impacts of the proposed works, and that no further mitigation will be required providing the modelling shows there to be no increase in flood risk as a result of the works.		
OS/048	Suggestion	Historic England	✓				We note the proposed changes to the scheme. We would advise that these changes are fully integrated into the assessment of cultural heritage in the ES.	The changes proposed through the supplementary consultation have been fully integrated into the assessment in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OS/049	General	Natural England	✓				Natural England supports the structure, scope and context of the Report, noting that this presents only the preliminary findings of ongoing survey work.	The Applicant welcomes the consultee's support and notes the comments.	
OS/050	Hydrology / Flood Risk	Natural England	✓				We note this doesn't include consideration of the ecological potential of waterbodies and other sensitive ecological receptors such as hydrologically connected designated sites, nor great crested newt ponds and potential impacts on water- dependent species and	The ecological potential of water bodies and other sensitive ecological receptors, such as hydrologically connected designated sites and great crested newt ponds, and potential impacts on water-dependent species and riparian mammals	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							riparian mammals, but note they are considered in other chapters.	are considered within Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].	
OS/051	Wildlife & Ecology	Natural England	✓				<p>Priority habitats</p> <p>The priority habitats within the study area include arable field margins, lowland mixed deciduous woodland, eutrophic standing waters, wet woodland, hedgerows, open mosaic habitats on formerly developed land, ponds, rivers, wood-pasture and parkland. Some of which will be lost through the scheme.</p>	<p>Existing vegetation would be retained as far as practicable, with a particular focus on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration would be given to the species, pattern and distribution of proposed planting of hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape.</p> <p>Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP.6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/052	General	Natural England	✓				<p>Natural England wishes to highlight the following key points for consideration in progressing the proposed scheme:</p> <p>We appreciate that the National Policy Statement for National Networks (Department for Transport, December 2014) (NPS) sets out the environmental enhancement delivery requirements for transport related Nationally Significant Infrastructure Projects (NSIPs). However, in light of government aspirations and objectives for the environment, including those set out in the Defra 25 Year Environment Plan, we believe a project of this scale should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain and delivery of the Nature Recovery Network (NRN).</p>	The Defra 3.0 biodiversity metric is being applied to the proposed scheme, with the aim of maximising biodiversity value. The proposed scheme is exceeding 10% net gain. Further details of the methodology can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3].	
OS/053	Hydrology / Flood Risk	Natural England	✓				<ul style="list-style-type: none"> <li>Natural England welcomes this and advises that the detailed assessment and mitigation measures to address any adverse impacts should be presented in the ES. This should include details of drainage designs and water management,</li> </ul>	The assessment of impacts of the proposed scheme on receiving watercourses is included in Chapter 14: Road Drainage and the Water Environment, of the Environmental Statement [TR010060/APP/6.1]. The	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							such as using new attenuation ponds to store surface runoff, to ensure no adverse impact to designated sites with downstream hydrological connectivity such as the Essex Estuaries SAC.	details of the proposed surface water drainage strategy for the proposed scheme are included in Appendix 14.6: Surface Water Drainage Strategy, and the detailed assessment of water quality impacts in Appendix 14.1: the Water Quality Assessment Report, of the Environmental Statement [TR010060/APP/6.3].	
OS/054	Wildlife & Ecology	Natural England	✓				In light of Government's environmental targets and ambitions a project of this scale, should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain.	The proposed scheme, as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	
OS/055	Wildlife & Ecology	Natural England	✓				The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.	The influence of climate change is considered within Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OS/056	Wildlife & Ecology	Natural England	✓				Habitat creation and enhancements are proposed to seek to achieve a beneficial outcome. Natural England advises that	The proposed scheme, as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							opportunities should be sought to maximise biodiversity net gain including buffering and connecting designated sites and habitats. In our view a scheme of this scale should deliver significant biodiversity net gain. Please see our further comments on biodiversity enhancements below.	requirements of the National Planning Policy Framework and National Networks National Policy Statement.	
OS/057	Wildlife & Ecology	Natural England	✓				Natural England generally welcomes the protected species assessment work being progressed, as presented in Chapter 9 of the report, noting that surveys for some species is ongoing. Based on survey work carried out to date the Report concludes that whilst there will be adverse impacts to some species, through construction, these will be mitigated to ensure that impacts are not significant. The Report indicates that operational impacts to habitats and species are considered not significant and/or can be mitigated through scheme design, for example through habitat creation and enhancement and implementation of other features to facilitate the movement and connectivity of species including mammals and amphibians. Evidence to confirm these initial findings, and details of	The assessment of construction and operation impacts on protected species is included in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1]. This also includes any necessary mitigation measures to minimise adverse effects.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							any mitigation measures to address adverse impacts, will need to be presented in the ES.		
OS/058	Wildlife & Ecology	Natural England	✓				Our advice is that survey effort, assessment and mitigation relating to protected species should generally accord with Natural England's standing advice. A clear rationale for any departures from this advice, and any likely consequences, should be provided in the ES.	There has been some departure from standard survey methodologies with respect to bats and barn owls. Methodologies and rationale used are detailed within the relevant technical appendices of the Environmental Statement [TR010060/APP/6.3].	
OS/059	Wildlife & Ecology	Natural England	✓				Section 9.4.8 suggests that EPSM licences will likely be required for bats and badger, and potentially otter and water vole. A District Level Licence will be obtained for great crested newts (Section 9.9).  In order to resolve any outstanding issues early in the process Highways England is encouraged to seek advice on protected species survey, assessment and draft mitigation proposals through Natural England's DAS and PSS.	The Applicant is already engaging with Natural England through the Discretionary Advice Service.	
OS/060	Wildlife & Ecology	Natural England	✓				PSS provides early advice on all 3 licensing tests (in relation to European protected species), before a Development Consent Order is granted.	The Applicant is already engaging with Natural England through the Discretionary Advice Service.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>This service also extends to other protected species (such as badger and water vole), protected by domestic wildlife legislation. This early assessment provides seeks to provide confidence, where required, that Natural England, as the statutory licensing authority, has considered the appropriate issues relating to protected species. In order to do this, Natural England will conduct a review, based on a full draft licence application, in advance of the formal submission of the NSIP application to the Inspectorate. Following the review of the draft licence application, Natural England will either: provide a Letter of No Impediment (LONI), explaining that based on the information reviewed to date, that it sees no impediment to a licence being granted in the future should the DCO be issued; or if there are licensing issues to address, these will be set out in writing for the applicant to resolve.</p> <p>Natural England advises that the detailed findings of all protected species survey and assessment work, and mitigation measures to address any adverse impacts, should be presented in the ES.</p>	<p>The detailed findings of all protected species survey and assessment work, and mitigation measures to address any adverse impacts, are presented in Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/061	Wildlife & Ecology	Natural England	✓				<p>Biodiversity enhancements</p> <p>As a minimum we advise that the ES should demonstrate how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests, in accordance with NPS requirements. However, in light of Government environmental targets and ambitions Natural England would expect a scheme of this scale to deliver significant biodiversity net gain. Our advice is that the scheme should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain and delivery of the Nature Recovery Network (NRN). National Habitats Network mapping is available to view at <a href="http://www.magic.defra.gov.uk">www.magic.defra.gov.uk</a>. The scheme should seek to contribute significant landscape-scale biodiversity enhancements to priority areas. In particular, Natural England would welcome ecological enhancement proposals which seek to reduce ( and thus help to reverse) the isolation and fragmentation of ancient woodland habitat through ecological buffering and enhancement</p>	<p>The proposed scheme, as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.</p> <p>The Applicant is already engaging with Natural England through the Discretionary Advice Service.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							of habitat connectivity. Highways England is encouraged to seek Natural England's early advice on draft biodiversity enhancement / net environmental gain proposals through DAS.		
OS/062	Wildlife & Ecology	Natural England	✓				Natural England advises that the ES should demonstrate how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests in accordance with NPS requirements. The NPS references the Government's Biodiversity 2020 and the Natural Environment White Paper (NEWP) vision for moving progressively from net biodiversity loss to net gain, by supporting healthy, well-functioning ecosystems and establishing more coherent ecological networks that are more resilient to current and future pressures. The ES should seek to demonstrate the contribution the proposed scheme will make towards this vision.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout, the detailed design and construction, if the proposed scheme is granted development consent	
OS/063	Wildlife & Ecology	Natural England	✓				In screening sites out of the detailed assessment, the ES should clearly demonstrate that all potential impact pathways have been considered. As mentioned above we are satisfied that impacts to Marks Tey Brickpit geological SSSI can be scoped out	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>subject to details of relevant mitigation being provided.</p> <p>Natural England notes the proposal to prepare a HRA Screening Report in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) (as amended). We trust that the findings of the HRA will inform the ES.</p>	construction if the proposed scheme is approved.	
OS/064	Wildlife & Ecology	Natural England	✓				<p>Sustainable Land Use Adviser</p> <p>1 These tests are that there is “no satisfactory alternative” (Regulation 53 (9) (a) of the Habitats Regulations), that the activity authorised will not be “detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range” (Regulation 53 (9) (b) and that the licence is for a purpose specified in Regulation 53(1) which includes for “imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment.”</p>	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/065	Wildlife & Ecology	Natural England	✓				Assessment of Cumulative Effects	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Natural England welcomes the approach to assessing the combined and cumulative impacts of the proposed scheme set out in Chapter 16 of the Report. However, we recommend caution with regard to the application of 2km Zones of Influence (Zoi) for nationally / internationally designated sites pending the outcome of the detailed assessment and given the potential for impacts to occur over significantly greater distance e.g. through water mediated effects.	with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/066	Wildlife & Ecology	Natural England	✓				We advise that environmental improvement objectives should seek to deliver net biodiversity gain rather than simply maintain existing levels of biodiversity. The proposed scheme is approximately 150m South-west of Marks Tey Brickpit Site of Special Scientific Interest (SSSI), which is designated for its geology. We agree with section 10.8.1, subject to those mitigation measures being appropriately detailed, agreed and delivered through the DCO, that the proposed scheme is unlikely to have any adverse effect on the geological interest of the SSSI and can be scoped out of the assessment. Additionally, within 10km of the scheme are the water	These comments have been answered within the statutory consultation section of this annex N. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>sensitive, hydrologically linked sites: Blackwater Estuary (Mid-Essex Coast Phase 4) Special Protection Area (SPA) and Ramsar; Essex Estuaries Special Area of Conservation (SAC); and Colne Estuary (Mid-Essex Coast Phase 2) SPA and Ramsar. There are eight sites where there is possible interaction of the proposed scheme with ranging bird species of designated sites: Blackwater Estuary (Mid-Essex Coast Phase 4, Abberton Reservoir SPA and Ramsar; Colne Estuary (Mid-Essex Coast Phase 2) SPA and Ramsar; Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA and Ramsar; Dengie (Mid-Essex Coast Phase 1) SPA and Ramsar; Outer Thames Estuary SPA; Stour and Orwell Estuaries SPA and Ramsar; and Alde-Ore Estuary SPA and Ramsar. The scheme also lies within close proximity to the following nationally designated nature conservation sites:</p> <ul style="list-style-type: none"> <li>• Tiptree Heath SSSI</li> <li>• River Ter SSSI</li> </ul> <p>The proposed scheme is also within close proximity to a number of locally designated</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							wildlife sites and areas of priority habitat including ancient woodland.		
OS/067	Request Further Information / Review	Natural England	✓				Mitigation measures should be detailed in the ES.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/068	Request Further Information / Review	Natural England	✓				The ES should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/069	Walking, Cycling and Horse Riding	Natural England	✓				Any assessment should consider potential impacts on access land, public open land and rights of way in the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced. Natural England encourages any proposal to	All existing public rights of way have been reviewed in respect of impact from the works and necessary diversions. Diversions have been identified for each, which seek to reduce adverse impacts and improve networks including quiet enjoyment of the countryside. These will continue to be developed in the detailed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure.	design stage in liaison with the relevant stakeholders.	
OS/070	Climate Change / Carbon Emissions	Natural England	✓				<p>Climate</p> <p>We fully support the proposals outlined in Chapter 15 of the Report to assess the effects of the scheme on climate from greenhouse gas emissions and the effects of the scheme, and a changing climate, on the environment. Natural England welcomes the proposed embedded measures and standard mitigation outlined in section 15.9.</p>	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/071	Hydrology / Flood Risk	Natural England	✓				<p>Road Drainage and the Water Environment</p> <p>We support the inclusion of chapter 14 in the Report to assess the potential effects of the scheme on road drainage and the water environment.</p>	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/072	Hydrology / Flood Risk	Natural England	✓				We welcome the proposed embedded and standard mitigation measures which seek to minimise impacts to the water environment, predominantly through scheme design and pollution prevention measures. The assessment considers that with these mitigation measures in place impacts are generally unlikely to be significant.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/073	Landscape & Visual Impact	Natural England	✓				The Report indicates that the scheme is likely to have some significant adverse impacts on landscape character and amenity for some residents and users of Prows. Planting within the landscape strategy is proposed to reduce the significance of adverse impacts in the long-term, alongside other measures including appropriate design of signage and lighting to minimise impacts on amenity and visual intrusion. Natural England supports this.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/074	Landscape & Visual Impact	Natural England	✓				Natural England supports the approach to the assessment of landscape and visual impacts of the proposed scheme outlined in Chapter 8 of the Report, recognising that the study area falls within several local Landscape Character Area (LCAs). The approach appears broadly in line with best practice Guidelines for	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Landscape and Visual Impact Assessment, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). We welcome that the assessment will consider impacts on amenity from public rights of way and the effects of the scheme on tranquillity. The project area is not within or close to any statutorily designated landscape hence the Report considers it unlikely to have any significant impact.		
OS/075	Wildlife & Ecology	Natural England	✓				<p>Natural England is satisfied with the desk-study and field based survey approach being taken to the assessment of impacts on biodiversity, including statutory and non-statutory wildlife sites, priority habitats and protected species. The approach outlined in Chapter 9 of the Report appears broadly in line with CIEEM2 best practice guidance for Ecological impact Assessment (EclA).</p> <p>We note that some surveys, including those for, bats, badger and great crested newt are ongoing.</p>	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/076	Wildlife & Ecology	Natural England	✓				We support the key objectives of the scheme to improve safety, to facilitate economic growth and an improved environment.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/077	Wildlife & Ecology	Natural England	✓				We welcome that environmental outcomes will be calculated using Defra 2.0 metric and a report produced, and that it will be summarised within the Environmental Statement (ES).	The biodiversity value of the scheme has been assessed in accordance with the Defra 3.0 biodiversity metric. Further details can be found within Appendix 9.14: Biodiversity Net Gain report [TR010060/APP/6.3]. Overall, the scheme is expected to achieve in excess of 10% net gain.  There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/078	Wildlife & Ecology	Natural England	✓				Air Quality  We note that the assessment has identified a designated ecological site that contain features that may be sensitive to air pollutants. Tiptree Heath SSSI is within 200m	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							of the affected road network (ARN) and has Nitrogen sensitive habitats (dry shrub heath, acid grassland and broadleaved woodland). Section 6.7.26 of the report states that traffic modelling indicated that vehicle flows are likely to be reduced near Tiptree Heath SSSI as a result of the proposed scheme. Tables 9.14 and 9.14 indicate that the air quality assessment has confirmed no impact to this site from air quality changes through construction traffic or operation of the proposed scheme. Natural England is satisfied with this subject to presentation of the details within the ES.	construction if the proposed scheme is approved.	
OS/079	Wildlife & Ecology	Natural England	✓				We are pleased to note that Highways England are already engaging in our DAS service and we will be providing advice on species surveys.	These comments have been answered within the statutory consultation section of this annex N. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/080	Wildlife & Ecology	Natural England	✓				Designated sites The proposed scheme lies within close proximity to several statutorily designated wildlife sites as discussed above. Section 9.10	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							of the Report considers that construction and operation of the Scheme is unlikely to have a significant effect on any of these sites subject to implementation of the proposed embedded, standard and additional mitigation measures detailed in section 9.9 of the report. Natural England is broadly satisfied with this subject to detailed assessment and mitigation measures being set out in the ES.	construction if the proposed scheme is approved.	
OS/081	Wildlife & Ecology	Natural England	✓				We note that, certain elements of the design have not been decided upon, and options are still being considered. Natural England welcomes that the ES will detail these considerations. We also welcome that environmental considerations, including the results of further, will continue to influence the design, operation and restoration of the proposed borrow pits.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/082	Wildlife & Ecology	Natural England	✓				Environmental Assessment Methodology We are supportive of the proposed methodology for the Environmental Impact Assessment outlined in Chapter 5 of the Report and believe this generally takes into account the advice provided by Natural England in response to the EIA scoping consultation.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/083	Wildlife & Ecology	Natural England	✓				We welcome that a Habitats Regulations Assessment (HRA) screening exercise is being carried out due to the presence of European sites and their relationship to the scheme. We support the proposed incorporation of embedded mitigation measures to avoid and mitigate environmental impacts including habitat loss as far as possible.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/084	Initial Route Options	Natural England	✓				Assessment of Alternatives Natural England believes that a satisfactory process has been applied to the identification and assessment of initial route options and selection of a preferred solution to best achieve the scheme objectives, as described in Chapter 3 of the Report.	These comments have been answered within the statutory consultation section of this annex. There will be ongoing liaison with Natural England throughout the process, the detailed design and construction if the proposed scheme is approved.	
OS/085	Impact on Properties / Landowners	Natural England	✓				Geology and Soils We note from Chapter 10 that an ALC survey to clearly identify areas of Best and Most Versatile (BMV) land will be undertaken and the Environmental Statement will assess the impact of agricultural land take and recommend mitigation. Natural England welcomes this. We also support the proposal	The Applicant welcomes the consultee's comments of support.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							to complete a soil resource survey to feed into the development and implementation of a soil resource plan prior to construction start of works, consistent with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009).		
OS/086	Traffic Flow	Natural England	✓				<p>The overview and need for the scheme presented in section 2 of the Report is welcomed and indicates the need to develop a solution to solve strategic traffic problems and congestion, and associated safety issues, between junctions 19 (Boreham interchange) and 25 (Marks Tey interchange).</p> <p>We note that the scheme includes widening of the existing A12 to three lanes (where it isn't already), junction improvements (19 and 25), construction of new junctions (21, 22 and 24), and removal of existing junctions (20a, 20b and 23). Highways England anticipate that application to the Planning Inspectorate for a Development Consent Order (DCO) for the scheme in spring 2022. Subject to the DCO being granted by the Secretary of State construction work is expected to take around 4 years, with the scheme open to traffic in 2027.</p>	The Applicant welcomes the consultee's comments of support.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/087	Walking, Cycling and Horse Riding	Natural England	✓				<p>Population and Health</p> <p>We welcome consideration of the effects of the proposed scheme on walkers, cyclists and horse riders, within Chapter 13 of the Report. Natural England supports proposed embedded and standard mitigation measures to minimise impacts to non-road users and to deliver benefits such as provision of re-aligned Public Rights of Way (PRoWs). We believe this generally accords with NPS requirements to minimise impacts on public access and to identify opportunities for enhancements.</p>	The Applicant thanks you for taking time to provide your useful comments relating to the consultation exercise and is pleased that you find the improved facilities will benefit walkers, cyclists and horse riders.	
OS/088	Comments on the Consultation	Transport for London	✓				<p>It is very disappointing that no contact has been made with TfL to discuss [the previous comments on forecast traffic made during the statutory consultation] or to provide the information requested.</p>	The traffic model includes the A12 within the extents of the M25. The additional information requested by Transport for London (TfL) was provided to them directly on 22 December 2021. This concluded that the predicted impact of the proposed scheme on that section of the A12 is extremely small. A follow-up meeting to discuss this information was offered, but TfL did not take up this offer.	
OS/089	General Comments	Transport for London	✓				<p>A12 Chelmsford to A120 Widening Preliminary Design Consultation</p> <p>Thank you for the opportunity to respond to</p>	The traffic model includes the A12 within the extents of the M25. The additional information requested by Transport for	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the Preliminary Design Consultation on widening the A12 between Chelmsford and the A120 junction at Marks Tey. Transport for London (TfL) has reviewed the consultation material and wishes to comment on the forecast traffic impacts of the scheme.</p> <p>TfL's remit</p> <p>The A12 Chelmsford to A120 widening scheme is a considerable distance from the London boundary, approximately 30km from the Chelmsford end of the scheme by road. However, the scope of the scheme and the extra road capacity that it is providing means that it could impact on traffic flows with London and particularly on the Transport for London Road Network (TLRN) west of M25 junction 28. On this basis, as the organisation with strategic responsibility for transport in London, TfL has a responsibility to consider the impacts of the scheme and whether these affect London.</p>	<p>London (TfL) was provided to them directly on 22 December 2021 This concluded that the predicted impact of the proposed scheme on that section of the A12 is extremely small. A follow-up meeting to discuss this information was offered, but TfL did not take up this offer.</p>	
OS/090	General Comments	Transport for London	✓				<p>Forecast traffic impacts</p> <p>TfL has reviewed the consultation material, particularly the Traffic Modelling Report for Consultation and the Preliminary</p>	<p>The traffic model includes the A12 within the extents of the M25. The additional information requested by Transport for London (TfL) was provided to them directly</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Environmental Information Report. We note the substantial journey time improvements reported in the Traffic Modelling Report, with improvements by up to nine minutes in the 2027 forecast year and 11 minutes in 2042 in the PM peak hour northbound direction along the improved section of the A12 (Tables 6.4 and 6.5). Journey time improvements of this scale will substantially improve the attractiveness of highway journeys on this corridor for some trips, resulting in some mode shift from public transport to cars. TfL notes that paragraph 5.1.4 of the Traffic Modelling Report indicates that the model forecasts the impact of the scheme considering mode shift, trip distribution and trip generation. The impacts of induced traffic resulting from the increased road capacity and faster journey times should therefore be accounted for in the model. To an extent, TfL's interpretation is that induced traffic can be seen in the forecasts presented in the Traffic Modelling Report. At the Chelmsford end of the route, there is a forecast increase in daily average traffic on the A12 south/west of junction 19 (A130/A138) in 2027 of approximately 1,000 trips or 1 per cent (see</p>	<p>on 22 December 2021. This concluded that the predicted impact of the proposed scheme on that section of the A12 is extremely small. A follow-up meeting to discuss this information was offered, but TfL did not take up this offer.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Plate 6.5) and a forecast increase in daily traffic flows by 15 to 16 per cent on the A138 near junction 19 in 2027 (see Appendix B). A larger increase in traffic flows is forecast on the A12 east of the scheme boundary towards Colchester, again presumably resulting from induced traffic.		
OS/091	General Comments	Transport for London	✓				<p>Carbon impacts</p> <p>TfL is committed to reducing carbon emissions from road transport with the overall aim of becoming a zero-carbon city by 2050, as set out in the Mayor's Transport Strategy. TfL also notes that Highways England has made commitments to achieve net zero carbon emissions in its 2021 document "Net zero highways: our 2030 / 2040 / 2050 plan". TfL expects the Environmental Statement (ES) for the A12 Chelmsford to A120 widening scheme to refer to this plan and how this scheme will play its part in driving down its carbon emissions. Paragraph 5.17 of the National Networks National Policy Statement notes that "it is very unlikely that the impact of a road</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the SRN, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>project will, in isolation, affect the ability of the Government to meet its carbon reduction plan targets”. The conclusion in the Preliminary Environmental Information Report (PEIR) (paragraph 15.10.8) that the effect of the scheme on the ability of the Government to meet its national carbon reduction targets is ‘not significant’ is therefore not surprising. TfL notes that Paragraph 15.4.2 of the PEIR states that only road user greenhouse gas emissions have been assessed at this stage and a wider, more complete range of emission sources will be considered within the ES. TfL expects the full range of sources to be included with an assessment as robust as possible within the ES. The PEIR states that greenhouse gas emissions arising from the construction of the scheme have not yet been quantified but that these will be considered as the design is developed and some standard mitigation measures will be applied during the construction phase. A robust set of mitigation measures should be seriously considered to make a meaningful impact on reducing carbon emissions during construction.</p>	<p>diesel cars will be phased out by 2030. The Government’s Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] provides an assessment of the potential impact of the proposed scheme on greenhouse gas (GHG) emissions during construction and over a 60-year operational appraisal period in accordance with Design Manual for Roads and Bridges (DMRB) LA 114.</p> <p>An estimate has been made of GHG emissions which are likely to be generated during the construction phase as a result of the following activities:</p> <ul style="list-style-type: none"> <li>• Embodied GHG emissions associated with the required raw materials</li> <li>• Transport of materials to the construction site</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Transport of waste from the construction site and subsequent treatment</li> <li>• Transport of construction workers, onsite staff and visitors to and from the construction site</li> <li>• Operation of construction plant and onsite activities</li> <li>• Onsite consumption of fuel, electricity and water</li> <li>• Vegetation losses and soil disturbance</li> </ul> <p>An estimate has been made of GHG emissions that are likely to be generated during the operational phase as a result of the following activities:</p> <ul style="list-style-type: none"> <li>• Maintenance, repair, replacement and refurbishment of proposed scheme assets over its operational life</li> <li>• Operational energy use by proposed scheme lighting</li> <li>• The use of the proposed scheme by end users and the effect the proposed scheme is predicted to have on traffic flows across the wider road network</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Ongoing changes in land use and forestry due to the presence of the proposed scheme</li> </ul> <p>As described in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1], a number of mitigation measures have been embedded within the proposed scheme in order to reduce GHG emissions. Standard mitigation measures are also proposed in order to minimise GHG emissions during construction of the proposed scheme. In addition, a number of opportunities for enhancement have been identified to further minimise GHG emissions associated with the proposed scheme going forwards.</p>	

**Table 2.9 S42 (b) Local Authority**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/092	Environment / Noise	Braintree District Council		✓			<p>Highways England are under projecting household and population growth in the district. We believe population increase will be around 20% and the assessment should assign High value and sensitivity along with Chelmsford, Colchester and Maldon.</p> <p>For the baseline assessment, the housing allocations and planning applications used (Table 13.6) are inaccurately identified and the number of dwellings at each site needs updating. The table should reflect all planning applications granted permission or pending decision: Hatfield Peverel - 224, Gleneagles Way - 100, Wood End Farm - 400, Land at Feering - 795, Land off Inworth Road, Feering – 40, and those likely to be granted planning permission.</p>	<p>Where appropriate, Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] refers to Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] in order to ensure that the full extent of potential health impacts is presented.</p> <p>The baseline has been updated in Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. The details of planning applications held on planning authority websites were reviewed, taking into account modifications made to the existing planning applications to check for any changes to numbers of dwellings that have been approved.</p>	
OS/093	Environment / Noise	Braintree District Council		✓			<p>Environmental Health would recommend that night time working should be avoided where significant adverse effect is predicted.</p>	<p>Works resulting in significant adverse effects at night will be avoided wherever feasible. However, in some instances this may not be possible. In these situations, measures will be taken to limit the adverse impact from the works. These measures</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								are discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
OS/094	Environment / Noise	Braintree District Council		✓			Environmental Health would wish to see that where adverse noise effects are identified that the impact on living conditions is fully considered and mitigation is implemented to minimize noise levels.	Measures to reduce noise levels are considered in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. These will include measures such as the use of different construction techniques, temporary barriers and, in some instances, insulation or temporary re-housing.	
OS/095	Environment / Noise	Braintree District Council		✓			<p>Construction noise will give rise to significant adverse effect at residential dwellings and some properties to the south of Rivenhall End would experience a worsening of noise and air pollution but these mainly affect businesses.</p> <p>There is also not enough detail at paragraph 13.9.6 to show how engagement and participation proposed would fully or partially potential mitigate health issues during construction. The mental health impacts arising from loss of employment due to a number of businesses losing passing trade is also unaccounted for.</p>	<p>Works resulting in significant adverse effects at night will be avoided wherever feasible. However, in some instances this may not be possible. In these situations, measures will be taken to limit the adverse impact from the works. These measures are discussed in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Appendix 13.4, of the Environmental Statement [TR010060/APP/6.3] provides a Mental Wellbeing Impact Assessment (MWIA). This assessment is based around the potential impacts of the proposed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								scheme on known protective factors for mental health, including engagement and participation. The MWIA also accounts for potential impacts on businesses, including due to a potential loss of passing trade. It should also be noted that the proposed scheme is expected to improve trading conditions for some businesses.	
OS/096	Environment / Noise	Braintree District Council		✓			Our response on noise identified significant adverse effects on 63 properties where the mitigation proposed would not fully mitigate the impact, here there would be additional impacts on resident's physical and mental health as well. The population and health impact assessment refers back to noise and pollution mitigation which assesses the matter on a technical level without reference to human health.	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] provides mitigation proposals to limit the impact of noise. Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1] does not have any mitigation for noise over and above that proposed in Chapter 12. Appendix 13.1, of the Environmental Statement [TR010060/APP/6.3] presents the evidence for mental health effects attributable to noise at various levels. Transport related noise is a relatively widespread issue in the urban and semi-urban UK context but has a relatively small contribution to the burden of disease compared to other risk factors.	N

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/097	Walking, Cycling and Horse Riding	Suffolk County Council		✓			The project appears to provide benefits to cyclists, walkers and equestrians	Thank you for your comment. The proposed changes to this stretch of the A12 will make improvements for walkers, cyclists and horse riders (WCH) and public transport users. The wider route strategy for WCH seeks to retain the existing routes followed by WCH, enhancing the routes where possible within the constraints of the proposal. Details can be found in the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].	
OS/098	Air Quality / Maldon	Maldon District Council		✓			<p>Air Quality / Environmental Mitigation</p> <p>The Council is concerned at the recent (November and December 2019) declaration of Air Quality Management Areas in Maldon and Danbury, both on the A414. Whilst we acknowledge the Project will alleviate some congestion on local roads (caused when the A12 is closed), the District's residents and businesses rely on all of these local roads to connect to the A12 national road network.</p>	Whilst it is acknowledged that AQMAs have recently been declared in both Maldon and Danbury, changes in traffic conditions in excess of the traffic scoping criteria defined in paragraph 2.1 of DMRB LA 105 are unlikely to occur in these areas. As such, air quality would not be significantly impacted in either of these areas as a result of the proposed scheme. In addition, the A12 will on occasion need be closed to all traffic overnight and at weekends. This will not be a regular occurrence and advance notice will be provided.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/100	Design	Maldon District Council		✓			<p>Concerns on certain aspects of the 'design' have been continually raised through the engagement sessions and Member Forums relating mainly to the local road network connections to the Project from within the Maldon District. The central, north and west parts of the Maldon District rely on the A414, B1018, B1019, B1022 and B1023 local road networks to connect to the A12 via Danbury on A414 to Junction 19 Chelmsford, via B1018 to Witham to Junction 22 (via B1389), via Little Braxted Lane to Junction 22, via Hatfield Peverel on B1019 Maldon Road to Junctions 20a and 20b and via Tiptree and Kelvedon on the B1022 and B1023 to Junctions 23 and 24. These existing junctions will be changed by the Project. We acknowledge the local road network is managed by Essex County Council (ECC) Highways and Transportation and not Highways England.</p> <p>The diagrams on pages 32 and 33 present the predicted congestion on the road in 2042 without the scheme [the Project]. For the reasons set out above, the main settlements in the Maldon District that access and exist</p>	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standard used for design on major highway schemes across England.</p> <p>The Applicant welcomes the comments from the consultee and looks forward to ongoing engagement with the consultee.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the A12 national road network from local roads must be represented on the diagram and that the B1019 Maldon / B1137 is the only access and exit point to the new Junction 21?		
OS/101	Future Development	Maldon District Council		✓			<p>Local Growth proposals</p> <p>The Council is reviewing its LDP that commenced March 2021 – 2023 and published a ‘Call for Sites’ consultation that ran to 21 May 2021 to allocate potential sites in a new LDP. The ECC / MDC LDP Review Liaison Group will be meeting regularly every 6 - 8 weeks from 19 May 2021 to discuss transportation and highway matters associated with existing and future local growth proposals.</p>	The Applicant welcomes the comments from the consultee and looks forward to ongoing engagement with the consultee.	

**Table 2.10 S42 (d) Persons with an interest in land (PILs)**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/102	Comments on the Consultation	162335			✓		We note that a draft Construction Traffic Management Plan is not available at this early stage.	The project team acknowledges the impact that the scheme may have on the Royal Mail Operation and capacity to deliver their contractual objectives. Reference as to how liaison will be carried out has been included on the Draft Development Consent Order (DCO) Schedules, to reassure that traffic during construction will be maintained at existing levels and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan, section 4 Communication and Engagement [TR010060/APP/7.7], for further details.	
OS/103	Access	162286			✓		There are no plans to show the developments of driveways to houses. Consultation should show what the plan is to each person's driveway and property. Consultation is between each household affected.	A lot of concerns were received in response to consultation about the proposed improved access arrangements, and feedback received that the access should be closed. These concerns referred to the increase in traffic predicted for Easthorpe Road. Considering the concerns, access arrangements at this location were reviewed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>and it was concluded that the access could be closed.</p> <p>To ensure that access for agricultural machinery and emergency vehicles is maintained, as well as the need for a crossing of the proposed scheme for walkers, cyclists and horse riders, the Applicant will maintain an accommodation bridge across the proposed scheme at this location. The updated design will ban general traffic from using this bridge via signage and provide a gate.</p>	
OS/104	Comments on the Consultation	162294			✓		<p>Concerned that the Trustees for the Charity have not been approached regarding permanent acquisition of land shown coloured pink on drawing no 6 of 21 in Map book 2: Land use plans (Set 1 of 3).</p> <p>The Charity owns the triangular piece of land adjacent to the Wellington Bridge at The Vineyards which has a mast sited on the land.</p> <p>The Trustees have been in communication regarding various surveys etc. being carried out on the</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the access for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							land but no communication regarding land acquisition.		
OS/105	Communication / Engagement	162273			✓		We have been inadequately engaged with in terms of the impacts of the scheme and its requirements remain unaddressed.	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
OS/106	Consultation	162286			✓		No consultation to home owner of change of use from temporary to permanent possession of highlighted land to myself before public consultation meeting. Just documents sent in post and presented to the public. This has not been explained to me till I pointed this out.	As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant 'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.' The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>well as a virtual room, were used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p>	
OS/107	Communication	162396			✓		<p>My clients land to the north of the A12 is proposed for borrow pits numbered BP-I. These borrow pits are proposed to be offline, and as we understand in the use of the construction of the road.</p> <p>If this land is used for borrow pits, no information has been provided on its potential reinstatement. My client would be willing to discuss this with National Highways to agree reincorporating the land back to</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>suitable farming, providing the topsoil is properly reinstated to the site.</p> <p>We have raised the above points with National Highways and their representatives but have still not been provide with detail on how borrow pits will be reinstated and if they can be returned to clients.</p> <p>We feel that this conversation should happen in plenty of time prior to a DCO application, to demonstrate that the scheme is not relying solely on its compulsory purchase powers and is looking to undertake negotiations.</p>		
OS/108	Communication	162396			✓		<p>Negotiations should have already commenced and plans produced as to how Borrow Pits will be reinstated and returned to clients where possible.</p>	<p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme. The Borrow Pits Report [TR010060/APP/7.8] shows how the land will be reinstated.	
OS/109	Communication / Land	162412			✓		You have written to me specifically stating that you have an interest in my land or property. To date no specifics in this regard have been provided. I would advise that my property covers two titles at Land Registry, one for the property and most of the garden, and one for a small parcel of land at the end of the garden. You only reference one title number in your correspondence.	Further to the consultation, the landowner was contacted and the issues discussed. The Order Limits have been revised and this land is no longer part of the proposed scheme.	Y
OS/110	Land	162412			✓		Your letter states that you require feedback on your proposed plans. I have specific concerns around the following points and I require your response to each point in turn <ul style="list-style-type: none"> <li>The proposed development will seriously impact the value of my</li> </ul>	The Order Limits have been revised and this land is no longer part of the proposed scheme. The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. Noise and vibration is assessed in Chapter 12: Noise	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>property and land; this requires assessment and consideration</p> <ul style="list-style-type: none"> <li>The proposed development may render my property uninhabitable during works and after works have been completed</li> <li>The proposed development may cause damage to my property due to the proximity of the new road and the subsequent noise and vibration</li> <li>The proposed development does not provide sufficient noise protection for those properties close to the road</li> </ul>	<p>and Vibration, of the Environmental Statement [TR010060/APP/6.1] and mitigation measures are recommended to minimise impacts. These are summarised in the first iteration Environmental Management Plan [TR010060/APP/6.5].</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the below link to find out further information on National Highways' property</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>policies, as you may be entitled to compensation:</p> <p>[REDACTED]</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
OS/111	Communications	162396			✓		We would wish to engage in negotiation with National Highways about the future of this grassland field which currently has not been forth coming from National Highways or their representatives.	As part of the Development Consent Order process, The Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
OS/112	Land	162286			✓		Being Changed to Permanent possession is explained as, I might want to sell. Or it's too much work going on around me. I am offered to sell to Ardent / Highways at meeting.	There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to	


Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Seems I am being pressurized to sell. But not being told full facts.	<p>purchase these properties, it may purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to National Highways from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the below link to find out further information on National Highways' property policies, as you may be entitled to compensation:  </p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
OS/113	Communications	162273			✓		We raised these issues in a meeting on 6 April 2021 with Ardent, Costain and Jacobs/Costain but our concerns do not appear to have been	The project team is working to provide the best balance of safety and capacity at J19 whilst ensuring the proposed scheme does not unreasonably impact nearby receptors.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							addressed and the works remain too close to both hotels.	Access to the hotels will be maintained during construction. Works to the southbound off-slip are expected to be carried out mainly during the day, but operations requiring traffic management will be carried out at night. The Applicant will endeavour to reduce any night-time working near the hotels.	
OS/114	Notification	162335			✓		The final Traffic Management Plan for Construction includes a mechanism to inform major road users (including [Named] about works affecting the local highways network, with particular regard to [Named] distribution facilities near the A12 Chelmsford to A120 widening scheme proposal boundary as identified above, and 3. [Named] is able to join Highways England's consultation group with the Local Highways Authority and major road users.	The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	
OS/115	Notification	162335			✓		Our preferred way of providing certainty of advanced consultation and notification of road works	The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							affecting the highways network by National Highways would be by means of a DCO requirement similar to Schedule 2 paragraph 9 (1) of the 12 November 2020 DCO for A303 Amesbury to Berwick Down:	contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	
OS/116	Design	162374			✓		Should the National Highways/Jacobs design change (significantly) at detailed design phase, we would recommend that that proposal is reviewed to minimise the operational impact on the Estate.	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>If the requirement for the land changes during detailed design, this would be reflected in the land to be acquired.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the Applicant and taken into consideration when designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of the proposed scheme's design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (the Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspectorate during the Examination process.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/117	Consultation	162414			✓		We look forward to further discussing the Compound in January as suggested in our recent chat.	<p>The comments made have been noted. Meetings were held with residents to resolve issues. The Applicant intends to liaise with residents throughout the construction programme.</p> <p>Further details regarding the construction compounds can be found in the Construction Phase Plans [TR010060/APP/2.15].</p>	
OS/118	Consultation Comments	143122			✓		<p>We note that a further consultation is being undertaken which reflects the changes referred to above and we will respond to that. In the meantime, we would suggest that a very early without prejudice meeting take place between ourselves and our clients and yourselves in order that hopefully we can continue to move matters forward in a positive matter to reaching a mutually acceptable solution.</p> <p>Please let me have dates for a without prejudice meeting as a matter of urgency.</p>	<p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p> <p>As outlined in Section 8: How will we consult? of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p> <p>The latest updates for the proposed scheme can be found at  </p>	
OS/119	Engagement	162416			✓		<p>I would like to state that we remain open and willing to engage constructively with HE and request our above concerns are duly considered. As said, I was encouraged in our previous meeting</p>	<p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>that we have the opportunity to engage with HE on a transparent and constructive basis.</p>	<p>As outlined in Section 8: How will we consult? of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The latest updates for the proposed scheme can be found at [REDACTED]	
OS/120	Drainage	162395			✓		<p>The A12 widening north-east of junction 25 proposes to acquire 3.15ha of our client’s site for permanent drainage purposes, in the form of a drainage attenuation pond. We also understand that, temporarily, there will be some form of soil storage area and a potential site compound.</p> <p>It is important to note that in drainage terms, our clients land is on the higher part of the site, whilst the land sought to be acquired is on the lower part of the site.</p> <p>Scenarios have been shown on plans in Appendix B of the Drainage Statement that has been prepared by [Named], which has been submitted alongside this letter. We are hoping these should enable further</p>	<p>The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated, and these calculations will continue to be refined throughout detailed design.</p> <p>The comments have been noted, and the Applicant will continue to work with [Named] to find a drainage solution that can be included in any future planning application for the site.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and accommodate landowner requests where possible.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>discussions to take place with National Highways that will determine a collaborative overall solution, which has minimal environmental impacts and maximum sustainability benefits.</p> <p>It is therefore vital that we work collaboratively on this opportunity before it is missed, and we welcome to opportunity to progress this discussion with you further. It is therefore considered that a collaborative working approach is essential to deliver a scheme that works for all parties.</p>		
OS/121	Drainage	162395			✓		<p>Our clients' proposals for residential development will require attenuation and discharge to the Roman River, towards the A12 and existing watercourse to the north-east. The North of junction 25 highways proposals seeks to construct a drainage pond in the north-east and connect to the same watercourses.</p> <p>Therefore, there is a genuine opportunity here to deliver a drainage</p>	<p>The Order Limits have been reduced to limit the impact on this land.</p> <p>The Applicant will continue to work with [Named] to find a drainage solution that can be included in any future planning application for the site.</p> <p>The locations of the proposed attenuation ponds are largely as a result of the proposed highway geometry and topography levels required to ensure the highway drainage systems can be drained by gravity (without</p>	Y

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>scheme that ensures connectivity from our client's site to the existing watercourse, via connection to the National Highways proposed drainage pond. Run-off from the upper development where our clients' interests lie, would naturally discharge towards the area identified for the National Highways drainage pond in any instance, so we see no reason why a combined scheme cannot be designed to accommodate both proposals in a suitable, sustainable, and environmentally friendly solution</p> <p>It is clear there are environmental benefits of working together.</p>	<p>requiring pumped discharge solutions). There are other key considerations in the selection of proposed attenuation pond locations, as follows:</p> <ul style="list-style-type: none"> <li>Local topography at pond locations, avoiding a need for deeper attenuation ponds</li> <li>Locating the ponds close to the road alignment to minimise longer pipe runs that could potentially end up requiring deeper ponds</li> <li>Locating the ponds close to the outfalls/receiving watercourses to achieve attenuation and treatment benefits for the entire highway drainage catchment</li> <li>Existing and proposed underground utilities</li> <li>Existing underlying geology, historic land use and possible contaminated land, and groundwater levels</li> </ul> <p>With regards to the sizing of attenuation ponds, please note the attenuation storage volumes provided have been determined</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								based on Design Manual for Roads and Bridges design criteria, which include the storage of flows up to and including the 1 in 100 year storm event plus a 20% climate change uplift factor. The discharge rates from the attenuation ponds have also been restricted to existing site condition runoff rates/greenfield runoff rates when estimating the required attenuation storage volumes. It should be noted that the highway drainage design has been developed further using hydraulic modelling, resulting in further optimisation of the pond during the preliminary design stage.	
OS/122	Drainage	162395			✓		If our client's site is not factored into the design of the National Highways drainage pond at an early stage, then it is likely that underground soakaways will be required, which could in turn necessitate underground crates to be implemented. Putting plastic into the ground is generally not considered environmentally friendly, especially when there is an opportunity to collect water in a properly engineered attenuation	<p>The Applicant will continue to work with the landowners to find a drainage solution that can be included in any future planning application for the site. The Applicant will continue to engage directly with the landowner/developer in a collaborative manner.</p> <p>The proposed scheme has a target of no net loss of biodiversity. The land required to achieve this target has been carefully calculated, and these calculations will</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>basin which will have added biodiversity benefits.</p> <p>A joined up sustainable approach to infrastructure has to be better for the environment than this alternative and is exactly the sort of collaborative solution that COP26 and the climate change emergency would expect to see, rather than simply considering schemes in isolation.</p> <p>7.4. Collaborative working is actively encouraged.</p>	<p>continue to be refined throughout detailed design.</p> <p>The location of proposed ecological mitigation is subject to constraints dependent upon the type of mitigation proposed, with specific distance limits on the movement of certain wildlife species. The Applicant has looked to minimise the impact when selecting the location of proposed ecological mitigation and accommodate landowner requests where possible.</p>	
OS/123	Communication	162335			✓		<p>However, [Named] is concerned about the scheme's potential construction phase impacts on its road based mail and parcel distribution operations. Any such impacts have potential to interfere with [Named's] ability to meet its service delivery targets as a provider of the Universal Postal Service under the Postal Services Act 2011 and could possibly result in financial penalties.</p>	<p>The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives.</p> <p>The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Management Plan [TR010060/APP/7.7], for further details.	
OS/124	Construction	162335			✓		The timing of the construction works for these A12 improvements relative to that for Highways England's M25 J27 works will need careful consideration, any overlap between the two schemes would potentially be highly disruptive to 162335 services between London and the Eastern region.	The Applicant acknowledges the impact that the proposed scheme and other projects happening concurrently could have on the [Named] operation and capacity to deliver its contractual objectives. The Applicant will carry out regular meetings with local authorities to allow early discussions around traffic restrictions within the wider area. This is to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to Section 3.2: Road User Group Forums, of the Outline Construction Traffic Management Plan [TR010060/APP/7.7], for further details.	
OS/125	Disruption	162335			✓		Taking account of the extent and duration of construction works and the likely impact on the whole of the A12 corridor, there is significant risk that the project will compromise	The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. Reference as to how liaison will be carried out has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							162335 operations, both locally and regionally.	reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to Chapter 3: Communication and Engagement, of the Outline Construction Traffic Management Plan [TR010060/APP/7.7], for further details.	
OS/126	DCO / Other	162358			✓		<p>Impact of the A12 widening proposals</p> <p>As stated in August, [Named] landowner has two key reservations in relation to the extent of the scheme as currently shown on the Provisional Order Limits Plan (sheet 4 of 10). The extent has not changed since August 2021, and therefore we continue to object to the scheme as currently envisaged for the following reasons:</p> <p>A) The southern boundary of Plot 1 of [Named area] adjoins the northern boundary of the A12. The Limits Plan is shown encroaching into Plot 1 particularly on the eastern side. This will reduce the developable area of</p>	Answered in Statutory Consultation Section J21.	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Plot 1 (which, as explained above, benefits from an extant planning permission), and will prevent the anticipated development of the plot in line with the currently envisaged scheme (see plan at Appendix B), in turn resulting in a claim under any compulsory purchase scheme. At present it would appear to prevent the construction of at least one building of 5,000 sqft, and possibly a second of 4,000 sqft. Whilst some of Plot 1 will benefit from a retaining wall, this is not proposed to run along the full length of the plot. We are in discussions with your agents and designer to see how this can be mitigated to allow the full extent of the consented development to proceed, but until a resolution can be reached our objection must remain.</p> <p>B) Plot 28 is currently shown within the Provisional Order Limits Plan as being used for a "temporary" site compound. We now understand the primary intended use is in fact as a recovery compound to transport</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>broken down/accident damaged vehicles to, in order to keep the carriageway clear during works. We further understand this needs to be in a location proximate to facilities and transport links in order to assist drivers and passengers of the recovered vehicles ahead of final recovery. Whilst we appreciate the need for such a facility, we do not believe such a large site as plot 28 would be required for this purpose and would therefore query what other sites have been investigated as alternatives. We also understand this would be the only such facility serving the whole of the works, and therefore will be required for the entire project. Our concern remains therefore that the overall timescale for commencement and completion of the widening programme would in effect sterilise this parcel of land for a period of time approaching ten years. This would mean [Named] would not be able to develop out this site within the scope of its existing development</p>		

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							agreement with the landowners, and therefore would result in a further claim under any compulsory purchase scheme. We would therefore again respectfully suggest that an alternative site, not benefitting from an extant planning consent, is found for a site compound. Again, we are in discussions with your agents on this point, but at present are struggling to see that our objection in relation to the length of time this plot will be needed could be overcome.		
OS/127	Access	162372			✓		<p>I am submitting this consultation response on behalf of my client [Named] in respect of the property they own</p> <p>My clients strongly object to the proposed A12 widening scheme due to the major impact it could have on their property and livelihoods.</p> <p>I list below a number of points which my clients would like to raise in respect of the latest A12 General Arrangement Plans (November</p>	<p>Following the supplementary consultation, the Applicant has met with the landowner and their representatives, on 9 February 2022, to discuss the impact of land take and the effect of the proposed scheme on the landowner's property, including their access. All of the accesses referred to have been discussed. The project team issued information on the 2 March 2022 to the landowner that resulted from early ground investigation surveys. Further data will be issued to the landowner when available.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>2021). The points are shown on the attached plans for general identification purposes.</p> <p>Sheet 12</p> <ol style="list-style-type: none"> <li>Following a Microsoft Teams meeting with National Highway representatives on 16th December 2021 it was agreed that a new access would be provided at this point.</li> <li>My clients have requested that the proposed woodland planting and grassland area is to be relocated between points marked 'A' and 'B' on the plan in the form of a longer/narrower strip.</li> <li>If point 2 is not accepted by National Highways then my clients must retain a suitable agricultural access at the position marked on the plan.</li> </ol> <p>Sheet 13</p> <ol style="list-style-type: none"> <li>Existing field access to be retained or realigned slightly east.</li> <li>Access to be retained.</li> </ol>	<p>Regarding the access referred to on sheet 12, it was confirmed that an access can be provided.</p> <p>Regarding the access referred to on sheet 13, it was confirmed that access west of the bridge has been provided and there is a further access past the pond. It was also agreed that a route or access further south will be investigated.</p> <p>Regarding the sound barrier fence on sheet 13, a barrier in this location would not be very effective given the distance from the noise source. The re-surfacing of the concrete along the A12 will result in a noise reduction for Ewell Hall. The full assessment is in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Regarding the access referred to on sheet 14, it was confirmed that access to the oval field has been designed to share the service road and access through there. The access to the northern side will be along the pond access track.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>6. Sound barrier fence required to mitigate noise pollution in respect of [Address].</p> <p>7. The main farm track which connects the land north and south of the A12 is located between points 'A' and 'B'. This access must be retained and kept open throughout the construction stages and thereafter.</p> <p>Sheet 14</p> <p>8. Existing field gateway to be retained or realigned.</p> <p>9. New access required off proposed roundabout. The access point located at the north eastern corner of the field previously proposed by National Highways is too dangerous and not safe for the use of large farm machinery.</p> <p>Sheet 20</p> <p>10. Existing field access to be retained.</p> <p>We would also like to request that any test results following surveys</p>	<p>Regarding the access referred to on sheet 20, it was confirmed that four accesses are provided to the land off Inworth Road. Access will be provided to the small field to the south of the ponds.</p> <p>Private means of access will be provided to access any parcels of land that are severed or isolated from their current access by the proposed scheme. Updated access provision to all third party land is shown within the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] submitted as part of the Development Consent Order application.</p> <p>Through stakeholder engagement with [Named], the Applicant requested that users of slow-moving vehicles and/or larger than regular 'Construction and Use' size vehicles provide details to the Applicant, including vehicle type/size, routes, and frequency and dates of movements. Alternative routes have been assessed for the effect on slow-moving vehicles following prohibition of slow-moving vehicles on the A12 between J21 and J25, to ensure that suitable alternatives are available to use. As a result of the feedback, the field access will be provided instead, from the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							carried out by National Highways or their representatives on my client's land are shared with us once available.	pond maintenance access track connecting to the proposed B1023 J24 roundabout, as had been requested. During the detailed design stage, development of the alternative route will progress in liaison with the relevant stakeholder.	
OS/128	Objection	162394			✓		Even though I support the need for an improvement to the current A12, I am unable to support your current plans of the bypass as the proximity to our property would make it very uncomfortable for us to continue living there, and we feel that our right of quiet enjoyment would very much be breached.	<p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, it may purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to National Highways from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the below link to find out further information on National Highways' property</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>policies, as you may be entitled to compensation:</p> <p>[REDACTED]</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
OS/129	Communication	162182			✓		<p>I am writing to you today on behalf of my client 162182, following receipt of the Planning Act 2008 Section 42 Notice from National Highways dated 05 November 2021.</p> <p>This is further to the previous consultation letter dated 18 June 2021 (ref TR010060/S42(1)(d)Cat1&amp;2/June/2021), to which we responded with a feedback letter dated 16 August 2021.</p> <p>You have again advised that the scheme affects the following titles over which my client has an interest in land:</p> <ul style="list-style-type: none"> <li>EX840784 (Our client's site is known internally as [Named]) -</li> </ul>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>The site is accessed over Blackwater Lane (from Maldon Road) which is included within the red line boundary of the plans provided.</p> <ul style="list-style-type: none"> <li>EX796105 (known to our client as [Named]Farm) - Our client has advised that they have no property interest in this site at present.</li> </ul> <p>I have been in correspondence with [Named] of Ardent in relation to this matter and she has advised, at present, that there are no access restrictions expected for my client or their sub-tenants (email dated 16 November 2021). Further to our letter of 16 August 2021 I would like to re-iterate that my client is an operator of telecommunication equipment and requires continuous, uninterrupted, 24 hour access to and from its site throughout the entire development period. As well as my client requiring access to their mast, they have subtenant's antennae in occupation</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							on the mast (H3G and EE), who also require this same level of continuous access.		
OS/130	Impact	162372			✓		My clients strongly object to the proposed A12 widening scheme due to the major impact it could have on their property and livelihoods.	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, it may purchase properties using discretionary powers. Discretionary Purchase applications can be submitted to National Highways from when the scheme is proposed through to the first year after it has opened to traffic.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the below link to find out further information on National Highways' property policies, as you may be entitled to compensation:  <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
OS/131	Business	162335			✓		<p>Once complete, Highways England's proposed widening of this section of the A12 will undoubtedly improve traffic conditions on it and the surrounding highway network, so [Named] does not wish to prevent it from going ahead.</p> <p>However, in view of the high operational importance of this route to [Named] business as outlined above, it wishes to protect of its</p>	<p>The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction of this proposed improvement scheme.	stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	
OS/132	Business	162335			✓		<p>In exercising its statutory duties [Named] vehicles use on a daily basis the A12 and all of the local roads that may potentially be affected by Highways England's proposed widening works.</p> <p>Reference the attached plan, [Named] has fifteen operational facilities within 12 miles of the proposed DCO boundary as listed below with estimated distances from the scheme in miles:</p> <p>[Named] leases a vehicle park at the rear of the Bungalow Dinner 45 London Road, Marks Tey (Premier Store) which lies within the proposed red line DCO boundary:</p> <p>[note: Image removed]</p>	<p>The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Chelmsford Mail Centre / Road Transport Workshop and North Essex [Named] Depots are both circa 0.2 miles from the DCO boundary. These are large operational facilities that are of regional importance to [Named] business and are reliant on access to and from this section of the A12.</p> <p>As indicated above, there are a significant number of other operational [Named] facilities in close proximity to the affected section of the A12, all of which will use services along this route.</p> <p>This section of the A12 is of very high strategic importance to [Named] operations. National, regional and local mail distribution services use it, including services to Ipswich and Norwich.</p>	<p>limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	
OS/133	Business	162335			✓		<p>[Named] is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public</p>	<p>The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>interest and this should not be affected detrimentally by any statutorily authorised project.</p> <p>The Government imposes financial penalties on [Named] if its Universal Service Obligation service delivery targets are not met. These penalties relate to time targets for:</p> <ul style="list-style-type: none"> <li>• collections,</li> <li>• clearance through plant, and</li> <li>• delivery.</li> </ul> <p>[Named] postal sorting and delivery operations rely heavily on road communications. Its ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.</p>	<p>Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p>	
OS/134	Business	162374			✓		<p>National Highways have proposed widening the A12 between junction 19 and junction 25 (the Scheme). Part of the Scheme lies adjacent to</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							and will have an impact on Eastways Industrial Estate (the Estate)	limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
OS/135	Communication	162335			✓		[Named] is aware of the current congestion issues on this section of the A12. 1[Named] Operational Managers have indicated that advance information will be required from Highways England on the extent and timing of further delays to journey times during construction.	The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.  The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
OS/136	Walking, Cycling and Horse Riding	162414			✓		We are concerned about the replacement of the Wellington Bridge, at the moment there has been no provision made to allow foot access to the Village for [address] residents while the bridge is not in operation. We have elderly and young people in the Vineyards who need to access the Village on a daily basis, multiple times, for Shops, School and Healthcare.	Proposed footways, cycle routes and bridleways will be designed and constructed to the relevant design standard and best practice. The proposed scheme is progressing to detailed design and will be subject to a walker, cyclist and horse rider review and independent road safety audit.	
OS/137	Consultation	162394			✓		I appreciate that with a development as big as this, that you might not be able to consider every homeowner who is impacted by this scheme, but I feel that many of my questions and concerns remain unanswered. In your	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] sets out impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>last response to us you mentioned that, and I quote</p> <p>- When it comes to the noise impact once the scheme is built, this is shown in the Preliminary Environmental Information Report (PEIR) Chapter 12 - Noise &amp; Vibration Figures, Map 10 &amp; 18. Please note though, the figure showing the change in noise that was included within the PEIR is large scale and can only show general changes. The change in noise at your property is complex due to the proposed moving of the main noise source (i.e., the A12). We're predicting a decrease of around 10dB at the front of your property, but an increase of around 5dB on the rear. During the next stage of the assessment, the Environmental Statement, we will be looking at further measures to minimise this increase in noise.-</p> <p>1). Would you be able to advise me what kind of measures you intend to</p>		



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							implement, as per your comments above? I had a look at your recent publication but could not see any reference made to our property or the area surrounding.		
OS/138	Consultation	162335			✓		[Named] wishes to continue to rely on its August 2021 consultation response for the purposes of the supplementary consultation and requests that National Highways has due regard to it in progressing the scheme.	The Applicant notes the comments from the consultee and acknowledges previous comments and the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to Chapter 3 Communication and Engagement of the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	
OS/139	Land	162374			✓		Alternative Technical Proposals 5.1. The brief for the alternative technical proposals is to: Indicatively	The Order Limits have not been changed in this location as the land is required to accommodate a potential utilities diversion and to provide working room for the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>design an alternative junction following further design parameters and reducing permanent land take if possible</p> <p>5.2. The National Highways/Jacobs proposals do not involve physical works within the Estate. 'Permanent Acquisition of Land' has been proposed at this stage to provide National Highways with a factor of safety against current unknowns.</p> <p>5.3. Neither National Highways nor Jacobs have any further design information or parameters at this stage of the Scheme.</p> <p>5.4. Level differences (if any) could be managed by the use of retaining structures.</p> <p>5.5. Laying of services/utilities could be managed by the acquisition of permanent rights as opposed to the permanent acquisition of land.</p> <p>5.6. Therefore, the National Highways/Jacobs technical proposals currently meet the brief to reduce</p>	<p>proposed highway works. However, the land acquisition has been amended and made temporary where possible, with the permanent acquisition of land being reduced. The revised land acquisition can be seen on the General Arrangement Plans [TR010060/APP/2.9].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							permanent land take and an alternative technical proposal is not required at this stage.		
OS/140	Land	162374			✓		<p>6.1. The current proposals do not involve physical works within the Client's ownership. 'Permanent Acquisition of Land' has been proposed at this stage to provide National Highways with a factor of safety.</p> <p>6.2. National Highways/Jacobs design provides evidence that 'Permanent Acquisition of Land' from the Estate is not necessary under the Order to deliver the junction improvements.</p>	The proposed development boundary has not been changed in this location as the land is required to accommodate a potential utilities diversion and to provide working room for the proposed highway works. However, the land acquisition has been amended and made temporary where possible, with the permanent acquisition of land being reduced. The revised land acquisition can be seen on the book of reference map books.	
OS/141	Drainage	162374			✓		Having visited the site ,we have noted that the existing Highway gullies appear to drain into a sewer beneath the car park. These existing connections may require maintenance, upgrading or replacing as part of the Scheme.	The maintenance of existing drainage will remain the responsibility of relevant maintaining authority. The requirement for upgrades to existing drainage systems will be reviewed and confirmed through the detailed design process.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/142	Design	162374			✓		The current highway design improvement along Eastways is limited to the existing highway boundary, as you can see it in the screenshot it is limited to resurfacing and refreshing road markings. The slight impact appears to be on the north eastern corner of the junction. Only which could be refined at detail design stage to minimise the impact.	The proposed development boundary has not been changed in this location as the land is required to accommodate a potential utilities diversion and to provide working room for the proposed highway works. However, the land acquisition has been amended and made temporary where possible, with the permanent acquisition of land being reduced. The revised land acquisition can be seen on the book of reference map books.	
OS/143	Land	162182			✓		If the proposal is to require the acquisition of the site and therefore require relocation, my client will require a minimum of 24 months' notice. Please may you confirm that the above requirements will be met. In addition, in the event that any changes are made and my client's interests become subject to temporary or permanent acquisition, please may we ask that you inform us at the earliest opportunity. Thank you.	Access will be available to your client's site at all times via Blackwater Lane. There is no intention to acquire the freehold of any of this land, including Blackwater Lane, and it will only be used for access during construction.	
OS/144	Support	162358			✓		In general terms [Named] supports the widening of the A12 between	The Applicant welcomes the consultee's comments of support. All junctions proposed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							junctions 19 and 25. This will result in reduced and more reliable journey times, improving the attractiveness of this part of the A12 corridor as a place for businesses to invest. The creation of a new junction 21 will make this part of Witham more accessible and remove the less than ideal existing north bound on slip at junction 20B, which despite previous improvements remains significantly substandard and can be challenging to traffic joining the A12 at busy periods. This will result in reduced and more reliable journey times, improving the attractiveness of this part of the A12 corridor as a place for businesses to invest.	have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.	
OS/145	Support	162358			✓		As before, [Named] supports the proposals set out by Highways England, with some specific reservations. [Named] agrees the widening of the A12 will bring much needed capacity and safety improvements, and the creation of the new junction 21 to allow "all	Thank you for taking time to provide your useful comments relating to the consultation exercise. The Applicant is pleased that you find the improved facilities will benefit walkers, cyclists and horse riders.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							movements" access onto and from the A12 to serve both Witham and Hatfield Peveral is particularly welcome.		
OS/146	Business	162335			✓		<p>It is noted from the informal meeting that took place between Highways England and [Named] on 26 July 2021 that the detailed Traffic Management plans will be worked up at a later stage by Highways England's contractor Costain and that (amongst other measures) these will include:</p> <ul style="list-style-type: none"> <li>• night time road closures</li> <li>• weekend road closures, and</li> <li>• diversions.</li> </ul>	The Applicant acknowledges the impact that the proposed scheme could have on the [Named] operation and capacity to deliver its contractual objectives. The requirement has been included in the Draft Development Consent Order (DCO) [TR010060/APP/3.1] Schedules, to reassure that traffic during construction will be maintained at existing levels, and communication between the stakeholder will continue to ensure that mitigation measures are adequate for the stakeholders. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.	
OS/147	Support	162335			✓		<p>[Named] welcomes Highways England's A12 Chelmsford to A120 widening scheme proposals which, once completed, will enhance journey times and road capacity in the area.</p> <p>[Named] supports this major road scheme which, once its construction</p>	The Applicant welcomes the consultee's comments of support	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							is complete, will be beneficial to [Named]and other major road users.  Once complete, Highways England's proposed widening of this section of the A12 will undoubtedly improve traffic conditions on it and the surrounding highway network, so [Named] does not wish to prevent it from going ahead.		
OS/148	Environment / Air Pollution	162334			✓		Additional noise and dust as a result of the construction is a concern for my client's health. Is NH able to confirm that our client is able to reside at the property during the construction and this will comply with health standards?	The Applicant would put appropriate measures in place to mitigate impacts from the construction activities. These would be proportionate to the disruption caused. The Applicant has no reasons to believe that the residents at this location won't be able to continue with their normal lives, albeit some disruption would be felt.  Mitigation measures to minimise the effects of noise and dust during construction are included in the first iteration Environmental Management Plan [TR010060/APP/6.5].	
OS/149	Comments on the Consultation	162334			✓		It has been disappointing that my client not been given information on the recent archaeological trial trench surveys that have occurred in the	Trial trenching has been completed across all accessible and suitable parts of the proposed scheme. This included evaluation of undated or uncertain sites identified	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							neighbouring fields. Are there any additional intrusive works that are scheduled to occur over the coming months?	through non-intrusive means. The results were used to inform assessments of value and proposals for mitigation in Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1].	
OS/150	Comments on the Consultation	162369			✓		<p>Can NH confirm that access to Kelvedon from the Property will remain during and after construction? We believe that the new road which will run south of the property will cut into the land and there will be extensive vegetation buffering between the property and the new road. Is this correct?</p> <p>In summary My client's current position is that they object to the design of the A12 scheme around their Property. If NH can satisfactorily answer the above questions and provide sufficient evidence to show that the impact will be mitigated appropriately, my client would consider removing this objection.</p> <p>We would like to request a meeting with NH to discuss the content of this</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							letter and we look forward to hearing from you.		

Table 2.11 S47 – Public

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/151	Lack of Influence	Tiptree Parish Council				✓	<p>Tiptree Parish Council has been involved in consultations with National Highways from the beginning of the A12 widening project but our requests have fallen on deaf ears and we have had no feedback to explain why our proposals have been ignored.</p> <p>Tiptree Parish Council requests an urgent meeting with the senior officer in charge of the A12 widening project.</p>	The Applicant welcomes the parish council's involvement in the consultations. All responses to the consultation have been analysed and responded to in this report. In addition, the Applicant met with the parish council on several occasions, most recently on 15 March 2022 where the presentation focused on the parish council's response to consultation.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/152	Comments on the Consultation					✓	<p>Many respondents raised concerns about the accessibility of information with many of the older residents unable to travel to the prescribed venues in other villages and felt they have been unable to voice their concerns.</p>	<p>The Applicant fully recognises the need for multiple approaches for residents to get involved.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p> <p>As part of the development of the proposed scheme, a detailed programme of engagement has taken place. This has included community forums, members forum, technical workshops, and one-to-one meetings. Since engagement began, over 261 hours of meetings and workshops have taken place.</p> <p>As outlined in Section 8: How will we consult? of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation period.</p> <p>The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>General Arrangement Plans [TR010060/APP/2.9] covered the entirety of the proposed scheme at a scale of 1:2500, which is in accordance with the National Planning Policy Framework which governs how information of this nature should be set out during the preliminary design stage. This means that approximately 1.5km of the proposed scheme is shown on each sheet. This map book was supplied with a cover sheet explaining the purpose of the drawings and how they should be read.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>In order to make environmental information accessible, it was provided in the consultation brochure in a plain English format, drawing out the key environmental information relevant to the proposed design change. This was complemented by an additional Environmental Report.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p> <p>As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p> <p>An application for a Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether or not the proposed scheme will go ahead.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/153	Comments on the Consultation					✓	Some people felt that there is no information on the climate impact of this proposal or information on the carbon impact of this new road construction -i.e., what is the actual impact of the embodied carbon and carbon in use? it was felt that this information should be presented as part of any consultation so people can make an informed decision.	The Applicant recognises the threat of climate change and the risks it poses for us all. Climate change information has been included within all the consultations. Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] provides information and assessment of the proposed scheme on climate. This includes the impacts of carbon (including embodied carbon).	
OS/154	Comments on the Consultation					✓	I could not see what the proposed speed restriction was going to be, can you advise please?	<p>The setting of speed limits follows strict criteria, and the final decision will take into account many factors, such as the design speed of the road, the environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process.</p> <p>The proposed scheme will also be subject to an independent road safety audit at the detailed design stage.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/155	Comments on the Consultation					✓	<p>I would urge that any changes to ecological mitigations is thoroughly investigated and local nature/wildlife organisations are involved.</p> <p>There isn't enough clear information to allow me to comment properly on these items and it is not easy to understand.</p>	<p>Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] assesses the impacts on nature and wildlife and includes mitigation measures to minimise the adverse effects. The chapter also includes a section on stakeholder engagement which includes local nature/wildlife organisations.</p> <p>In order to make environmental information accessible, it was provided in the consultation brochure in a plain English format, drawing out the key environmental information relevant to the proposed design change. This was complemented by an additional Environmental Report.</p> <p>The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>All documents are available to read and download from the proposed scheme webpage.</p> <p>The Applicant is committed to making its website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No. 2)</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Accessibility Regulations 2018. The website meets the Web Content Accessibility Guidelines version 2.1 AA standard wherever feasible. For more information about the WAI Guidelines, see: W3C Web Content Accessibility Guidelines.	
OS/156	Comments on the Consultation					✓	We object to National Highways holding a consultation without adequate information as, for example, the construction emissions have not been estimated and figures referenced in the Preliminary Environmental Impact Report (PEIR), which itself is hard to find, are not readily accessible.	<p>Since the consultation, the Applicant has written to the organisation's representatives in response to their representations to the consultation. At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>All documents are available to read and download from the proposed scheme webpage. A direct link to the Preliminary Environmental Information Report, can be found on the proposed scheme's consultation page.</p> <p>The Applicant is committed to making its website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018. The website meets the Web Content Accessibility Guidelines version 2.1 AA standard wherever feasible. For more information about the WAI Guidelines, see: W3C Web Content Accessibility Guidelines.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] includes an assessment of the potential effects of the proposed scheme on air quality, during construction.	
OS/157	Comments on the Consultation					✓	<p>The information in the non-technical report is not available in the latest consultation, nor is it directly linked to, nor is there any update to the report in light of the changes proposed. This is denying the public the opportunity to understand the true nature of the overall development. The same is true for other important information such as noise maps for the whole route. The only additional environmental information provided is a 72 page report about the impact of the proposed changes.</p> <p>This might be welcome but without a clear non-technical summary it will not be read by most people and without these changes presented alongside the main scheme changes proposed, people are not given an overall impression of what the latest scheme designs will mean. The public cannot</p>	<p>Since the consultation, the project team has written to the consultee in response to their representations to the consultation</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p> <p>The Applicant is committed to making its website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018. The website meets the Web Content Accessibility Guidelines version 2.1 AA standard wherever feasible. For more information about the WAI Guidelines, see: W3C Web Content Accessibility Guidelines.</p>	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							be expected to retain information from earlier consultations, or to be able to assimilate the new changes in their heads, to fully understand the overall changes being proposed.		
OS/158	Comments on the Consultation					✓	Not sure if this is the place to give my concerns but I live in New Lane Feering. Your map shows the first 4 bungalows are in the red line, not sure what it means. Is it because it will affect my property or you will need to buy it. I would be grateful if you could answer the question, also does it mean we will be compensated for the inconvenience.	<p>The properties mentioned are not within the Order Limits (the red line boundary) and therefore the proposed scheme does not require your property. A small section of New Lane is within the Order Limits to facilitate the proposed tie-in to the roundabout on London Road.</p> <p>Please follow the below link to find out further information on National Highways' property policies:  <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
OS/159	Comments on the Consultation					✓	Elsewhere, the non-technical report fails to mention the 8,000 plus residences that will suffer an increase in noise, albeit that it's predicted to be slight. That's still a significant number of people and warrants being mentioned. Also, this number is	<p>Since the consultation, the project team has written to the consultee in response to their representations to the consultation. A copy of this response can be found in Annex H of this report.</p> <p>The noise impacts from the proposed scheme, both positive and negative, are included within Chapter</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>potentially an underestimate as the study area has been limited to 200 metres either side of the centre line of the new road, when it is clear from looking at the noise maps, many more people in Witham and Kelvedon, for example, will see a rise in noise pollution beyond this distance. This information also appears not to consider wind-blown noise, which for communities east / north-east of the road such as Witham and Kelvedon will mean that even more people will potentially be adversely affected by the changes.</p>	<p>12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The study area for noise was and still is defined in accordance with Design Manual for Roads and Bridges (DMRB) LA 111 and is an area 600m from an affected link, which includes the new road. The noise assessment follows the guidance within DMRB LA 111, which states to use the calculation methodologies contained within the Calculation of Road Traffic Noise (CRTN). These calculation methodologies do not consider the direction of the wind, and so this has not been taken into consideration when determining the impacts from noise of the proposed scheme.</p> <p>As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.</p> <p>The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition,</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p>	
OS/160	Comments on the Consultation					✓	The evidence on Air Quality levels impact are inadequate.	<p>The air quality modelling and assessment in Chapter 6: Air quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than 10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors alongside the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p>	
OS/161	Noise					✓	<p>There is nowhere in this form to respond to the general principle of this going ahead, and the fact that there is no information on the climate impact of this proposal. So, I am writing my response in this box.</p>	<p>As part of the statutory consultation, the Applicant sought views on the environmental impacts described in the Preliminary Environmental information Report (PEIR).</p> <p>The supplementary consultation focused on areas where changes had been made following the statutory consultation, and the Applicant sought views on those specific changes.</p> <p>Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] provides updated information and assessment of the proposed scheme on climate.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/162	Comment on the Consultation					✓	Why can we not comment on junction 25 at Marks Tey? There doesn't seem to be a page for this.	<p>Following on from the statutory consultation held in the summer of 2021, the Applicant looked at the feedback received and made some further changes to the proposals.</p> <p>The supplementary consultation focused on areas where changes had been made following the statutory consultation. There were no 'category 1' changes at J25. However, there were some 'category 2' and 'category 3' changes noted in the brochure and supporting documents. The consultation provided an opportunity in both the online and paper response forms to comment on these changes.</p>	
OS/163	Comments on the Consultation					✓	Many people felt that there had been a lack of consultation within Boreham at any time, that they were excluded and that residents were not considered important enough to be considered. They felt that a public meeting should be held similar to others in the past in other areas such as Springfield, Hatfield Peverel and others. Some felt very disappointed that nothing in the plan addressed their concerns.	<p>As part of the development of the proposed scheme, a detailed programme of engagement has taken place. This included community forums, members forum, technical workshops, and one-to-one meetings. Since engagement began, over 261 hours of meetings and workshops have taken place.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>They felt that there had not been any consultation in Boreham about the extra traffic coming into the village. They stated that a drop-in meeting was not arranged nor were booklets made available in Boreham, whilst elsewhere, booklets were available from Council Offices, a Grocery Store, a Public House, and a Church. They felt Boreham has all of these locations but none were utilised.</p> <p>They stated that booklets were available in, for example, Messing, for which traffic data is not given - so by implication is not impacted. These were also available in Easthorpe which is shown to have a 94% reduction and a 18% increase. The continuing exclusion of Boreham (plus the Plantation Road issue, see below) gives rise to the thought that bad news seems to be difficult to communicate and explain. Given the estimated impact for Boreham, villagers are right to feel that they have not had a fair deal.</p>	<p>In 2017, the Applicant consulted on widening the A12 from Chelmsford to the junction with the A120.</p> <p>In October 2019 the preferred route was announced. The Applicant's statutory consultation ran from 22 June 2021 to 16 August 2021 where feedback was able to be given on the whole route (J19 to J25). At this time 36,000 residents received a letter. As a result, the Applicant received 794 responses, received 16,481 hits on the consultation website, and had over 2,000 people visiting the virtual event space.</p> <p>As outlined in Section 8: How will we consult?, of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. Despite uncertainties around COVID-19 restrictions, six in-person events were also held.</p> <p>as well as six webinars with the virtual exhibition available 24 hours a day during the consultation period.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>A resident stated that “I have not been contacted in any way by Highways England, now National Highways. It is by pure chance that I saw someone else’s letter about this latest opportunity to be in touch with you. A visit to Hatfield Peverel Library produced the necessary information”.</p>	<p>following five webinars, and instead the Microsoft Teams function was used.</p> <p>Due to further design works and feedback received during the statutory consultation, the Applicant held a supplementary consultation In November 2021, with 36,000 residents receiving a letter advising them of this. The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area</p> <p>The supplementary consultation focused on areas where the design had changed following the statutory consultation.</p> <p>As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant ‘may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.’ The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition,</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Chelmsford Talking Newspaper was commissioned to provide an audio walkthrough.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcome feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p> <p>An application for a Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether or not the proposed scheme will go ahead.</p>	
OS/164	Comments on the Consultation					✓	[Named] is disappointed that our comments on the initial National Highways (NH) consultation have not	Facilities for walkers, cyclists and horse riders will be designed to the relevant and current design standard and best practice. The proposed scheme	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>been considered in the NH supplementary consultation (SC) of November 4, 2021.</p> <p>No notice appears to have been taken of our extensive response.</p> <p>As a result, we made contact with NH and spoke to two representatives. We then had a video meeting where we went over various points.</p> <p>These included:</p> <ul style="list-style-type: none"> <li>• the need for a new cycle-pedestrian bridge to give direct access to Marks Tey railway station</li> <li>• support for segregated cycle provision from Stanway to Marks Tey (along the B1408)</li> <li>• an LTN 1/20 standard connection between Marks Tey station and the Godmans Lane/Ashbury Drive part of the village</li> </ul>	<p>is providing extensive new and improved routes which are set out in the General Arrangement Plans [TR010060/APP/2.9] design proposals, but the A12 cannot provide new routes on corridors where the proposed scheme is not affecting users.</p> <p>Regarding the specific points:</p> <ul style="list-style-type: none"> <li>• The existing narrow substandard footbridge across A12 at Marks Tey will be replaced with a bridge for pedestrians and cyclists, compliant with LTN 1/20. This will connect via a route with controlled-crossing provision to the station at Marks Tey, providing a safe LTN1/20 route between the station and the eastern part of Marks Tey for all users, including users of alternative cycling modes such as trikes and handcycles.</li> <li>• We understand that the B1048 Stanway to Marks Tey route has no provision for cyclists and there is no space for a segregated cycle route while retaining two-way all-purpose traffic. This is outside of the proposed scheme and a cycle facility on this route would be a matter for Essex County Council</li> <li>• The route to Godmans Lane/Ashbury Drive is along A120 which apart from its junction with</li> </ul>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>• a new discrete cycle route between Tiptree and Kelvedon railway station</li> <li>• a contribution towards the planned cycle route between Kelvedon and Earls Colne via Coggeshall</li> <li>• the need for better cycle provision between Messing and Kelvedon</li> <li>• Our proposal for the 'old' A120 between Braintree and Marks Tey</li> <li>• the need for proper segregation from pedestrians. We pointed out the speed disparity between pedelecs (electric bikes) and pedestrians</li> </ul> <p>Unfortunately, there was no written follow-up to that meeting or minutes issued.</p> <p>As a result, we would like to hear back from National Highways with confirmation of the cycling schemes that it is considering as part of the A12 works.</p>	<p>A12, is outside of the scope of the A12 proposed scheme. Our proposals include a controlled crossing of A120 but any measures beyond that point could not be included within A12 proposed scope of the scheme</p> <ul style="list-style-type: none"> <li>• The planned route between Kelvedon and Earls Colne is also fully outside the proposed scheme</li> <li>• There is no walking or cycling provision between Messing and Kelvedon and while there are forecast traffic increases they would change the status of this route for walking and cycling, and creation of a new route is outside the proposed scope of the scheme.</li> <li>• The route between Braintree and Marks Tey is also outside the A12 proposed scheme and could not be included.</li> </ul> <p>The provision for cycling and pedestrians will be finalised in the detailed design stage, using the guidance in LTN 1/20. This recognises that the context and usage should determine the best arrangement, which may be segregated or shared depending on the site-specific factors.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							As far as we are concerned, the supplementary consultation paperwork falls far short of our expectation.		
OS/165	Comments on the Consultation					✓	It would have been good to feel that residents' concerns had been properly addressed rather than it just being a box-ticking exercise.	Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.	
OS/166	Comments on the Consultation					✓	Although the document is headlined as a consultation brochure there is no consultation. it is obvious from attending open events about the plans that there is no appreciation of the effect that the proposals will have on the surrounding areas - the intention is purely to find a way of using the Inworth Road.	As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant <i>'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.'</i> The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.  At both the online and in-person events, experienced technical experts were present to	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p>	
OS/167	Comments on the Consultation					✓	<p>The reasons for maintaining this old corridor have never been adequately justified, other than its fairly obvious the Essex Authorities (aided by Highways England) lost their case for a new town but can't let go of the opportunity of being granted a ready-made road for future (possibly significant) development.</p>	<p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The proposed scheme proposes two bypass sections for the A12 mainline, one between J22 and Rivenhall End, and one between J24 and J25. The Route 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option. The second most popular option was Option 1 which received support from 28%. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum,</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p><a href="https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf">https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/results/a12chelmsfordtoa120widening-schemeassessmentreport.pdf</a>.</p> <p>The existing A12 between J22 and Rivenhall end, and between J24 and J25 will be de-trunked with the intention to pass it over to Essex County Council. Both sections of de-trunked A12 will remain two lanes in each direction. However, the following interventions will take place:</p> <ul style="list-style-type: none"> <li>• Rivenhall End West Roundabout will provide access between the de-trunked A12 and Braxted Road Overbridge and the realigned Henry Dixon Road.</li> <li>• The existing Oak Road access will be closed to the A12 de-trunking; however, access will be available from Braxted road and Henry Dixon road via new Rivenhall End west roundabout. Access to the new A12 will be available via the de-trunked A12 and new J22. This will provide improved access to the new A12 via Braxted road and the de-trunked A12 which will be safer than existing.</li> </ul> <p>East of J24 the following is proposed in the de-trunked A12:</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Feering East Roundabout, in the location of the existing J24 will provide access between New Lane to the north, the de-trunked A12 to the east, London Road to the west and access to the residential properties to the south.</li> <li>• Easthorpe Road Roundabout, located on the de-trunked A12, will connect the de-trunked A12 with Domsey Chase to the north and Easthorpe Road to the south. The proposed Easthorpe Road Roundabout will also provide a turning point on the de-trunked A12.</li> <li>• Wishing Well Farm Roundabout will also be located on the de-trunked A12 and will provide access between the de-trunked A12 and Easthorpe Green Farm and Wishing Well Farm. In addition to maintaining necessary accesses and movements, it is expected that the roundabouts will result in a reduced average speed on this stretch of de-trunked A12.</li> <li>• The existing walking, cycling and horse riding (WCH) routes will be retained.</li> </ul> <p>Where the existing road is modified through the provision of new roundabouts, equivalent WCH facilities will be provided. As such, a WCH route is</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>provided for the full length of both de-trunked sections.</p> <p>Prior to transferring the de-trunked sections to Essex County Council, works may take place and would be managed by National Highways. Subject to further engagement with the County, this might include:</p> <ul style="list-style-type: none"> <li>• Resurfacing of sections of the carriageway</li> <li>• White lining</li> <li>• Vegetation clearance</li> <li>• Planting and landscaping</li> <li>• Road sweeping</li> <li>• New signs</li> <li>• Drainage and gulley clearance</li> <li>• County</li> </ul>	
OS/168	Comments on the Consultation					✓	The plans for the Northern link were only available for me and others to see at the Hatfield Peverel Events venue on 23 November. This gives us less than 1 month to voice our	As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant <i>'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.'</i> The	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							concerns. Such a short time frame is ridiculous!	<p>supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility . In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p>	
OS/169	Comments on the Consultation					✓	it is essential that an external wildlife expert adjudicates whether any mitigation measures are sufficient.	Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] assesses the impacts on nature and wildlife and includes mitigation measures to minimise the adverse effects. The chapter also includes a section on stakeholder engagement which includes local nature/wildlife organisations.	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/170	Comments on the Consultation					✓	We would wish to continue to be kept informed of the A12 Chelmsford to A120 Widening scheme, including the outcome of the current supplementary consultation. We trust you understand any amendments will affect the daily operations of The Commodity Centre, hopefully to its betterment, but we need to be certain that any amendments will not prejudice this premier facility.	The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
OS/171	Comments on the Consultation					✓	At the current time we remain unclear about some aspects of the scheme and would appreciate further detail in this regard. Once we do have clarity around some of these matters, we may wish to comment further about the suitability of these. We will be happy to discuss these points directly with a representative of National Highways and look forward to hearing from them to arrange to do so.	Full answer can be seen in Utilities section of this consultation report. The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/172	Comments on the Consultation					✓	<p>It is important that the dialogue resulting from this consultation continues and local people and groups are engaged in finding and accepting the proposals that will finally be implemented or funded by National Highways.</p>	<p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p> <p>As part of the development of the proposed scheme, a detailed programme of engagement has taken place. This has included community forums, members forum, technical workshops, and one-to-one meetings. Since engagement began, over 261 hours of meetings and workshops have taken place.</p> <p>As outlined in Section 8: How will we consult?, of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation period.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcome feedback on how it can improve its</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>communication, so please get in touch if you have questions or comments.</p> <p>An application for a Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether or not the proposed scheme will go ahead.</p>	
OS/173	Comments on the Consultation					✓	<p>The [Named] are pleased to hear that NH have made some amendments to the scheme through consultation with landowners, however we are also aware of discussions that are still ongoing and further information that is still awaited. NH and its representatives must continue to engage effectively with productive meetings looking in detail at technical and practical issues which will impact the farm business and mitigate the impact of the scheme in the final stages of design.</p>	<p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>As outlined in Section 8: How will we consult?, of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p> <p>The latest updates for the proposed scheme can be found at [REDACTED]</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/174	Comments on the Consultation	162402				✓	The [Named] would like to know when NH are intending to write to all affected landowners to start negotiating voluntary agreements. On another DCO scheme the [Named] along with a working group of agents, entered in to and negotiated heads of terms for a voluntary agreement well in advance of even the DCO application for the scheme in question being submitted to the Planning Inspectorate.	As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
OS/175	Comments on the Consultation					✓	The [Named] would like to see National Highways engaging with landowners regarding the location of environmental mitigation areas. Through discussions with landowners, mitigation areas could be located on alternative areas which may reduce the overall land take or be located on a less productive area of land which will have a lesser impact on the agricultural business.	The Applicant has engaged with affected landowners and where possible reduced or moved mitigation areas to reduce the impact on their land.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/176	Comments on the Consultation					✓	<p>Engagement - The [Named] would like to engage further with National Highways on behalf of members that may be affected both directly and indirectly by the proposed scheme. The [Named] would like to arrange a further meeting with the project team as soon as possible in the New Year to discuss and obtain further information on the points raised in this consultation response and the consultation response submitted on the 16th August 2021.</p>	<p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p> <p>As outlined in Section 8: How will we consult, of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as well as six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>communication, so please get in touch if you have questions or comments.</p> <p>The latest updates for the proposed scheme can be found at [REDACTED]</p>	
OS/177	Comments on the Consultation					✓	<p>We have sent an expression of interest for Braxted Park Estate to be considered as part of the biodiversity offsetting as a result of the impact of the A12 scheme. This was submitted before the deadline of 30th June 2021 as advised by [Named] of Arcadis who NH's ecology advisor is. We have yet to receive a response from NH and would encourage NH to respond to this expression of interest and see if commercial terms can be agreed upon.</p>	<p>The offer is much appreciated, and if further land is required for Biodiversity Net Gain, the Applicant will consider this site.</p>	
OS/178	Comments on the Consultation					✓	<p>Essex Wildlife Trust provides advice to Local Planning Authorities to inform planning decisions in respect of potential ecological impacts from development. If the applicant or any other interested party requires</p>	<p>Meetings were held with Essex Wildlife Trust on 25 February and 29 April 2021 to discuss the Preliminary Environmental Information Report</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							additional information on the advice we have provided, any such queries should be directed to the Planning Case Officer who will seek further information from us where appropriate and necessary.	Another meeting was held on 17 March 2022 to discuss the Environmental Statement [TR010060/APP/6.1].	
OS/179	General Comments					✓	Air pollution is also a very serious and deadly issue, and again projects like this would mean an increase in air pollution, at a time when we need to be addressing this major health impact. Our government will be holding a public consultation early next year on the topic of air pollution and have committed to set legally binding targets for air pollution by Oct 31st, 2022.	The air quality modelling and assessment in Chapter 6: Air quality, of the Environmental Statement [TR010060/APP/6.1] assessed the impact of the proposed scheme against significance criteria which includes air quality objectives (AQOs). The assessment identified no likely significant effects on air quality at human health receptors in the operational phase. AQOs are thresholds below which the majority of the population are protected from respiratory illnesses. The UK Government has adopted AQOs, providing a regulatory framework to protect human health and the wider ecological environment from pollution impacts. They are constantly reviewed as more evidence is collated concerning the impacts of pollution. AQOs cover a range of pollutants, but the ones of most concern include oxides of nitrogen (NOx), nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter less than	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>10µm (PM10) and with an aerodynamic diameter less than 2.5µm (PM2.5).</p> <p>As a result of the proposed scheme, there will be air quality improvements for receptors siding the existing A12 between J22 and J23 (near Rivenhall End) and J24 to J25 (Kelvedon to Marks Tey) due to traffic moving to the new offline bypasses.</p>	
OS/180	General Comments					✓	<p>We are in a climate and ecological emergency and all new road building only leads to more vehicles and more congestion and pollution. The science is clear. We must reduce our carbon as fast as possible. No new roads must be built!</p> <p>The government must do everything in its power to discourage road traffic by increasing public transport and cycling.</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the SRN, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.  Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OS/181	General Comments					✓	Many people have raised concerns and stated their objection to the proposed scheme due to the climate emergency.	The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1 and 3% of traffic off the Strategic Road Network (SRN), for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.  While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.  Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].	
OS/182	General Comments					✓	This difficulty in finding information undermines the public's ability to fully appreciate the implications of constructing this new road, which is predicted to result in a substantial increase in user emissions over its 60 year appraisal period. This additional 1,350,926 extra tonnes of CO <sub>2</sub> e is not even presented to the public. They have to work it out themselves by comparing Table 15.6 and Table 15.12 in the PEIR.	Since consultation, the project team has written to the consultee in response to their representations to the consultation.	
OS/183	General Comments					✓	Regarding the operational phase of the scheme, paragraph 15.10.6 of the PEIR states that the scheme is forecast to result in an increase in road user greenhouse gas emissions	The spatial extent over which road user greenhouse gas emissions (GHG) have been assessed, which covers a large part of the county of Essex, is shown on Figure 15.1, of the Environmental Statement [TR010060/APP/6.1].	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>across the study area of 2.3 to 2.6 per cent. The study area comprises the roads included in the 'Traffic Reliability Area' in the traffic model, which includes a relatively dense network in the large area between and including Chelmsford, Maldon, Colchester and Braintree, plus the A12 as far south as the M25, the M25 between junctions 27 and 28, the M11 between junctions 6 and 8, and the A120 as far west as the M11. Given the size of the study area and the major roads included within it, the carbon impacts resulting from the operation of the scheme will be more substantial at the local and regional level than at the national level against which the degree of significance has been assessed. Highways England should consider what additional mitigation for these impacts needs to be included in the scheme to limit the forecast increase in carbon emissions.</p>	<p>There is, however, no reasonable basis upon which the Applicant can assess the impact of GHG emissions from the proposed scheme at a local or regional level, nor is it required to do so by law or by the National Networks National Policy Statement.</p> <p>The proposed scheme is estimated to result in a small increase in road user GHG emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p> <p>It should also be noted that this assessment is considered likely to be worst case, as the estimated operational road user GHG emissions presented (derived using Defra's Emission Factors Toolkit v11) do not fully account for the most recent projections for the uptake of electric cars and vans described in the latest version of DfT's TAG data book. Nor do they take account of the projected reductions in GHG emissions depicted in Figure 2 of the Transport Decarbonisation Plan (TDP). The impacts of the TDP are expected to lead to a substantive decrease in GHG emissions from all forms of road transport between now and 2050. As</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the TDP has only recently been published, vehicle composition projections and emission factors have not yet been updated to reflect the emerging policy position described by the TDP.	
OS/184	General Comments					✓	<p>Objection to A12 Chelmsford to A120 Widening scheme</p> <p>Transport Action Network is a not-for-profit organisation set up to champion sustainable transport and help local communities oppose damaging developments, including new roads, and bus cuts.</p> <p>We do not believe that road building is a sensible option in a climate emergency when it will increase carbon emissions at the very time we need to be rapidly reducing them.</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the SRN, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The proposed scheme is estimated to result in a small increase in road user greenhouse gas emissions, but this increase in emissions would be negligible compared to UK carbon budgets and is therefore not significant. This is assessed in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p> <p>Furthermore, road user greenhouse gas emissions are expected to reduce substantially over time as more electric vehicles and vehicles that are more efficient enter the vehicle fleet (e.g. in response to the UK Government's Transport Decarbonisation Plan).</p>	
OS/185	General Comments					✓	<p>Agricultural Land Drainage - The [Named] has not seen any details regarding how agricultural drainage will be treated during construction and reinstated at the end of construction. It is really important that all agricultural drains are intercepted during construction and that a design for final reinstatement of drainage is agreed with landowners/occupiers. Further, the [Named] would like to see that the road drainage plans are linked to agricultural drainage plans so that</p>	<p>The Applicant has liaised with the [Named] and has been made aware of their requirements. Details regarding the management of agricultural drainage during construction can be found in the Water Management Plan within the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>flooding of agricultural land does not occur from the road scheme during construction and once operational.</p> <p>The [Named] has specific wording that covers how field drainage should be dealt with and we will be looking for this wording to be included in or linked to the outline code of construction within the DCO documents. The [Named] would like to further discuss field drainage with National Highways.</p>		
OS/186	General Comments					✓	<p>The cost to our health and lives, as well as the financial cost to taxpayers for health care cannot be ignored, which is why projects like this should not go ahead. There would also be an increase in noise pollution which can also have negative impacts on not only people's health and wellbeing but also on wildlife.</p>	<p>The results of the assessment in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] have been used to inform the assessments in Chapter 13: Population and Human Health and Chapter 9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1].</p>	
OS/187	General Comments					✓	<p>The project would destroy wildlife and habitat at a time we should be saving and protecting it. Our country is shamefully way too nature depleted and we need to be addressing this as</p>	<p>Existing vegetation would be retained as far as practicable, with a particular focus on retaining mature vegetation including specimen trees and woodland. Where loss is unavoidable, consideration would be given to the species,</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>a matter of urgency by saving and protecting, and correctly rewilding what we can, not destroying more with projects like this.</p> <p>The impact such a project would have on local communities, wildlife, habitats, and the environment would be extensive and is totally unacceptable.</p>	<p>pattern and distribution of proposed planting hedgerows, shrubs and trees along the proposed scheme to reflect the distinctive local character of vegetation of the adjacent landscape. Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</p> <p>The proposed scheme aims to maximise biodiversity value. Further details can be found within Appendix 9.14: Biodiversity Net Gain Report, of the Environmental Statement [TR010060/APP/6.3].</p> <p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects.</p>	
OS/188	General Comments					✓	<p>The Woodland Trust has previously submitted comments to this project with regards to two veteran trees which will be directly affected by the proposals, plus concerns regarding potential nitrogen deposition on ancient woodland surrounding the proposed road. We have reviewed the new documentation submitted, and we</p>	<p>Appendix 9.15: Assessment of Air Quality Impacts on Ecological Receptors Report, of the Environmental Statement [TR010060/APP/6.3] provides a detailed assessment of the impacts of nitrogen deposition on designates sites and veteran trees within 200m of the construction and operation Affected Road Network. The assessment does show the increase in nitrogen depositions would lead to an exceedance of the critical load. It is not possible to directly mitigate the impact, so Chapter</p>	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							would like to maintain our objection to the scheme.	9: Biodiversity, of the Environmental Statement [TR010060/APP/6.1] summarises proposals for offsetting through creation of new woodland in areas of the Order Limits unaffected by nitrogen deposition.	
OS/189	General Comments					✓	Another unwelcome impact of this proposed scheme is the loss of soil that is classified as very good. This is not something that can repeatedly be ignored, especially as there is a need to grow more local produce for a whole host of reasons, including national food security and climate change.	Impacts on soils are assessed in Chapter 10: Geology and Soils, of the Environmental Statement [TR010060/APP/6.1].	
OS/190	General Comments					✓	The General Arrangement Plans appear to show a large amount of land for environmental purposes. The consultation documents published for the statutory consultation in July stated that one of the design principles in relation to the scheme is to achieve no net loss of natural wildlife habitat and improve wildlife connectivity. It was also stated that it is an aspiration of National Highways to deliver a biodiversity net gain on the	The proposed scheme, as part of the wider National Highways Delivery Plan, aims to maximise biodiversity value, in line with the requirements of the National Planning Policy Framework and National Networks National Policy Statement.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							project. It was outlined that the calculations on habitat mitigation and recreation were not yet finalised. The [Named] would like to understand whether this work is now complete, and we would like to better understand further the methodology and its underlying assumptions and hence amount of habitat creation and the position on biodiversity net gain. It is essential that there is transparency in these decisions and hence if a biodiversity net gain is delivered on the scheme, then what is the percentage of the gain and how has it been derived?		
OS/191	General Comments					✓	The Land is currently in an Entry Level Stewardship Scheme which is a wildlife enhancement scheme designed to provide "significant environmental benefits".	The Applicant notes your comments. Thank you for your response. The land mentioned is outside of the proposed scheme Order Limits, so there will be no change or impact to wildlife as a result of the proposed scheme.	
OS/192	General Comments					✓	Within the Preliminary Environmental Information Report as part of the 2021 consultation it is mentioned that Braxted Park	The Applicant has noted the consultee's comments.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>offer wedding venues and other corporate and recreational pursuits.</li> <li>Braxted Park Estate has five core businesses onsite including, the events venue, commercial shoot, farm, commercial and residential lets and a golf course. These businesses combined employ 60 people.</li> <li>The events venue hosts approx.150 events a year which consists of wedding and corporate events.</li> <li>These events host between 100 to 300 people onsite and the income provides approximately 50% of the estate's turnover.</li> <li>The commercial buildings house eight tenants who rent office space.</li> </ul>		
OS/193	General Comments					✓	Some people are strongly opposed to the A12 to A120 widening scheme.	The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>this road investment strategy, as this road plays an important role at a strategic, regional and local level. The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>The proposed changes to this stretch of the A12 road will:</p> <ul style="list-style-type: none"> <li>• improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12</li> <li>• reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between J19 and J25</li> </ul>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities</li> <li>ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area</li> <li>make improvements for walkers, cyclists and horse riders (WCH) and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed using the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads.</p>	
OS/194	General Comments					✓	{Named] have concerns and as such register their objections to the current proposals.	The Applicant welcomes the consultee's involvement in the consultations. All responses to the consultation have been analysed and responded to in this report.	
OS/195	General Comments					✓	<p>I am writing to object to the A12 Chelmsford to A120 widening scheme.</p> <p>I fully support TAN's objection as detailed.</p>	Since the consultation the project team has written to the consultee in response to their representations to the consultation.	
OS/196	General Comments					✓	we currently object to the A12 Widening Scheme. Business objecting to the A12 Widening scheme as staff members access their site via Braxted Park Road. Requesting access is maintained from the proposed new junction at Rivenhall Junction to	Access to businesses and private properties will be maintained at all reasonable times. Where private properties or businesses are close to works, appropriate safety measures will be put in place. At this moment in time, the details around the sequence and methodology of works are still to be defined. Further discussions around these topics	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Braxted Park Road, as well as access to Witham Town and Railway Station. Concerns includes HGV use of Braxted Park Lane during and post construction, and requests that Braxted Park Road remains open for business use.</p>	<p>will be held with residents, landowners and other stakeholders well in advance of any construction. Further details can also be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7].</p> <p>As shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6], access between Braxted Park Road and the A12 after construction will be via a new overbridge providing access to the existing A12 and then onto the proposed J22. The proposed J22, in turn, also provides access to Witham in a similar fashion as it does today with improved geometry.</p> <p>The Applicant is not aware of any orders prohibiting heavy goods vehicles using Braxted Park Road, and any implementation of one on this road would be a matter for the local highways authority, Essex County Council, who own and operate this road.</p> <p>The traffic modelling predicts that there would be no increase in heavy goods vehicle traffic on Braxted Park Road after construction.</p> <p>During construction, traffic will be kept on Braxted Road until the new Braxted Road Overbridge and road tie-ins are built. Further details can be found</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								at the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
OS/197	General Comments					✓	Where there is an opportunity to do something better, it is often badly designed, unattractive and inconvenient. It's hard to see how these designs meet National Highways' own criteria to: "Improve the quality and capacity of existing walking, cycling and horse riding routes, and seek opportunities to create new routes".	The mitigation proposed for Inworth Road includes a footway improvement. Further details can be found in the supplementary consultation brochure available on the National Highways website.	
OS/198	General Comments					✓	According to the Agricultural Land Classification the land is Grade 2 and produces high yielding crops within an arable crop rotation.	Section 10.8 of Chapter 10: Geology and Soils, of the Environmental Statement [TR0100/APP/6.1] sets out the baseline of the proposed scheme in relation to agricultural land. An agricultural land classification survey report has also been produced in Appendix 10.2 [TR010060/APP/6.3].	
OS/199	General Comments					✓	As two Trustees of the Hatfield Peverel Feoffees Charities, we wish to draw attention to Land Registry Title number EX841314, which includes a parcel of land situated between the northbound A12 and B1137 slip road at junction 20b, on which a	Since the consultation, further discussions and design refinements have taken place, and the Applicant can confirm that it has no intention to permanently acquire any land which would affect the operation of the telecommunications mast, although permanent acquisition of some of the	Y



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>telecommunications mast is located. This land is under the ownership of the charity and, through a rental agreement with the mast operators, makes a very significant contribution to the annual income for the charity, which should not be jeopardised by widening plans for the A12.</p> <p>Item three of National Highways memory stick, issued following the supplementary consultation held at Hatfield Peverel on 23rd November, indicates (under General Arrangement CH 16800 to 18300 Sheet 6 of 21) this parcel of land to be unaffected by the widening and acknowledges the presence of the 'communications mast with access to be provided. However, item six of this memory stick (Land Use Plan CH16800 to 18300 Drawing 06 of 21) shows the land included within a pink-shaded area, for which the map legend then delineates pink-shaded areas as 'permanent acquisition of land.</p>	<p>southern edge of the plot is required to facilitate the proposed scheme.</p> <p>Access to the plot will be required for the installation of a new retaining wall. Further to detailed design being issued, the project team will discuss and agree with the charity, temporary access to the plot and required working area to construct the wall. These changes are shown in the Land Plans [TR010060/APP/2.7].</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Current plans to widen the A12 appear not to disturb this parcel of land and we shall therefore be grateful for your confirmation there is no intention on the part of National Highways to permanently acquire it, which would deprive the charity of a major part of its income.		
OS/200	General Comments					✓	On other road schemes it has been reported by agents acting to the [Named] that NH have not been forthcoming in their approach when offering to enter into a voluntary agreement. Standard agreements have been offered to some agents acting for landowners, but NH have not been prepared to enter into detailed heads of terms first. These heads of terms then need to be included in a draft option agreement to be offered, before sending an Option Agreement to landowners to consider. It is normal for these types of voluntary agreements to offer better terms than is expected within the terms of the DCO. It is essential that	As part of the Development Consent Order process, National Highways has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							NH are prepared to enter into meaningful voluntary agreements.		
OS/201	General Comments					✓	<p>Amount of land taken for the scheme - The [Named] feels strongly that both permanent and temporary land take should be kept to a minimum and the land taken should only be what is required to construct the scheme.</p>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it. Development of the proposed scheme's design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (the Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the scheme and that</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspectorate during the Examination process.	
OS/202	General Comments					✓	<p>The Land Use Plans still show large areas of permanent acquisition. Some of these areas are not marked up on the General Arrangement Plans, however are included within the Order Limits. The Page 2 [Named] Consultation Response</p> <p>[Named] would like further information from NH as to what these areas are to be used for. There are also areas marked on the plans as Soil Storage Areas that are intended to be acquired permanently. The [Named] would like to understand why these areas cannot be acquired on a temporary basis.</p>	<p>Permanent acquisition has been removed or downgraded for these areas where there are no permanent works or mitigation.</p> <p>All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme. Through negotiation it might be possible to take the land temporarily and hand it back. However, as this land is essential for the proposed scheme, The Applicant needs to guarantee it can be delivered so this is why it is shown as permanent acquisition.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/203	General Comments					✓	If National Highways are working towards a biodiversity net gain, then [Named] would like clarification as to whether additional land will be acquired to deliver the biodiversity net gain, or whether this would be achieved by enhancing existing habitats. The [Named] would not be supportive of additional land being compulsorily acquired to deliver a biodiversity net gain.	No additional land has been acquired specifically to deliver Biodiversity Net Gain. The Biodiversity Net Gain achieved by the proposed scheme results from mitigation such as landscape planting and ecology mitigation areas. Further details can be found within Appendix 9.14: Biodiversity Net Gain Report, of the Environmental Statement [TR010060/APP/6.3].	
OS/204	General Comments					✓	The [Named] notes that the Land Use Plans still show environmental mitigation land to be acquired on a permanent basis. The [Named] would also like clarification regarding whether environmental mitigation areas will be offered back to landowners on completion of the scheme or whether Highways England intends to retain ownership of these areas.	The Applicant is required to provide essential mitigation land that has been lost due to the design of the proposed scheme. It is the Applicant's responsibility to provide and maintain land earmarked for environmental mitigation measures. As such, the Applicant must acquire freehold ownership of environmental mitigation land.  Through its community and stakeholder liaison strategy, the Applicant will continue to engage with all stakeholders, including those with land interests.	
OS/205	General Comments					✓	Access for Maintenance - The [Named] understands that the access routes to scheme features, such as	The Applicant is required to provide essential mitigation land that has been lost due to the design of the proposed scheme. It is the Applicant's	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							attenuation ponds are proposed to be acquired permanently by NH. Whilst the [Named] appreciates that NH require access to maintain such features; we feel that access can be granted through permanent rights rather than permanent acquisition being required. The [Named] would not want to see any further permanent acquisition of land than necessary for the scheme itself	responsibility to provide and maintain land earmarked for environmental mitigation measures. As such, the Applicant must acquire and obtain freehold ownership of environmental mitigation land.	
OS/206	General Comments					✓	<p>The extent of the proposed acquisition is detailed on 'Land Use Plan CH 10600 to 12100 - drawing 02 of 21 (RC-C-0047)'. The land proposed to be acquired by National Highways includes</p> <ul style="list-style-type: none"> <li>land comprising the consented car park serving the new Beaulieu Rail Station,</li> <li>the associated link to the new rail station,</li> <li>a sizable part of the consented employment land at XChange quarter.</li> </ul>	<p>The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.</p> <p>The views of all landowners affected by the proposed scheme are of equal importance to the Applicant and taken into consideration in designing the proposed scheme. The Applicant must also consider the views of those who do not own or occupy land required for the proposed scheme but are nevertheless potentially affected by it.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>safeguarded land for a future bypass running to the east of the RDR 2B</li> </ul>	<p>Development of the proposed scheme's design drives the proposals for land acquisition. In this area of the proposed scheme, the revised design considers your views, and those of the people living nearby. The legislation pertaining to the Development Consent Order (DCO) application (the Planning Act 2008) requires all applicants to justify compulsory acquisition and to demonstrate that it is necessary to deliver the scheme and that all reasonable alternatives to compulsory acquisition have been explored. Whilst the Applicant seeks to address all concerns raised in an equal and proportionate manner, it accepts that the proposals will not always be acceptable to everyone. In recognition of this, the DCO regime gives opportunities for interested parties to make representations to the Planning Inspectorate during the Examination process.</p>	
OS/207	General Comments					✓	<p>I thought it would be good to give you more details on why we are concerned that there was a suggestion of restricting agricultural vehicles and ask you not to implement one.</p>	<p>Through stakeholder engagement with the [Named], the Applicant requested that users of slow-moving vehicles and/or larger than regular 'Construction and Use' size vehicles provide details to the Applicant, including vehicle type/size, routes, and frequency and dates of movements. Alternative routes have been assessed for the effect on slow-moving vehicles following prohibition of slow-</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>We as a farming business having one farm at [Address] and the other at [Address]</p> <p>We have to move our combine and tractors between these addresses during the year.</p> <p>The suitable alternative routes have either weight limits on, or are narrow, those that are suitable are also a lot longer.</p> <p>We do try to only use the a12 when traffic is at its lightest though when it is very busy our slow vehicles keep pace with the traffic.</p> <p>As there are no suitable alternative routes if there were a restriction I struggle to work out what we would do.</p>	<p>moving vehicles on the A12 between J21 and J25, to ensure that suitable alternatives are available to use. As a result of the feedback, the field access will be provided instead, from the pond maintenance access track connecting to the proposed B1023 J24 roundabout, as had been requested. During the detailed design stage, development of the alternative route will progress in liaison with the relevant stakeholder</p>	
OS/208	General Comments					✓	<p>Impact on agricultural businesses - The [Named] feels strongly that the impact of the proposed scheme on agricultural businesses needs to be considered and mitigated.</p>	<p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in</p>	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.	
OS/209	General Comments					✓	<p>The [Named] would like to understand whether any further work has been carried out by National Highways to assess the impact on farm businesses.</p> <p>The [Named] would also like to understand the work that is being undertaken by NH to consider the alternative local routes that farmers would use and whether a proper impact assessment has been carried out. It is important that National Highways understands that this proposal will also impact many farming businesses that are not directly affected by the scheme as farmers travel between farms and land parcels.</p>	<p>At the engagement meeting on 10 February 2022, the Applicant requested information on routes and usage to support the evaluation work for alternative routes for displaced slow-moving vehicles. An evaluation of alternative routes for slow-moving agricultural vehicles has been undertaken, but without any information from agricultural businesses on specific affected routes, the safety risk review cannot be completed at this time. The Applicant would welcome any information [Named] can gather from members to understand specific routes and the numbers/characteristics of vehicles affected to assist the Applicant in its review</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict the supply for limited periods, but the Applicant will seek to minimise the duration of any such</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.</p> <p>As part of the Development Consent Order process, the Applicant has every intention of entering into private agreements for the acquisition of land it requires for the proposed scheme. All directly impacted land interests have received a letter from the Applicant inviting them to engage in further discussion with regards to the proposed scheme and how they are affected. It is only upon exhausting all options to find an agreeable solution between parties that National Highways will seek compulsory purchase powers as a means of acquiring land for the delivery of the proposed scheme.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how it will develop the proposed scheme.</p> <p>As outlined in Section 8: How will we consult?, of the Statement of Community Consultation, multiple channels were provided to engage in the consultation. This included six in-person events, as</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>well as six webinars and a virtual exhibition available 24 hours a day during the consultation.</p> <p>The format of the webinars included a detailed presentation, with opportunities for attendees to ask questions throughout. For the first webinar, Slido was used as the tool for asking questions. As a result of feedback from the first webinar about the operability of Slido, its use was stopped for the following five webinars, and instead the Microsoft Teams function was used.</p> <p>As the Applicant develops its proposals, it will continue to work with stakeholders and key partners so their knowledge and experience of the A12 can inform the work. The Applicant always welcomes feedback on how it can improve its communication, so please get in touch if you have questions or comments.</p> <p>The latest updates for the proposed scheme can be found at [REDACTED]</p>	
OS/210	General Comments					✓	Restriction of Agricultural Vehicles using the new A12 - There is a lot of concern amongst members both directly and indirectly affected by the	Through stakeholder engagement with [Named], the Applicant requested that users of slow-moving vehicles and/or larger than regular 'Construction and Use' size vehicles provide details to the	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>scheme regarding the proposed restriction/prohibition of agricultural vehicles using the new section of the A12, which was outlined in the consultation brochure in July. Some members have outlined that alternative routes would include minor roads and road through residential areas/ high streets. The increased use of these routes by agricultural vehicles may have significant impacts on congestion and highway safety, as well as impacting the productivity and viability of agricultural businesses. The [Named] would still like to understand what is proposed with regard to the restriction/prohibition of agricultural vehicles using the A12.</p>	<p>Applicant, including vehicle type/size, routes, and frequency and dates of movements. Alternative routes have been assessed for the effect on slow-moving vehicles following prohibition of slow-moving vehicles on the A12 between J21 and J25, to ensure that suitable alternatives are available. During the detailed design stage, development of the alternative routes will progress in liaison with the relevant stakeholder to ensure that their concerns are considered and appropriate safe routes agreed.</p>	
OS/211	General Comments					✓	<p>Poor and substandard active travel provision</p> <p>The provision for active travel is poor for with sharp turns and multiple crossings, many of which do not look like they are LTN 1/20 compliant.</p>	<p>The proposed scheme has been subject to significant consultation with stakeholders, which will continue into the detailed design stage. A preliminary walker, cyclist and horse rider (WCH) assessment was undertaken and this is ongoing into the review stage with the design team. All facilities for WCH will be designed to the relevant design standard and best practice, and on</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>Junction 19 has controlled crossings but to traverse from north to south involves six separate stages that need to be negotiated, exposing people to long delays and high levels of noise and air pollution in the process. These will be far from attractive and will undermine active travel.</p>	<p>completion of the detailed design stage the proposed scheme will be subject to a detailed design safety audit.</p> <p>Further details can be found in the supplementary consultation brochure available on the National Highways website.</p>	
OS/212	Comments on the Consultation					✓	<p>However, this information in the non-technical report is not available in the latest consultation, nor is it directly linked to, nor is there any update to the report in light of the changes proposed. This is denying the public the opportunity to understand the true nature of the overall development. The same is true for other important information such as noise maps for the whole route. The only additional environmental information provided is a 72 page report about the impact of the proposed changes.</p> <p>This might be welcome but without a clear non-technical summary it will not be read by most people and without these changes presented alongside</p>	<p>Since the consultation, the project team has written to the consultee in response to their representations to the consultation</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p> <p>The Applicant is committed to making its website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018. The website meets the Web Content Accessibility Guidelines version 2.1 AA standard wherever feasible. For more information about the WAI Guidelines, see: W3C Web Content Accessibility Guidelines.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							the main scheme changes proposed, people are not given an overall impression of what the latest scheme designs will mean. The public cannot be expected to retain information from earlier consultations, or to be able to assimilate the new changes in their heads, to fully understand the overall changes being proposed.		
OS/213	Comments on the Consultation					✓	At the last drop in event, we were unable to get anyone to give us specific details.	As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant <i>'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.'</i> The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.  At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>proposed scheme, as well as listen to any concerns.</p> <p>The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.</p>	
OS/214	Comments on the Consultation					✓	<p>The 'presenters' had never even BEEN in the village until this point, and admitted they had NO IDEA about the roads.</p>	<p>As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant 'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.' The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.</p> <p>At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.	
OS/215	Comments on the Consultation					✓	It was surprising to find that, notwithstanding the considerable range of expert technical manpower present at the presentations, no one person seemed able to provide guidance or explain how specific properties in the locality might be affected by road widening. Individuals were only able to comment or advise on specific aspects in the broadest of terms, or on individual technical matters, and had very little local knowledge of the local roads or properties affected.	As outlined in the proposed scheme's Statement of Community Consultation (SoCC), the Applicant 'may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.' The supplementary consultation ran for 41 days and included three public events, three webinars, a virtual room and 15 pick-up points. Public events and online events, as well as a virtual room, were used to increase accessibility. In addition, Chelmsford Talking Newspaper was commissioned to provide narration for the Virtual Exhibition Space.  At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns.  The consultation was advertised in local papers, on social media and a letter was sent to over 30,000 residents and business in the local area.	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
OS/216	Comments on the Consultation					✓	<p>Misleading consultation</p> <p>The non-technical report of the PEIR from the summer consultation is far from a proper non-technical summary that is required under Environmental Impact Regulations. It is over 40 pages long and contains a wealth of technical jargon, that will put many people off from reading it. This will then deny them the opportunity to learn more about the scheme's impacts.</p> <p>However, more worrying is National Highways marking of its own scorecard, saying, for example, that there will be an overall positive impact on active travel. This is highly questionable given what is contained in the proposed designs. Just providing a crossing, for example, does not improve active travel if it is awkward, inconvenient and unattractive to use.</p> <p>A classic example of this is on page 9 of the non-technical report which</p>	<p>Since the consultation, the project team has written to the consultee in response to their representations to the consultation.</p> <p>The non-technical summary complies with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and is proportionate in relation to the size of the Preliminary Environmental Information Report and the complexity of the proposed scheme.</p> <p>In addition to the replacement of existing features for walking and cycling, the proposed network now provides a fully controlled route between the eastern and western sections of Marks Tey. At present, there is no controlled crossing of Station Road or of the northbound diverge slip road from the A12, meaning walkers would need to cross one of these routes without controlled facilities. The proposed signal junction at this location would create an end-to-end route with controlled crossings at every location and is therefore an improvement on the existing provision. The Applicant is investigating further improvements to the footway / cycleway bridge and connections across the A12 and A120, and these would be</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>claims that a highlight of the facilities proposed is: "a new controlled crossing which would allow both walkers and cyclists to cross the A120 safely, and a new bridge for walkers and cyclists at junction 25". It may well be true that National Highways is building a new bridge and crossings, probably because it is widening the A120 and therefore has to, but these facilities currently exist in this location and it is not clear what benefit the new designs bring that are not catered for already. So, claiming this as a highlight of the facilities proposed is dressing mutton up as lamb. It is providing nothing new in way of connectivity or attractiveness yet is presented in such a way that misleads people into believing it is an improvement over the current situation. What would be an improvement over the current situation would be a straight-over crossing of the A120, or for the bridge to extend over the A120 as well as the A12.</p>	<p>developed in liaison with Essex County Council in the detailed design stage</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							That would reduce both time delays and conflict.		
OS/217	Comments on the Consultation					✓	<p>However, Parishioners note that there does not appear to be joined up information being presented to the wider public realm between Essex Highways (for the Chelmsford Eastern Bypass), Longfield Solar Farm and National Highways.</p> <p>The present construction programmes appear to be concurrent, which places significant pressure on the road infrastructure. May we please encourage National Highways to present their combined views. Will junction 21 be lighted at night? Will all junctions now be lighted at night? Are there to be any traffic data monitoring screens in the junction 19- 22 area? When are temporary access routes established (for both traffic and pedestrians) will there be any improvements made and will the condition of the route be established both prior and post the proposed diversions?</p>	<p>The Applicant has been liaising with Longfield Solar Farm for some time, with regular meetings where information is shared about the proposal, including construction traffic and schedule of works. The Applicant has information about Longfield Solar Farm construction traffic numbers and its peak construction period. Beaulieu Park has also been discussed with the developers, the delivery of infrastructure with the local authorities, and the sequencing of works with the developer's junction at Boreham interchange and the connection to Beaulieu Park Radial Distributor Road (RDR1). Both RDR1 and Boreham interchange improvements are expected to be finished when the A12 and Longfield Solar Farm start construction. The Applicant will maintain dialogue with Essex County Council, Longfield Solar Farm, the Beaulieu Park developer and Chelmsford City Council throughout the decision and construction phases of the projects. Please refer to Chapter 3: Communication and Engagement, of the Outline Construction Traffic Management Plan [TR010060/APP/7.7], for further details.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>All A12 junctions within the proposed scheme are proposed to be lit in the hours of darkness.</p> <p>The proposed scheme's operational concept between J21 and J25 includes Variable Message Signs, which respond to congestion and collisions to inform drivers of incoming hazards and changes to the variable speed limit and lane closures.</p> <p>The Applicant will conduct a condition survey on diversion routes, before and after they are used as temporary routes. In principle, the Applicant would not improve routes outside of the proposed scheme's scope, but it would review the condition of existing routes being used by the proposed scheme and will liaise with local highway authorities to ensure that roads that are subject to maintenance, including winter maintenance such as gritting, continue to be so. Please see the Outline Construction Traffic Management Plan [TR010060/APP/7.7] for further details.</p> <p>Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1] provides updated information and assessment of the proposed scheme on climate.</p>	
OS/218	Construction					✓	12. Outline Code of Construction - As outlined in the [Named] consultation	There is no Outline Code of Construction Practice included within the Development Consent Order	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>response submitted on the 16th August 2021, the [Named] has specific wording that will be expected to be included in an Outline Code of Construction to cover how practical aspects of the construction should be dealt with in relation to agricultural land. The [Named] wording covers the following:</p> <ul style="list-style-type: none"> <li>• Agricultural Liaison Officer</li> <li>• Records of Condition</li> <li>• Biosecurity</li> <li>• Irrigation</li> <li>• Agricultural Land Drainage</li> <li>• Treatment of Soils</li> <li>• Agricultural Water Supplies</li> </ul>	<p>application, but where appropriate these issues have been included within the first iteration of the Environmental Management Plan [TR010060/APP/6.5] or will be included in the second iteration of the Environmental Management Plan, which will be developed prior to construction.</p>	
OS/219	Comments on the Consultation					✓	<p>As set out, at the current time we remain unclear about some aspects of the scheme and would appreciate further detail in this regard. Once we do have clarity around some of these matters, we may wish to comment further about the suitability of these.</p>	<p>Full answer can be seen in Utilities section of this consultation report.</p> <p>The Applicant will seek to minimise disruption and maintain access to and from all properties throughout the construction of the proposed works. In some instances, it may be necessary to restrict</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							We will be happy to discuss these points directly with a representative of National Highways and look forward to hearing from them to arrange to do so.	the supply for limited periods, but the Applicant will seek to minimise the duration of any such restrictions as far as reasonably practicable. A community liaison team will liaise with the affected landowner to ensure that sufficient notice is given and that such disruption is minimised.	
OS/220	Comments on the Consultation					✓	The [Named] would like to see National Highways engaging with landowners regarding the location of environmental mitigation areas. Through discussions with landowners, mitigation areas could be located on alternative areas which may reduce the overall land take or be located on a less productive area of land which will have a lesser impact on the agricultural business.	The Applicant has engaged with affected landowners and where possible reduced or moved mitigation areas to reduce the impact on their land.	
OS/221	General Comments					✓	The bigger road will also result in more noise and air pollution for local communities along the route and with no known safe levels for PM2.5s and nitrogen dioxide, just meeting legal limits is not enough of a consideration. More thought needs to be given to reducing air pollution to World Health Organisation guidelines to reduce the	Air quality assessment in the UK is governed by compliance with the air quality objectives, underpinned by independent medical advice (e.g. the Committee on the Medical Effects of Air Pollutants: <a href="https://www.gov.uk/government/groups/committee-on-the-medical-effects-of-air-pollutants-comeap#minutes">https://www.gov.uk/government/groups/committee-on-the-medical-effects-of-air-pollutants-comeap#minutes</a> .	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							impacts on both humans and habitats. Reducing traffic, rather than increasing it is one of the best ways of doing this.	Whilst it is accepted that standards could be tightened across a range of pollutants (e.g. in line with the World Health Organization), until this is achieved all assessments are bound by UK legislation (e.g. the Air Quality Standards Regulations 2010 and the Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020).	
OS/222	General Comments					✓	Overall, we are not convinced about the need for such a huge scheme. There are better and more efficient ways of dealing with safety issues which would help reduce the carbon footprint and social and environmental impact of the scheme. At the very least, if the scheme goes ahead as proposed, far greater consideration needs to be given to reconfiguring the old sections of the A12 in favour of sustainable transport, which are largely going to be left untouched. As it stands, the scheme will not only will encourage even more car use but is a wasted opportunity to provide some good quality infrastructure for active travel and public transport.	The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of this road investment strategy, as this road plays an important role at a strategic, regional and local level. The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The proposed changes to this stretch of the A12 road will:</p> <ul style="list-style-type: none"> <li>• improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12</li> <li>• reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between J19 and J25</li> <li>• take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities</li> <li>• ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area</li> <li>• make improvements for walkers, cyclists and horse riders (WCH) and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not</p>	



Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed using the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p> <p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads.</p>	
OS/223	General Comments					✓	<p>Projects like this just increase traffic which in turn makes the situation worse.</p> <p>Now more than ever we need to be moving away from destructive and harmful projects like this and taking</p>	<p>The overall aim of the proposed scheme is to solve strategic traffic problems and congestion. As stated within National Highways' Net Zero plan, while National Highways supports investment in all zero carbon transport options, investment in other forms of transport, such as rail, will make only a limited</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>the environment into account. This project would increase carbon emissions by 1,350,926 tonnes, which is totally unacceptable, especially when we as a country have committed to Carbon Net Zero.</p>	<p>impact on how Britain moves. High Speed 2 will take between 1% and 3% of traffic off the SRN, for example. This is why the Committee on Climate Change forecasts that traffic levels will be higher than today in 2050, even taking account of the ambitious actions in its Sixth Carbon Budget.</p> <p>While road travel represents a higher carbon way to travel in the UK today, this is changing fast. Already, the Government has indicated that sale of new petrol and diesel cars will be phased out by 2030. The Government's Transport Decarbonisation Plan puts Britain on a trajectory to do the same for heavy goods vehicles from 2040. The future of road travel is a zero carbon one, powered by renewable electricity, hydrogen and biofuels.</p> <p>Further information can be found in Chapter 15: Climate, of the Environmental Statement [TR010060/APP/6.1].</p>	
OS/224	General Comments					✓	<p>The new road, at six lanes wide would seem to be complete overkill, especially where the existing dualled A12 is being left in place. That would create, 10 lanes of road, where there are currently only four. There is no</p>	<p>Since the consultation the project team has written to the consultee in response to their representations to the consultation.</p> <p>The proposed scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. The proposed scheme is a critical part of</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>way that amount of tarmac is required and it will only encourage even greater car use and pollution. Even the Department of Transport traffic estimates predict a 50% rise by 2050 and these take no account of the need to reduce traffic and carbon emissions.</p> <p>Given the climate emergency and more and more studies saying we need to reduce car use and traffic levels, the need for such a huge new road is highly questionable.</p>	<p>this road investment strategy, as this road plays an important role at a strategic, regional and local level.</p> <p>The section between Chelmsford and Colchester (J19 Boreham interchange to J25 Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.</p> <p>The proposed changes to this stretch of the A12 road will:</p> <ul style="list-style-type: none"> <li>• improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12</li> <li>• reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between J19 and J25</li> </ul>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads are not used as rat runs, affecting local villages and their communities</li> <li>• ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area</li> <li>• make improvements for walkers, cyclists and horse riders (WCH) and public transport users, to give them better connections and safer, more enjoyable journeys.</li> </ul> <p>The A12 between J19 and J25 currently has a number of at grade local accesses which do not meet modern design standards. The proposed scheme will provide access to the A12 mainline at five proposed grade separated all-movement junctions, designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The impact on local roads has been assessed using the strategic traffic model. This strategic model allowed the impact on local roads to be factored into the decision making process when selecting the location and form of junctions proposed.</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The location and design of the junctions has undergone rigorous assessment to provide the best access points from the local network, to attract strategic traffic to the A12 in the shortest time possible, improving the existing situation and putting the right traffic on the right roads.</p> <p>The proposed scheme would bypass two sections of the A12 mainline, one between J22 and Rivenhall End and one between J24 and J25. The Option 2 alignment presented in 2017 provided a bypass between J22 and J23, and between J24 and J25. Option 2 was the most popular consultation option amongst those that expressed a preference, with 402 of 824 (49%) expressing it as their preferred route option. Details of the optioneering process resulting in the current alignment can be found in the Scheme Assessment Report and Scheme Assessment Report Addendum: [REDACTED]</p> <p>It is proposed that the existing A12 between J22 and Rivenhall End and between J24 and J25 will be de-trunked and passed over to the local county</p>	

Ref	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								council. Both sections of de-trunked A12 will remain two lanes in each direction.	

### 3 Targeted Consultation

The tables provided below evidence the regard had to responses received to National Highways targeted consultation relating to noise. This consultation took place between Friday 11 February 2022 and Friday 18 March 2022.

**Table 3.1 Consultation Responses – Targeted Consultation**

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/001	Landowner Engagement	174487			✓		Our clients, [Named], have received a copy of the above consultation. However, our clients [Named] who, as you are aware, have an interest in the land in question, have not received a copy of the consultation. Please therefore formally provide a consultation to those clients, copied to ourselves, and confirm that the consultation period will be extended so that they have an equivalent amount of time to consider matters as our other clients.	The Applicant consulted the landowners on 16 March 2022. They were given 28 days to respond to the consultation.	
T/002	Landowner Engagement	174487			✓		confirm: 1. that a separate consultation will be sent to each of [Named] and [Named] 2. that the technical responses due following our meeting in January will be provided by return;	The Applicant consulted [Named] Landowners on 16 March 2022. They were given 28 days to respond to the consultation. The Applicant carried out the consultation in line with the Statement of Community Consultation. More information regarding the consultations is included in	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							3. that the consultation period will be extended for one month after you have provide the information in point 2, until we have had time to consider the technical responses due following our meeting in January.	<p>Section 8: How will we consult? of the Statement of Community Consultation in Annex F of the Consultation Report [TR010060/APP/5.1].</p> <p>The landowner has raised these concerns in the statutory and supplementary consultations. The full responses to these concerns are included in Annex N (Statutory Consultation) and Annex N (Supplementary Consultation) of the Consultation Report [TR010060/APP/5.1].</p> <p>Several meetings have been held with the landowners since the statutory consultation, and all issues raised have been discussed. The Applicant continues to engage directly with the landowner following the targeted consultation, therefore the consultation period was not extended due to these ongoing sessions as opportunities to review concerns with National Highways.</p>	
T/003	Landowner Engagement	174487			✓		As far as the land and uses carried out on that land by [Named] are concerned, we have previously advised you in detail what those uses are. We have also had various meetings with yourselves, including most	The Applicant has met with the landowner and their representatives, on many occasions since November 2019, and following the statutory consultation (dates include: 26 November 2019, 30 January	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>recently on 17 January 2022. Regrettably, the responses promised in that meeting by 7 February 2022 have not been provided. Of even greater concern and import, is that fact that the Development Consent Order Land Take Drawing provided as part of the February 2022 consultation does not reflect the negotiations which have been ongoing, nor matters we understood had been agreed. The effect of the proposed land-take with regard to [Named] land is that the entirety of their land is now severed and without access to the main highway. The lack of detailed responses promised during our meeting of 17 January 2022 mean that we are not in a position to respond to the consultation. That information must be provided to us so that we can clearly understand the technical basis for National Highways' position and also understand the disparity between the negotiations we have been having and the land take plan now put forward. Clearly as a matter of law, the consultation process is unfair and flawed and the consultation period must be extended until that information has been</p>	<p>2020, 6 February 2021, 11 June 2021, 03 August 2021, 22 September 2021, 3 December 2021, 17 January 2022 and 08 March 2022), to discuss the impact of land take and the effect of the proposed scheme on the landowner's property. Through continued engagement with the landowner, the Order Limits and proposed scheme design have been changed where feasible to reduce the impact on their land as far as possible.</p> <p>Changes made since the statutory consultation include:</p> <ul style="list-style-type: none"> <li>• Removal of large attenuation pond.</li> <li>• Reduction in land take and buildings removed from the Order Limits.</li> <li>• Majority of the car boot sale land excluded from the Order Limits.</li> <li>• Moving the environmental mitigation areas to locations preferred by the landowner. Overall reduction in mitigation land where practicable.</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>provided and we have had sufficient opportunity to review and consider it.</p> <p>My clients have long endeavoured to reach a sensible and fair compromise; however, the failure of National Highways to provide comprehensive information and to consult on a meaningful basis may mean that there is no option other than to strenuously resist the scheme at all stages.</p>	<ul style="list-style-type: none"> <li>Private Means of Access over land to be permanently acquired to ensure the land is not severed.</li> </ul> <p>The Applicant continues to engage directly with the landowner following the targeted consultation, therefore the consultation period was not extended due to these ongoing sessions. The Applicant held a meeting with the landowner and representatives on the 10 June 2022 and will continue to work with the landowner and representatives through the detailed design to minimise land take where practicable, ensuring sufficient land to construct and operate the proposed scheme whilst also ensuring their local knowledge and experience can inform its work. engage and provide information when available.</p> <p>Detail on whether land is required permanently, temporarily, or requires rights can be found by following <a href="https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-june21">https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-june21</a> and selecting A12 Chelmsford to A120 Widening Scheme Preliminary Design Map Book 2 Land Use</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Plans. As the proposed scheme develops, the Applicant will continue to inform landowners of any changes to the land take requirements.</p> <p>Engagement is an important part of the proposed scheme. Working with the local community and their representatives is integral to the Applicant's work and a key part of how the proposed scheme will be developed. A detailed programme of engagement has taken place, including community forums, members' forums, technical workshops, and one to one meetings.</p> <p>The Applicant carried out the consultation in line with the Statement of Community Consultation. More information regarding the consultations is included in Section 8: How will we consult? of the Statement of Community Consultation in Annex F of the Consultation Report [TR010060/APP/5.1].</p> <p>As outlined in the Consultation Report in Chapter 6 [TR010060/APP/5.1] multiple channels were provided to engage in the consultation. These included six in-person events, as well as six webinars and a virtual</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>exhibition available 24hrs a day during the consultation period. However, the Applicant always welcomes feedback on how it can improve its communication.</p> <p>An application for Development Consent Order has been made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve hearings, which are open to all members of the public. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether the proposed scheme will go ahead.</p>	
T/004	Noise Pollution	174468			✓		I do not feel low-noise surfacing alone goes far enough.	The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas like Witham and through Hatfield Peverel. The improved road surfacing will reduce the noise at the source (i.e. the tyre/road interface), so this would provide a reduction in noise whatever the wind direction. The main noise generating mechanisms from traffic on the A12 are	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								from tyre/road interaction, engine and aerodynamic noise. Engine noise would not be reduced by using the improved road surface. However, above a speed of 40–50mph, such as that on the A12, the dominant noise source for most vehicles is from the tyre/road interaction which would be reduced by the improved road surface. So, while the improved road surface will not reduce all traffic noise, it will reduce the dominant noise source. Figure 12.4: Additional Noise Mitigation of the Environmental Statement [TR010060/APP/6.1] shows the noise mitigation measures along the proposed scheme, including the location of noise barriers which will be used where appropriate.	
T/005	Noise Pollution				✓		A few respondents expressed concern that a noise barrier was not proposed along the A12 at Boreham.	Noise barriers are not proposed for the A12 at Boreham due to the extensive vegetation that would be lost to accommodate a noise barrier. This would cause adverse effects for the biodiversity and landscape and visual assessments. In order to reduce the noise impact from the proposed scheme on properties alongside the A12 in Boreham, it	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								is proposed to resurface the southern carriageway with a surface with better noise reducing properties than a conventional low noise surface. Further details are provided in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Mitigation measures for reducing noise impacts of the proposed scheme are summarised in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
T/006	Noise Pollution				✓	✓	Some respondents raised concerns that increased traffic and noise levels would have a negative impact on residents.	<p>The Environmental Statement [TR010060/APP/6.1] sets out the environmental impacts caused by the proposed scheme, together with any mitigation measures that will be required for significant adverse effects.</p> <p>Appendix 13.1: Population and Human Health Context, of the Environmental Statement [TR010060/APP/6.3] presents the evidence for mental health effects attributable to noise at various levels. Transport related noise is a relatively widespread issue in the urban and semi-</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								urban UK context but has a relatively small contribution to the burden of disease compared to other risk factors.	
T/007	Noise & Vibration	174494			✓		In addition to the significant effect of noise, the predicated volume of traffic will produce unacceptable levels of vibration. As this property is Grade II listed and of a timber frame, lathe and plaster construction, sitting upon brick and clay foundations this makes it much more susceptible to the effects of high volumes of traffic as opposed to a modern brick-built house. National Highways have not made any provision in the modification plan to mitigate the effect of vibration on this property.	<p>An increase in the volume of traffic is not in itself likely to increase the risk of building damage from vibration. The risk would increase if the type of vehicle using the road changes to include heavier vehicles, as these would generally generate higher levels of vibration if they come into contact with irregularities in the road surface. It is not expected that a different type of vehicle would use Inworth Road with the proposed scheme.</p> <p>It is worth noting that the Applicant is planning to widen the road at this location (on the opposite side to the property), and both sides of the road at this location would then be resurfaced. This should result in a surface free of irregularities that have the potential to generate vibration. If anything, this would reduce any vibration currently generated by passing vehicles.</p> <p>The assessment of the effects of the proposed scheme from noise and vibration</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								is described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
T/008	Consultation				✓	✓	Some respondents raised concerns regarding the targeted consultation, including the selection process of recipients, its process, and the impact of the consultation.	Properties that were identified to meet the consultation's criteria of experiencing a significant effect (an increase of 1dB or more when above the Significant Observed Adverse Effect Level or an increase of 3dB or more when between the Significant Observed Adverse Effect Level as a result of the proposed scheme) were contacted under the targeted consultation. Neighbours of affected properties were also included in the mailout. The targeted consultation ran for 35 days. This included one in-person public consultation event, as well as two online webinars. Public events and online events were used to increase accessibility. At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns. The Applicant carried out the consultation in line with the Statement of Community Consultation. More information regarding the consultations is included in	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Section 8: How will we consult? of the Statement of Community Consultation in Annex F of the Consultation Report [TR010060/APP/5.1].</p> <p>The latest updates for the proposed scheme can be found at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a>. The project can be contacted at [REDACTED]</p>	
T/009	Consultation	174497			✓		<p>you have identified my house as the only home affected in London Road by these changes, and yet I have not been offered any help or offer of compulsory purchase by you. The only home I'm aware of being compulsory purchased is a home that will still be further away from the A12 than mine, the owner has told me for one million pounds plus. Is that value for money?</p>	<p>The Applicant wrote to this landowner under the targeted consultation as their property was identified as potentially having a significant adverse noise effect. A 1dB increase at the dwelling is predicted as a result of the proposed scheme. The dwelling's absolute noise level is above the Significant Observed Adverse Effect Level; this was marginal in the area so not all properties were identified in the potential significant effect category. Neighbours of affected properties were written to, but in this area the noise change was so marginal</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>that many properties were not included in the targeted consultation.</p> <p>The targeted consultation and its selected recipients do not relate to the compulsory purchase process.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the link below to find further information on National Highways' property policies for your information, as you may be entitled to compensation: <a href="https://nationalhighways.co.uk/publications/">https://nationalhighways.co.uk/publications/</a>.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
T/010	London Road	174477			✓		<p>I thought a new part of the A12 was being constructed further behind my house and now that is not happening - is that correct?</p> <p>I am advised that 3 lanes are now planned for the front of my house and without and</p>	<p>The scope of the proposed scheme, which has received funding as part of the Government's second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>thought for noise reduction methods - is that correct?</p> <p>I would like to categorically object to this plan.</p>	<p>At London Road, Marks Tey the A12 will be widened to three lanes and appropriate noise mitigations will be applied. The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. The improved noise reducing surfacing will reduce the noise at source (i.e. the tyre/road interface), so this would provide a reduction in noise.</p>	
T/011	London Road	174478			✓		<p>I also don't understand where and how London Road will be redirected...Can you please show this on a map?</p> <p>Also, as mentioned, I was under the impression that a new part of the A12 would be created behind London Road properties, is that no longer the case?</p>	<p>As shown on the Streets, Rights of Way and Access Plans [TR01006/APP/2.6] and the General Arrangement Plans [TR01006/APP/2.9] the southern end of London Road where it meets the existing A12 southbound on-slip is proposed to be locally realigned.</p> <p>As part of the proposed scheme's Preferred Route Announcement J23 to J25 in 2020, options which bypass the existing J25 south of properties on London Road were not taken forward to the preliminary design stage due to the proposed Garden Community being dropped from the local plan as advised by the Planning Inspector.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/012	London Road	174488			✓		<p>I write with regards to the future A12 widening scheme and in particular London Road Marks Tey between the Prince of Wales Roundabout and the new proposed roundabout where vehicles will pick up the new slip road onto the A12 southbound towards London.</p> <p>The present speed limit is 30mph, I have been a resident along this road for many years and vehicles constantly ignore this speed limit, these vehicles are a constant danger not only to the local residents and their children but also customers using the local shops.</p> <p>Previous efforts by the local residents to reduce the speed limit to 20mph have failed primarily because we were told it is a slip road for traffic to join the A12.</p> <p>Can you inform me if a speed limit has been decided for this section of road post widening? it will no longer be a slip road between the two roundabouts and we feel could be considered for a 20 mph speed limit.</p>	<p>The proposed scheme seeks to improve clarity of traffic signs within its footprint, and a number of changes to speed limits are proposed.</p> <p>The setting of speed limits follows strict criteria and the final decision takes into account many factors such as, design speed of the road, environment in which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Further information is included in the Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1]</p> <p>Enforcement and monitoring of vehicles speeding on roads not operated by the Applicant and is a matter for local police and the local highway authority, and the Applicant seeks to ensure these speed limits are enforceable.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Does National Highways make this decision, if not who would we need to contact?	The scheme has been designed to comply with current design standards and guidance, including Local Transport Note 1/20, so far as practicable given the constraints. All of the required safety governance processes have been undertaken and approval received. In the detailed design stage this will continue with further safety governance including independent Road Safety Audit and Walking-Cycling-Horse-Riding Review.	
T/013	London Road	174490			✓		I object to the roundabout being placed on a residential road i.e. London Road.	<p>All junctions proposed under the proposed scheme have been designed in accordance with the Design Manual for Roads and Bridges, the standards used for design on major highway schemes across England. This includes the proposal for J25 and the connection to the A120. As shown in the General Arrangement Plans [TR010060/APP/2.9], London Road, Marks Tey is planned to remain a residential/shopping street.</p> <p>The southern end of London Road will need to be realigned to reflect the alignment of the proposed A12.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>The existing layout has a U-turn facility which negates the need for traffic wishing to access London Road to join the southbound A12 mainline. The realignment of London Road requires the replacement of the existing U-turn facility.</p> <p>The space available for this replacement coincides with the proposed junction with Hall Chase.</p> <p>A roundabout was considered the most appropriate solution to combine the need for vehicles to be able to U-turn, for access to Hall Chase to be provided and for a clear delineation between London Road and the A12 southbound merge.</p> <p>The traffic model has been updated as part of the Development Consent Order submission. This has included the use of more recent traffic count data. A12 J25 traffic data from 2019 on the A12 slip roads has been used in the model. Although the traffic counts on London Road itself were undertaken in 2016, they have been factored up based on other 2019 counts. Detailed junction modelling work for J25 has</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								been undertaken using Vissim traffic modelling software. This shows that the proposed junction performs satisfactorily in the year 2042. Full details of the assessment are provided in Appendix E.11 of the Transport Assessment [TR010060/APP/7.2].	
T/014	Air Quality	174494			✓		IV. Provide an accurate air quality report at or near the property's location	The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] has accounted for predicted changes in traffic flows and speeds due to the proposed scheme.	
T/015	Air Quality	174494			✓		V. Provide measures to protect this Listed building from the effect of vibration and air pollution	The potential for impacts to occur in Inworth during construction and operation of the proposed scheme, including on the setting of designated heritage assets, is assessed in Chapter 7: Cultural Heritage of the Environmental Statement [TR010060/APP/6.1].	
T/016	Inworth Road / Noise & Air Pollution	174494			✓		VIII. Recognition that the health of the occupants of [Named] Cottage will be compromised by the unacceptable level of noise and air pollution due to the volume of traffic	The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. Chapter 13:	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>VII. Recognition the B1023, once modified, will render [Named] cottage uninhabitable due to the intolerable level of noise caused by the unceasing stream of traffic which will use the road to access junction 24</p> <p>X. The modification of the B1023 and subsequent increase in traffic volumes and noise levels will cause unacceptable hardship to the occupants of the property [Named] Cottage</p>	<p>Population and Human Health, takes into account the impacts of noise and air quality in the human health assessment.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given it the ability to purchase properties using discretionary powers. Discretionary purchase applications can be submitted to the Applicant from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the link below to find further information on National Highways' property policies for your information, as you may be</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								entitled to compensation: <a href="https://nationalhighways.co.uk/publications/">https://nationalhighways.co.uk/publications/</a> Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.	
T/017	Inworth Road / Traffic / Safety				✓		A few respondents expressed concern regarding the fast traffic flow on the B1023 and their ability to exit and enter their properties.	<p>The forecasted traffic during peak times on the B1023 is expected to result in sufficient gaps between vehicles to allow turning into and out of the houses along the B1023.</p> <p>The existing 30mph speed limit through Inworth village will be extended northwards, to include the proposed Inworth Road roundabout junction with J24. It is expected that the roundabout will act as a traffic calming feature reducing vehicle speeds locally, and particularly for traffic approaching and entering the village from the north. The Applicant recognises from engagement with the local community that existing traffic speeds from this direction are a key concern, and the proposed scheme is expected to reduce these.</p> <p>The proposed scheme is not increasing traffic levels on Inworth Road to the north of the proposed J24 roundabout, and therefore</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>it is considered to be outside the scope of the proposed scheme to address speed limit concerns to Gore Pit junction. A change to the speed limit and its enforcement at this location is a matter for the local authority.</p> <p>A detailed speed limit review, at this location and more widely, will be developed in liaison with the local highway authority at the detailed design stage, using Department for Transport guidance such as Setting Local Speed Limits.</p>	
T/018	Inworth Road / Traffic	174480			✓		<p>B1023 is not wide enough for two lorries to pass each other without slowing or mounting the verge</p>	<p>The proposals on Inworth Road address a number of historic pinch points both raised by the community and by the assessment, which included the analysis of the movement and path of heavy goods vehicles. The widening is proposed on bends to allow for two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width in places to improve the capacity of the existing road, to accommodate the projected increase in traffic. It has been confirmed by the analysis including microsimulation of the road, that</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								the proposed scheme will address both the historic capacity issues, as well as those caused by the projected increase in traffic.	
T/019	Inworth Road / Speed Limits	174494			✓		<p>As mentioned in the mitigation measure table, speed limits cannot be changed as they are already 30mph. National Highways fail to consider that the road is already subject to regular speed checks monitored by Essex Police because of the problem of excessive speeding. By making the proposed changes to the B1023, speed will inevitably increase beyond legal limits as vehicles will have the ability to move more freely past each other as bends and pinch points in the road, which currently cause vehicles to be more vigilant and slow down, will no longer exist.</p> <p>VI. Recognition that the B1023 already experiences the problem of excessive speed as evidenced by Essex police speed checks.</p>	<p>The existing 30mph speed limit through Inworth village will be extended northwards, to include the proposed Inworth Road roundabout junction with J24.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Further information is included in the Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p> <p>It is expected that the roundabout will act as a traffic calming feature reducing vehicle speeds locally, and particularly for traffic approaching and entering the village from the north. The Applicant recognises from engagement with the local community that existing traffic speeds from this direction are a key concern, and the proposed scheme is expected to reduce these.</p> <p>The proposed scheme is not increasing traffic levels on Inworth Road to the north of the proposed J24 roundabout, and therefore</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>it is considered to be outside the scope of the proposed scheme to address speed limit concerns to Gore Pit junction. A change to the speed limit and its enforcement at this location is a matter for the local highway authority.</p> <p>A detailed speed limit review, at this location and more widely, will be developed further in liaison with the local highway authority at the detailed design stage, using Department for Transport guidance such as Setting Local Speed Limits.</p>	
T/020	Junction 24 / Traffic	174480			✓		Also once finished Sat Navs will reroute all traffic from Mersea through Tiptree and the new junction	On 15 March 2022 the Applicant's project team met with the Tiptree Parish Council to discuss traffic modelling results for Tiptree. At that meeting the project team shared the traffic model predictions, which showed that traffic from Mersea and communities to the east of Tiptree that want to head to the A12 southbound are predicted to continue to use Station Road and Braxted Park Road, to access the A12 via Rivenhall and the new J22. None of this traffic is predicted to travel via Church Road/Inworth Road/J24.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/021	Main Road / Traffic				✓		<p>A few respondents felt that there would be an increase in traffic through Boreham as a result of the scheme. They raised concerns that traffic from Hatfield Peverel would continue to turn west and join the A12 through Boreham at Junction 19 rather than turning east to join the A12 at Junction 21.</p>	<p>With the proposed scheme in place, traffic is predicted to increase on the B1137 Main Road through Boreham in the AM peak and decrease in the PM peak. The increase in the AM peak is mainly due to traffic from the west side of Hatfield Peverel, which would travel along Main Road to access the A12 at J19, rather than using J20a as they would at present.</p> <p>The predicted increase on Main Road is not due to traffic coming from Maldon Road. The Applicant has analysed the traffic model to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway.</p> <p>In the AM peak hour, 88% are predicted to turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.</p> <p>In the PM peak hour, 98% are predicted to turn right and travel via J21.</p> <p>To encourage traffic to travel to the A12 via J21 rather than via Boreham and J19, the Applicant is proposing to reduce the speed limit on Main Road between Hatfield</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>Peverel and J19. This will make journeys via Boreham even less attractive to drivers compared to the route via J21.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Further information is included in the Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p>	
T/022	Main Road / Traffic	174468			✓		<p>note from the previous consultation that traffic through Boreham via Main Road is forecasted to increase as a result of the A12 scheme. Has the extra noise this will create for Boreham been considered?</p> <p>What measures are planned to reduce the increased noise from the extra local traffic? Main Road should be considered at least for low-noise surfacing too?</p>	<p>The impact on Main Road has been assessed and a reduction in speed limit is proposed. This reduction in speed limit would reduce the level of traffic noise from Main Road. Other noise reducing measures are not possible as the improved road surface will only be applied to the mainline A12. On slower speed roads it is either less or not effective at all in reducing noise. Noise barriers need to be continuous to be effective which is not possible in urban areas such as Main Road.</p> <p>More information on the noise impacts of the proposed scheme can be found in Chapter 12: Noise and Vibration, of the</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								Environmental Statement [TR010060/APP/6.1].	
T/023	Main Road / Speed Limit	174482			✓		B1137, Main Road from Boreham to Hatfield Peverel speed limit needs to decrease from 40mph to 30mph. This would decrease the noise from traffic and discourage vehicles using this as a short cut.	<p>The setting of speed limits follows strict criteria and the final decision takes into account many factors, such as design speed of the road, environment which the road passes through, current speeds (where applicable), numbers of vulnerable road users, crash data (where applicable), adjacent speed limits (where applicable) and road geometry. At present a 30mph limit is proposed in Boreham village and 40mph between Boreham and J19.</p> <p>The DCO will set out the proposed speed limits being applied for and this will be considered during the examination process. Further information is included in the Traffic Regulations Measures Speed Limits [TR010060/APP/2.3.1].</p>	
T/024	Boleyn Way	174469			✓		<p>Are you intending to widen the A12 at the back of the properties that form Boleyn Way in Boreham?</p> <p>If so –</p>	The scope of the proposed scheme, which has received funding as part of the Government's second Road Investment Strategy, is to widen the A12 between J19 and J25 to three lanes in each direction.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>What measures will you put in place to safeguard residents as such an extension will be right onto the back gardens.</p> <p>Will you put a fence a fence in place that reduces the noise and vibrations from the A12 and mitigate the risk of any vehicles coming through the gardens in case of an accident on the A12</p> <p>Extending the A12 to the foot of the gardens of these properties will reduce the market value of the properties, what measures will you take to compensate residents.</p>	<p>At this location the A12 already consists of three lanes in both directions, and so no further widening is proposed under the proposed scheme. Therefore, the proximity of the A12 will not change with regards to Boleyn Way. An improved noise reducing surfacing is being used along the southbound carriageway in this area as noise mitigation.</p>	
T/025	Junction 25 / Road Surfacing				✓		<p>A few respondents expressed concern that the improved road surfacing does not extend beyond London Road.</p>	<p>Currently, there is no intention to extend the improved road surface this far as the noise assessment has not identified any significant adverse effects from the proposed scheme within this area of London Road. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The Applicant is commencing another project from J25-J26 of the A12 during 2022 to replace the concrete surfacing between</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								these junctions. This will provide a better ride quality and reduce noise impacts. Further information on the concrete roads programme can be found at <a href="http://www.nationalhighways.co.uk/suppliers/concrete-roads">www.nationalhighways.co.uk/suppliers/concrete-roads</a> .	
T/026	Junction 25 / Noise Barrier				✓		Some respondents were concerned about why a noise barrier was not being considered along London Road and about the potential noise increase.	Currently, there is no intention to install noise barriers at this location as the noise assessment has not identified any significant adverse effects from the proposed scheme within this area of London Road. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
T/027	Improved Road Surfacing	174485			✓		All carriageways need to have a noise reducing surface so that the additional traffic noise doesn't impact on residents any more than it does now. Traffic noise now is really unacceptable and even if the project doesn't go ahead the carriageways need resurfacing with modern design techniques and materials	The improved noise reducing surface is being used extensively along the A12 between J19 and J25, especially past built-up areas. The improved road surfacing will reduce the noise at source (i.e. the tyre/road interface), so this would provide a reduction in noise whatever the wind direction. The improved road surface will only be applied to the mainline A12, as on slower speed	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								roads it is either less or not effective at all in reducing noise.  The resurfacing of carriageways if the proposed scheme does not go ahead is outside of the scope of the proposed scheme.	
T/028	Traffic model	174494			✓		<p>2. National Highways have not provided a breakdown of the types of vehicles which will use the modified B1023; only referring to a total number of vehicles. It is impossible for residents of [Named] Cottage to understand if the type of vehicle predicted to use the road has been accurately accounted for.</p> <p>The type of vehicle has a direct impact on the level of noise produced e.g., body rattle, exhaust noise and tyre noise. A recent traffic survey carried out by a local action group, taken between 7am and 8am (peak hour) over a 5 day working week showed:</p> <p>53% of the total vehicles recorded were of an SUV size or larger</p>	<p>The traffic models do distinguish between cars, light goods vehicles and heavy goods vehicles. As noted, it is particularly critical for the noise and vibration assessments to consider the additional impact of larger vehicles. Noise and vibration are assessed within Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. Detailed traffic model information is also provided as part of the Development Consent Order submission, in the Transport Assessment [TR010060/APP/7.2] and Combined Modelling and Appraisal Report [TR010060/APP/7.3].</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>68% of the above sample group were a combination of flatbed trucks, fixed cab lorries, 6 wheeled vehicles, buses/coaches, construction lorries, 18 wheeled HGVs and fuel tankers.</p> <p>This type of vehicle contributes to a greater level of noise, vibration and air pollution than an ordinary passenger vehicle.</p> <p>Further to this, the volume of traffic (with the associated noise and pollution) and the ability of the B1023 to cope with increased volume of vehicles predicted by National Highways, falls short of predictions made by independent companies employed to consult on the Tiptree Neighbourhood Plan.</p> <p>IX. National Highways to provide a percentage breakdown of the types of vehicles that will use the modified B1023 in order to assess the levels of noise and vibration</p>		
T/029	Community Bypass	174494			✓		The adoption of the Community Bypass, as the alternative to the modification to the B1023 by NH would mitigate ALL of the issues [Named] Cottage will experience. To	The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as provide some	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>prove all mitigation measures have been investigated fully by NH, the occupants of [Named] Cottage would expect to receive the following information:</p> <p>I. Costings for the construction of the community bypass versus the cost of modifying B1023</p> <p>II. The environmental impact of building the community bypass as opposed to the impact of modifying the B1023</p>	<p>improvements to historic flooding issues and address historic pinch points.</p> <p>A holistic assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed Junction 24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase traffic as well as the current proposal, while considering these assessment criteria.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.3].</p>	
T/030	Market Lane Noise Barrier				✓	✓	A few respondents raised concerns that the removal of the Market Lane noise barrier would also require the removal of vegetation from the earth bund. They expressed concerns that this would cause increased levels of dirt/rubbish and what	The proposed scheme would put appropriate measures in place to mitigate impacts from the construction activities. These would be proportionate to the disruption caused. The Applicant has no reason to believe that the residents at this	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							measure had been budgeted to mitigate this.	location will not be able to continue with their normal lives, albeit some disruption would be felt. Site waste will be managed to ensure no increased rubbish and dirt. Mitigation measures are included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
T/031	Market Lane Noise Barrier	174485			✓		There has to be separation between the site and the public for the duration of the project. A temporary fence has to be erected inside the Market Lane kerb line and removed on completion	The proposed scheme will implement appropriate measures to mitigate the impact of construction activities, which will include a fence along the boundary of the works. This should ensure adequate segregation between the areas of work and the public areas.	
T/032	Market Lane Noise Barrier	174485			✓		Guarantees that piling activities will not impact on the lives of local residents or cause any structural damage to properties.	The assessment of the effects of the proposed scheme from noise and vibration is described in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].  The proposed scheme will aim to mitigate construction related impacts by designing the most appropriate solutions considering local environmental constraints. Detailed design solutions are yet to be completed at the time of writing this report. Further	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								information can be found in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
T/033	Market Lane Noise Barrier	174485			✓		I have written to [Named], 09/03/22, requesting existing and proposed sections showing the relationship, of Market Lane, The Noise Barrier, Retaining Wall and Embankments, with the A12 carriageways this detail appears to of been conveniently omitted from any of the details that I have received	The response sent to the consultee on 18 March 2022 advised that the requested sections would not be publicly available until the publication of this Development Consent Order. The location of the noise barrier and retaining wall in relation to Market Lane and the A12 carriageway can be seen in the General Arrangement Plans [TR010060/APP/2.9]. Included in the Engineering Sections Drawings [TR010060/APP/2.11] is a typical cross-section which shows the noise barrier, embankment, retaining wall and A12 carriageway.	
T/034	Market Lane Noise Barrier				✓	✓	A few respondents expressed concern regarding the removal of the Market Lane noise barrier. The main concerns were the timeline for the noise barriers removal, whether the barrier would be reinstated to the same location and quality and whether alternative solutions had been considered.	The detailed design solutions are yet to be developed at the time of writing this report. The Applicant would look into the option of not removing the existing noise barrier. If that is proven impossible, it is expected that the barrier would need to be removed for a likely period of six months. The decision to remove the barrier or not would be taken when detailed design is completed and a	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>methodology finalised for the proposed works.</p> <p>Works at this location would be carried out during the daytime only and materials would be stored at one of the compounds.</p> <p>The noise barrier at Market Lane is privately owned, and The Applicant has a duty to replace this barrier when the works are finished. With this noise barrier replaced and improved noise reducing surfacing, there is predicted to be a reduction in noise for the houses along Market Lane once the proposed scheme is open. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The noise barrier would be erected in the same location when works are finished.</p>	
T/035	Market Lane Noise Barrier					✓	The noise barrier currently minimises noise from the A12. With this removed we will get increased volume of noise 24/7 which may be particularly painful during the summer when we have our windows open. You mention in your Environmental Assessment	The proposed scheme would look into any opportunity to keep the existing noise barrier in place. The decision to remove the barrier or not would be taken when detailed design is completed and a methodology agreed for the proposed works. If the removal of the barrier is deemed necessary,	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							'significant noise impacts' - this is a major concern for us.	the works would be completed as quickly and as safely as possible. Mitigation measures for reducing noise impacts during construction are included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].	
T/036	Market Lane Noise Barrier					✓	<p>It is your intention to keep 2 lanes of traffic open to prevent 'local rat running'. Therefore you need to use our estate for access. It reads that you are going to use the estate as a site for deliveries, parking vehicles, erecting cranes and for workers to park. This is a major concern to us during, and post, construction in regards to safety, parking, traffic flow, noise, dirt / rubbish. You will be aware that Constance Close is already difficult to navigate with the current traffic and on street parking.</p> <p>11. How are you planning to access and remove the noise barrier and vegetation on the earth bund? Will you;</p> <p>a) access via the A12 or</p> <p>b) access via Constance Close/Market Lane?</p>	<p>The current proposal is to access the land from the 'A12 side' of the noise barrier using a haul road on the south side of the A12 and then continuing underneath Benton Bridge. Therefore, the estate will not be used to access this land for any of the works regarding the Market Lane noise barrier.</p> <p>The closure of one lane to complete these works is expected to lead to an increase in local traffic through Witham. This is based on the assumption that reducing capacity on a strategic route, especially when there is already an issue with congestion at peak times, will lead to increased rat-running on local roads.</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>If via Constance Close/Market Lane what can residents expect to see in terms of the number of lorries, earth moving equipment, cranes, delivery drivers and additional cars etc. on a daily basis and where will these vehicles be parked?</p> <p>12. Once the vegetation is removed and the noise barrier dismantled will you use Market Lane for ongoing access for the work vehicles and crews? You mention cranes, deliveries, piling rigs in your Construction Assessment.</p> <p>13. If you do use Market Lane for the above (listed in question 12) what cleaning arrangements will be put in place during and post construction?</p> <p>14. You have made the assumption that if you close one lane to do this work it could lead to local rat running through Witham. What has led you to make that assumption? Is there any evidence for this</p>		
T/037	Market Lane Noise Barrier					✓	The PEIR mentions 'significant noise impacts' from the removal of the noise barrier however we need you to be more specific please. What does this mean from	At the rear of the property in question, with the noise barrier removed and a speed limit of 50mph on the A12, a negligible (0.5dB) decrease in noise is predicted. To explain	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							a dB perspective, what percentage increase would this be in relation to current noise levels and what would this mean to us in practice? I note you have shared the dB info in regard to the Hatfield Peverel proposal.	why this is a decrease in noise, the two elements (i.e. removing the barrier and the reduction in speed) need to be looked at in combination. Removing the noise barrier will cause an increase in noise of 1dB at the rear of the property. This increase would be higher if not for the row of houses that front Market Lane acting as a barrier. The reduction in speed from the existing average speed on the A12 to 50mph would cause a decrease in noise of 1.5dB. Taking these two together means a net decrease in noise of 0.5dB. This level of change in noise would not be noticeable to the human ear. It should be noted that these calculations are based solely on the noise from traffic using the A12 and do not contain any contribution from construction activities.	
T/038	Market Lane Noise Barrier					✓	5. What measures can you put in place to mitigate the noise and dirt/rubbish from the A12 which is currently blocked by the noise barrier?	Noise monitoring during construction will be carried out by the Principal Contractor, if required, and as agreed with the relevant local authorities. Given the scope of the works and the number of potentially affected receptors, it is not proposed to permanently monitor at any single location throughout the duration of the works. Where required	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								during the construction phase, noise levels shall be monitored periodically and in response to any complaints. Monitoring will include physical measurements and observational checks. As a minimum this will include: hours of working, review of best practice measures, and where applicable, any specific consent conditions. Mitigation measures for reducing noise impacts during construction are included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. Stray rubbish and dirt will be removed as necessary.	
T/039	Market Lane Noise Barrier					✓	7. You mention a 'retaining wall' being constructed. Please confirm whether that would be on the A12 side of the noise barrier (and no closer to the estate)	As shown in the General Arrangement Plans [TR01006/APP/2.9] by the purple dashed line, the new retaining wall will be constructed adjacent to the widened A12 and inside of the existing noise barrier (blue dot-dash line).	
T/040	Market Lane Noise Barrier					✓	You mention in your Environmental Assessment that it would take 15 years for the trees to regrow and therefore adversely affect residents for 15 years. Have you considered replanting grown trees to minimise this and prevent the impact on mental wellbeing (as stated in your	At this location the existing planting would be reinstated by advanced nursery stock and semi-mature trees.  Visual impacts have been assessed in Chapter 8: Landscape and Visual, of the Environmental Statement	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Assessment). If you are not replacing like for like (and waiting 15 years for the trees to grow) I don't see how this can be called 'temporary'.	[TR010060/APP/6.1]. This includes consideration of a winter and summer scenario in the fifteenth year after opening, when planted mitigation would have taken effect. Both the completed scheme and the traffic using it have been considered.	
T/041	Market Lane Noise Barrier					✓	What compensation is available to us for 'significant adverse visual impact' and 'significant noise impacts' as well as for deliveries, cranes, work vehicles travelling down residential streets?	<p>The current proposal is to access the land from the 'A12 side' of the noise barrier using a haul road on the south side of the A12 and then continuing underneath Benton Bridge.</p> <p>There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significant loss as a result of the proposed scheme. While the Applicant is under no obligation to purchase these properties, Parliament has given it the ability to purchase properties using discretionary powers. Discretionary purchase applications can be submitted to The Applicant from when the scheme is proposed through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made,</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please follow the link below to find further information on National Highways' property policies for your information, as you may be entitled to compensation:</p> <p style="background-color: black; color: black;">[REDACTED]</p> <p>If you feel your property/business has been adversely affected financially, then you are within your right to make a compensation claim against National Highways. Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
T/042	Market Lane Noise Barrier					✓	Are you planning on undertaking site visits with residents as part of this consultation? I believe that would help clarify any queries and address concerns.	Properties that were identified as meeting the consultation's criteria of experiencing a significant adverse effect (an increase of 1dB or more when above the Significant Observed Adverse Effect Level or an increase of 3dB or more when between the Significant Observed Adverse Effect Level and the Lowest Observed Adverse Effect Level as a result of the proposed scheme)	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>were contacted under the targeted consultation. Neighbours of affected properties were also included in the mailout. The targeted consultation ran for 35 days. This included one in-person public consultation event, as well as two online webinars. Public events and online events were used to increase accessibility. At both the online and in-person events, experienced technical experts were present to respond to questions or queries about the proposed scheme, as well as listen to any concerns. The Applicant carried out the consultation in line with the Statement of Community Consultation. More information regarding the consultations is included in Section 8: How will we consult? of the Statement of Community Consultation in Annex F of the Consultation Report [TR010060/APP/5.1]. The latest updates for the proposed scheme can be found at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a>. The project team can be contacted at <a href="mailto:A12chelmsforda120wide@nationalhighways.co.uk">A12chelmsforda120wide@nationalhighways.co.uk</a>.</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/043	Boreham / Main Road					✓	<p>A few respondents expressed concern that the proposed scheme had a uniquely negative impact on Boreham Village, particularly Main Road. They raised concerns that Boreham would be the only area to suffer increased traffic as a result of the scheme and that this undermines the proposed scheme's aim to take traffic off local roads.</p>	<p>The proposed scheme should not disproportionately affect the residents of Boreham. Traffic modelling has been undertaken, which predicts that the proposed scheme would increase traffic on Main Road in the AM peak but decrease traffic in the PM peak. Traffic modelling has also been undertaken to understand how junctions along Main Road would perform with the proposed scheme in place.</p> <p>The level of delay on the Main Road approach to J19 is not expected to change significantly as a result of the proposed scheme. Although the level of traffic on Main Road is higher and increases in the AM, the proposed scheme would include improvements to the capacity of J19, over and above the Beaulieu Park Developer J19 improvements which are currently under construction.</p> <p>In terms of the side roads, Church Road and Waltham Road are not predicted to have a significant change in the level of delay to get onto Main Road. Plantation Road is predicted to have an increase in</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>delay of around 15 seconds on average to get onto Main Road in the AM peak.</p> <p>Chapter 5 of the Transport Assessment [TR010060/APP/7.2] provides further information on these assessments.</p> <p>Appendix C of the Transport Assessment summarises the predicted flow changes on Main Road in Boreham.</p>	
T/044	Boreham / Noise & Air Pollution					✓	<p>Pollution: Increased volume of traffic on A12 will create pollution problems and increase of traffic through Boreham Village both pollution, noise and safety concerns. Air pollution has not been measured or evaluated to state the impact of raised air pollution to Boreham Village not only by increased traffic from A12 upgrade but also 50% increase in traffic through Boreham Village B1137.</p>	<p>The Environmental Statement [TR010060/APP/6.1] sets out environmental impacts caused by the proposed scheme, together with any mitigation required for significant adverse effects. This includes Chapter 6: Air Quality. Mitigation measures are summarised in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p>	
T/045	Junction 20a / Traffic					✓	<p>Many respondents expressed a desire for a southbound on slip in the vicinity of the existing J20a on slip. Some of the concerns raised were that the Junction closure would result in increased traffic in Boreham and that not enough</p>	<p>The proposed J21 serves traffic in all directions, with access provided from Hatfield Peverel. As with all junctions proposed by the A12 Chelmsford to A120 Widening Scheme, the proposed J21 has been designed in accordance with the</p>	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>consideration had been given to junction 20a's retention. Support was stated for [Named]'s proposal for the retention of junction 20a.</p>	<p>Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England.</p> <p>The existing J20A northbound off slip is currently substandard due to the interface with Bury Lane. The existing J20A southbound on slip is currently substandard due to its lane width and tight entry point. The reconstruction of J20A was investigated during Stage 2 as part of the junction strategy refinement exercise.</p> <p>To replace J20A northbound in accordance with the DMRB would result in demolition of a number of properties to the north of the A12.</p> <p>The existing J20a southbound slip road merges with the A12 as its own separate lane. This arrangement means that traffic does not need to give way to traffic already on the A12 to safely join. The Applicant's proposals widen the A12 to three lanes upstream of the existing merge and as such retaining the existing arrangement would be incompatible with the proposed carriageway width. There is a narrow corridor of woodland between the existing A12</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>southbound carriageway and Main Road, and a replacement of the slip road would require a significant length of slip road and merge taper to allow vehicles from Main Road to accelerate to merge with the A12 traffic.</p> <p>The stacking capacity of the right turn from Main Road is very short, and if left open may cause queuing back or require a manoeuvre across the opposing carriageway where there may not be a suitable gap. Closing the junction means the right turn is closed and the Applicant will not need to consider this safety/capacity concern.</p> <p>The existing arrangement allows for the southbound merge of J20a to join the 2 lanes of upstream traffic via. a lane gain. It is extremely likely that a replacement slip road from Main Road, and the taper which would allow traffic to merge with the proposed 3 lanes of upstream traffic, will be of sufficient length and width to require Crix Bridge to be reconstructed. As a consequence of replacing Crix Bridge to span a wider A12 arrangement, its junction</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>with Main Road to be reconfigured as its southern abutment is already very close to the junction's entry.</p> <p>There is also a boundary wall to Grade II Listed Crix House running parallel to the south of Main Road (B1137), which is associated with an adjacent historic milestone, and. The wall would appears to date from the late 19th or early 20th century. It is likely that the historic wall would need to be demolished/repositioned if the junction between Main Road and Hall Road was to be reconfigured. As this wall is pre-1948 and forms the boundary wall to the curtilage of the Grade II Crux House legally, under the Planning (Listed Building and Conservation Areas) Act 1990 , it should also be treated as subject to Listed Building control. This would mean that Listed Building consent would ordinarily be required for its demolition.</p> <p>Due to the large footprint of the reinstated J20a, accommodate the westbound on-slip, in addition to the demolition of the curtilage listed wall and milestone, plus their location of the works within the setting of listed</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>building, would lead potentially lead to a significant adverse environmental impact on the Built Heritage, when compared with other options.</p> <p>Finally, this option is expected to result in higher costs due the complex construction activities it would require.</p> <p>Note that the predicted increase on Main Road is not mainly due to traffic coming from Maldon. The traffic model has been analysed to understand which route people would take for journeys from Maldon Road to the A12 southbound carriageway. In the AM peak hour, 88% would turn right at the Duke of Wellington junction and travel via J21. Only 12% travel via Main Road to J19.</p>	
T/046	Plantation Road / Traffic					✓	A few respondents raised concerns regarding the Protected Lanes Policy DC15 and Plantation Road which feeds into Church Road. They were concerned that the road would be affected by increased traffic and that these increases were unacceptable for a residential road.	<p>As a result of the proposed scheme, a minor decrease in traffic is expected on Church Road in Boreham in the AM peak. In the PM peak a minor increase in traffic is expected, but of only one extra car every four minutes.</p> <p>The assessment within Chapter 7: Cultural Heritage, of the Environmental Statement [TR010060/APP/6.1] concludes that there</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								<p>are not expected to be any impacts to Church Road as a Protected Lane.</p> <p>Mitigation measures are detailed in individual chapters of the Environmental Statement [TR010060/APP/6.1] and summarised in the first iteration of the Environmental Management Plan [TR010060/APP/6.5]. The latter also contains the Register of Environmental Actions and Commitments which summarises the committed mitigation measures within the chapters of the Environmental Statement and associated appendices.</p>	
T/047	Plantation Road / Road Capacity					✓	<p>Plantation Road is assessed to have the same capacity as the B1137. Plantation Road is a class C, 30mph limit, residential road with homes along either side without parking restrictions. Parking does regularly impede the flow of traffic. The road has "T" junctions at both ends and these seriously restrict traffic flow. By contrast, other than through Boreham, the B1137 is a class B, (currently) 60mph open road with fields to either side. It is based on the roman road between Colchester and Chelmsford and is</p>	<p>Although these roads are classed as having the same maximum capacity, they are treated differently in the traffic model.</p> <p>The traffic modelling work was produced in line with Department for Transport guidance for producing strategic traffic models. Although Plantation Road and the B1137 have the same maximum capacity, the typical speeds and the relationship between flow and congestion (i.e. how quickly traffic flow starts to break down as the road fills</p>	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							therefore largely straight. (It is proposed, post implementation, to reduce the speed limit to 40mph). To the layman it is not credible to contend that these roads have the same capacity	up) is different. Junctions on each road (e.g. the T junction at each end of Plantation Road) are also included in the model. Delays at these junctions further affect the speeds and capacities on each link. Detailed traffic model information is also provided as part of the Development Consent Order submission, in the Transport Assessment [TR010060/APP/7.2] and the Combined Modelling and Appraisal Report [TR010060/APP/7.3].	
T/048	Plantation Road / Traffic					✓	The numbers provided to me in September 2021 for the Main Road feeder roads of Church, Plantation and Waltham Roads, had all changed by January 2022. In the most extreme case, Plantation Road, in September 2021 the predicted increase of 50% (from 243 vehicles per hour in the am peak to 492 vehicles per hour) had halved by January 2022 to a 25% increase (from 292 vehicles per hour to 366 vehicles per hour). Nevertheless, the predicted traffic number of 697 for Main Road has not changed since publication in June 2021. Given the volatility of the feeder road	The change in traffic flow is due to the traffic model being updated after the summer 2021 statutory consultation. The new model uses more recent evidence on existing traffic flows and speeds, being calibrated using 2019 traffic data instead of 2016 data.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							numbers, to the layman it is difficult to understand why this is so.		
T/049	Wellington Bridge	174476				✓	I also note that following comments from the residents of Hatfield Peverel with regard to the June 2021 proposals, the November 2021 proposals announced the intention to improve the Wellington Bridge to accommodate two -way traffic, pedestrians, cyclists and horses. To the layman this seems like a major and costly project.	A holistic assessment of how traffic from Hatfield Peverel interacts with the proposed J21 was undertaken prior to the statutory consultation in June 2021, with the southern link being selected as the preferred option due to concerns about the alignment of the existing northbound merge slip road of J20b being reused for two-way traffic. Since this assessment, noise modelling using more recent traffic forecasting has predicted that a number of residences would have experienced a significant increase in noise that could not be realistically mitigated by physical means. The technical team reassessed whether the northern link would be a better performing option considering this new modelling, and although this option requires a more complex replacement of Wellington Bridge, and results in a slight increase in noise for some residences north of the existing J20a, this was selected as the best performing option. In accordance with the feedback the Applicant received at statutory consultation, and as shown in the	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								General Arrangement Plans [TR010060/APP/2.9] released for supplementary consultation, the updated design has removed the previously proposed southern link road. Instead, traffic will use a new and enhanced northern link road to access the proposed J21. To allow this, Wellington Bridge will no longer only be a bridge for just walkers, cyclists and horse riders (WCH). It will now allow for motorised vehicles as well as WCH to travel in both directions over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys that were proposed as part of the statutory consultation. This approach was cost neutral.	
T/050	Traffic Model / Junction 24					✓	But it seems you are still in the process of considering the consultation responses. As part of this you will, I'm sure, be required to consider the Tiptree Neighbourhood Plan. When you do this, please look particularly at page 30 where the traffic movements through Tiptree are shown.	A computer model has been produced to predict future traffic levels, in line with Department for Transport guidance for producing strategic traffic models. This takes into account committed future residential developments. A list of the developments included in the traffic model is provided in Appendix C of the Combined	



Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							Expecting junction 24 to be suitable for through traffic to the village is incompatible with the Plan.	Modelling and Appraisal Report [TR010060/APP/7.3].  Under the proposed scheme, traffic from Tiptree to the A12 towards London can still use the route to J22 via Braxted Park Road and Rivenhall End, marked as the 'existing alternative route for A12 southbound traffic from Tiptree' in the Tiptree Neighbourhood Plan. Under the proposed scheme, traffic is predicted to split between either using this route or travelling to J24 via the B1023. Traffic from south of Tiptree heading towards the A12 southbound is predicted to use the route via Braxted Park Road rather than J24.	
T/051	Traffic Mitigation					✓	<p>what is being put in place:</p> <p>To take traffic off the road so that local roads are not used as `rat runs` affecting local villages and communities</p> <p>To ensure that roads can cope with the predicted increase in traffic</p>	While the Applicant understands the need for further improvements to address historical issues and rat-running on the wider local network, this is outside the scope for the proposed scheme to address. The Applicant is working with Essex County Council to understand these issues and to address them where practicable within the scope of the proposed scheme.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
								The proposed scheme ensures Inworth Road will manage the additional traffic, as well as provide some improvements to historic flooding issues and address historic pinch points. The Applicant has now put forward proposals that would address the impact of the traffic increase that has come from the proposed J24 location for the design year of 2042.	
T/052	Walking, Cycling and Horse Riding / Public Transport					✓	what is being put in place to: Make improvements for walkers, cyclists, horse riders and public transport	The proposed scheme has been subject to significant consultation with stakeholders that would continue into the detailed design stage. A preliminary walkers, cyclists and horse riders assessment was undertaken and will be developed further by the design team. All facilities for walkers, cyclists and horse riders will be designed to the relevant design standard and best practice, and on completion of the detailed design stage the proposed scheme will be subject to a detailed design safety audit and walking, cycling and horse-riding assessment and review.	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/053	Messing					✓	Suggests proposed changes will have negative effect to Messing village as shown in recent study by inhabitants	Although traffic is expected to increase through Messing, this is not expected to be a significant increase when compared to the theoretical capacity of Kelvedon Road. With the proposed scheme in place the model predicts a flow of about one vehicle per minute travelling in each direction on the road at peak time, as shown in the Transport Assessment [TR010060/APP/7.2] submitted as part of the Development Consent Order.	
T/054	Improved Road Surfacing					✓	Further with regard to the resurfacing of the A12 carriageways between junctions 19 and 20A and 20B we request that both Eastbound and Westbound carriageways are resurfaced as residential properties both north and south of the A12 are seriously affected by road noise particularly with the prevailing wind coming from the south west.	Following further modelling and detailed assessment, it is proposed to resurface the southbound carriageway of the A12 between J19 and the existing J20a (Bury Lane) with an improved noise reducing road surface. Resurfacing the southbound carriageway alone is expected to mitigate the predicted increase in noise caused by the proposed scheme from traffic using the A12. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
T/055	Traffic Model					✓	There have been a number of submissions from local residents about the numbers quoted in the traffic modelling and to date there is no clear explanation as to where this traffic comes from.	<p>The Applicant has developed traffic models to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing developments. The list of housing developments contained in the models was developed through discussions with the relevant local planning authorities. The traffic from these committed developments features in both the 'with scheme' and 'without scheme' traffic models. A full list of the future developments included in the traffic model is provided in Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].</p> <p>Note that the traffic models were updated after the summer 2021 statutory consultation. The new model uses more recent evidence on existing traffic flows and speeds, being calibrated using 2019 traffic data instead of 2016 data.</p>	
T/056	Traffic Model					✓	A few respondents raised concerns regarding the National Highways traffic model. They requested that the traffic	The traffic modelling work has been produced in line with national Department for Transport guidance on developing traffic models. It has been approved by traffic	

Ref No	Theme	Consultee	Prescribed	Local Authority	Public Interest, Landowner	Public	What You Said (summary of consultee response)	National Highways Response (How the applicant has had regard to responses received) S49	Change Y/N
							<p>model be reviewed by an independent third party and the findings made public.</p>	<p>modelling specialists within the Applicant's Transport Planning Group as being suitable for use in the assessment of the proposed scheme. Independent technical assurance has also been provided by external transport modelling consultants.</p> <p>Full details on the traffic modelling methodology and results are provided in the Combined Modelling and Appraisal Report [TR010060/APP/7.3] and Transport Assessment [TR010060/APP/7.2], published as part of the application for Development Consent.</p>	

## 4 Landowner Consultation

The table provided below evidence the regard had to responses received to National Highways targeted landowner consultation. This consultation took place between Friday 13 May 2022 and Sunday 12 June 2022.

**Table 4.1 Consultation Responses – Landowner Consultation**

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/001	General	Witham Town Council	✓		✓		<p>We have also had further information supplied to us by [Named], Senior Project Manager for Costain, with regards to land affected in Witham by the project and in particular our land at Whetmead Nature Reserve.</p> <p>The proposals have been discussed by Members of Witham Town Council and they consider that the proposals seem reasonable in principle. We are currently working towards an agreement regarding the re-routing of agricultural vehicles for when the A12 has been widened and hope to discuss this further next week.</p> <p>We have been pleased with the level of consultation that has taken place so far with us on this project and look forward</p>	The Applicant notes the consultees supportive comments and looks forward to continuing its detailed programme of engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							to working together on the finer design details affecting our land.		
L/002	Access	183391			✓		I can find no reference in the documentation specifically identifying the plans to retain access across the bridge to Station Road and the main line railway station from The Street or to The Street, for amenities in Hatfield Peverel, and for the A12 in the Chelmsford direction.	For all relevant information in respect to Hatfield Peverel works and specifically to temporary traffic management arrangements please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7].	
L/003	Access	183397			✓		C. We have received written confirmation from [Named] that the scheme plans are to be amended to include provision for a dedicated access to the clients land, see proposal plan from [Named] attached. Having consulted on this proposal with the clients they have confirmed their agreement to it in principal. Please can you therefore have the scheme plans amended to include this proposal and confirm to us in writing that this change has been made?	The private means of access is shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6].	
L/004	Access	183406			✓		2.5. Referring to the enclosed plan that was part of your letter dated 13th May	A site visit has been carried out and the points raised will inform the detailed design.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							2022, we note the proposed access track off Little Braxted Lane to the development area will not be used for construction but instead access for Cadent post development for maintenance. We are concerned if the proposed route is suitable for any large vehicles to deal with any future repairs as the topography is steep. Further to our recent meeting, we concluded that a site visit is required to review this route and discuss if an alternative route would be more suitable.		
L/005	Access	183406			✓		<p>2.6. From our previous consultation response, we have not had a direct response to a number of points including:</p> <p>2.6.1. Our understanding is that there will be continued access of Little Braxted Lane throughout the construction. Are NH able to confirm that this remains the case?</p>	<p>The access to J22 from Little Braxted Lane will be maintained during and after construction, but some temporary restrictions will be required for the tie-in works.</p> <p>The impact on Little Braxted Lane was considered in the overall assessment and optioneering process for J22 and has been assessed using a strategic traffic model. There is currently a 2.0m width restriction and a 3-tonne maximum gross weight restriction on Little Braxted Lane beyond the Brice Aggregates access. This restriction would be kept in place in a way that is</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								compatible with the relocated quarry access. This will restrict heavy goods vehicles from accessing Little Braxted Lane. Little Braxted Lane will have a permanent connection to the southern dumbbell roundabout at J22, providing access to the A12 for both northbound and southbound traffic. The signed restrictions will be updated to match the new road alignment. No further physical restrictions will be applied.	
L/006	Access	183406			✓		2.4. We are encouraged to hear that there will be restrictive measures down Little Braxted Lane from Junction 22 to discourage heavy goods vehicles using Little Braxted Lane. However, we would like to see evidence of what is being proposed and would like to suggest physical temporary and permanent width restrictions to ensure that the three tonne weight limit bridge is not used by heavy goods vehicles. We would like to see the detail of these measures and the wording that will be submitted as part of the DCO application.	Access from the existing A12 to Rivenhall will be kept open with the exception of some temporary traffic restrictions required for the tie-in works. The same applies to the existing and new J22 which will also require temporary traffic restrictions for the tie-in works. Please refer to the Outline Construction Traffic Management Plan for further details [TR010060/APP/7.7].	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							2.6.2. Our understanding is that Junction 22 and the Rivenhall access off the A12 will not be closed at any time during construction. Are NH able to confirm if this is the case.		
L/007	Alternative Design	183387			✓		<p>For the record I strongly oppose the location and question the decision making process of building a new junction as opposed to converting 2 existing ones to all direction access/exit, particularly when Junction 23 could be further accessed to potentially accept the A120 when its routing is finalised. Having 2 junctions serving all directions either side of Kelvedon will not only be cheaper, of less destruction to the environment / rural setting but also still alleviate the traffic passing through Kelvedon to access the A12 as per I believe the original design brief (to significant detriment to Inworth village) currently. Or is it to put houses where the exiting 2 junctions are located?</p> <p>Instead of all Tiptree and beyond traffic coming down the B1023, the opportunity to provide a future proof solution</p>	<p>An options study was undertaken at an earlier design stage , resulting in the removal of J23 from the proposed scheme.</p> <p>The removal of the junction is unlikely to have significant adverse impacts on traffic, economic growth and safety, as detailed in the J23 Removal Technical Note included in Appendix B of the Stage 2 Scheme Assessment Report Addendum,</p> <p>[REDACTED]</p> <p>The options study also led to the proposal for J24 to be located to the west of Inworth Road, providing access to and from Inworth Road via a southern link road. This allows long-distance traffic to join the A12 without going through Kelvedon and Feering, and</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>accounting for Tiptree’s planned growth has been missed. For those travelling towards London, a small link road from the Rivenhall road could access junction 23. If a new junction is deemed required for the A120 at Rivenhall then this Tiptree London bound traffic would also feed directly on to this junction. For traffic going North a redesigned entry leaving the B1023 under the existing A12 overhead could avoid the need to travel through Feering.</p>	<p>reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so, it improves the operation of J22, minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, and provides an opportunity to construct the junction in cutting which reduces the construction material needed to be brought on to site, as detailed in Appendix D of the Stage 2 Scheme Assessment Report Addendum,</p> <div data-bbox="1451 874 2051 1053" style="background-color: black; width: 100%; height: 100%;"></div> <p>The Applicant continues to work closely with National Highways’ A120 Braintree to A12 team, ensuring the development of the two projects is progressed in a considered way, while recognising that a decision has yet to be taken about whether to fund construction of the A120 Braintree to A12 scheme. The proposed scheme’s design does not preclude any future A120 scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/008	Alternative Design				✓		Several respondents would like the Inworth Road by-pass design proposed as the "Main Alternative" by the Parish Council to be considered.	<p>The design of the proposed scheme would ensure Inworth Road can accommodate additional traffic, as well as provide some improvements to historic flooding issues and addresses historic pinch points.</p> <p>An assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. It concluded either bypass would mitigate the forecasted increase traffic as well as the current proposal.</p> <p>Further information on the assessment can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].</p>	
L/009	Alternative Design	183398			✓		National Highways have not mitigated for ANY of the above detrimental effects on Thatch Cottage. The main alternative proposed by Messing Cum Inworth Parish Council and supported by Rt. Ho.	The Applicant has put forward a proposed scheme that ensures Inworth Road would manage the additional traffic and provide some improvements to historic flooding issues and address historic pinch points. The	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							[Named], Councillor [Named] E.C.C. and Colchester Borough Council is the option which will negate all the above factors.	Applicant has assessed a bypass on several criteria, including land acquisition, environmental impact, constructability, safety, cost and stakeholder feedback, among others. The bypass did not score as highly as the proposed scheme in this assessment. Further information can be found in Appendix 3.2, of the Environmental Statement [TR010060/APP/6.3]. The Applicant has now put forward proposals that would address the impact of the traffic increase that would come from the proposed J24 location for the design year of 2042.	
L/010	Inworth Road / Alternative Design	183401 183402			✓		6. A candid cost of the proposed alterations of the B1023, including compulsory land acquisition against the costs to construct the Main Alternative.	A cost estimate for the proposed works to B1023 has been carried out to inform the J24, Inworth Road and Community Bypass Technical Report, Appendix 3.2 of the Environmental Statement [TR010060/APP/6.3].	
L/011	Cadent Gas Main	183406			✓		2.2. NH confirmed that they do plan to carry out intrusive surveys over the adopted gas pipe corridor and we note that these will not be undertaken before DCO submission. Therefore, there are concerns that this adopted route has not been properly appraised or considered	The design study for the proposed scheme determined that the existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local Nature Reserve, so Corridors 1 and 3 are no longer viable. The route selected by	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>as being the most suitable.</p> <p>2.3. We are encouraged to see that the corridor is prioritised over the arable land rather than the high value willow land. We are also encouraged to hear that no heavy good vehicles will access over the River Blackwater which has a three tonne weight limit. Instead, a temporary bridge over the river will be constructed which will be removed post construction.</p> <p>3. Summary</p> <p>3.1. Our client feels that the adopted gas pipe corridor has not been fully appraised. Furthermore, and the main concern, there is a lack of detail or evidence on the measures of restricting access for heavy goods vehicles down Little Braxted Lane during and post construction. Therefore, to date my client continues to object to NH's scheme as designed over the Property.</p>	<p>the Applicant is very similar to Corridor 4, with only minor amendments.</p> <p>The Applicant has worked with Cadent Gas Ltd. to inform how the construction of the A12 will influence the need for, and the extent of, diversion to their apparatus, how it will integrate with the construction programme and other matters such as access arrangements.</p> <p>The Applicant has selected the corridor based on engineering, environmental, local planning, operational and maintenance factors, plus safety requirements, including proximity to buildings and other features.</p>	
L/012	Construction	183401 183402			✓		4. What is the duration for construction of the proposed B1023 alterations?	Detailed designed is yet to be finalised but the expectation is that works within the carriageway would likely take around three	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								months to complete. Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application for further details.	
L/013	Construction	183401 183402			✓		7. What Highway Construction Standards are being applied to the redesign of the B1023?	The preliminary design proposals for the localised interventions on the B1023 have been developed from a range of standards including the Design Manual for Roads and Bridges, the Manual for Streets, and the Essex Highways Design Guide.  The construction details and standards will be further developed through detailed design and in consultation with Essex County Council.	
L/014	Construction	183401 183402			✓		8. What is the guaranteed lifespan for B1023 road surface after proposed alterations are completed?	Across the proposed scheme, any new highway construction is being designed to a 40-year life. The surface course typically requires resurfacing every 10 years.	
L/015	Consultation	183394 183395			✓		My first comment is that the information provided with your pack is terrible. How you can expect us to make fair assessment of the position from the information supplied is beyond me.	The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway,	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							I telephone Ardent to try and understand the reasoning behind the sending of this pack and understand that from your point of view this is a stage in a process. They informed me that we are being informed, as the work on the B1023 will have an impact on our property, although you are not seeking to take any of our land.	<p>the surfaces of which is maintained by the local highway authority.</p> <p>There may be some works on Inworth Road itself, adjacent to the land occupied by the consultee.</p> <p>The information provided in the Landowner Targeted Consultation is supplementary to that which has been provided for all previous consultations. Signposted within the letter sent, was the location of the supplementary consultation material relevant to Inworth Road.</p>	
L/016	Consultation	183397			✓		B. Our clients have informed us that they did not receive any information, by call, email or post with regards to the most recent consultation for the scheme of November 2021. Subsequently they were unable to make their views on the latest plans, at that time, heard. Can you confirm why they were not informed of the consultation?	The consultation letter was sent via Royal Mail with a tracking number on 5 November 2021. Royal Mail has not been able to confirm the letter was delivered. Meetings have been held on 29 September 2021, 08 April 2022 and 14 May 2022 to discuss the proposed scheme in detail and try to address any concerns.	
L/017	Consultation	183407			✓		We are still confused as to the precise status in planning law terms of the exercise you are currently conducting. You term it a Section 42 Duty to Consult	Individuals who held an interest in land which is affected by the proposed scheme were contacted under the targeted landowner consultation. The decision to undertake this	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>on a Proposed Application and as a Targeted Consultation. It appears several of our neighbours have not received similar communications from you. In any event we submit the following as observations upon the proposals described in you letter</p>	<p>additional consultation followed a number of changes that were made to the boundaries of the proposed scheme and following continued engagement with affected parties aiming to minimise the impact of the proposed scheme. The targeted landowner consultation ran from 13 June to 12 July 2022. The Applicant carried out the consultation in line with the Statement of Community Consultation. More information regarding the consultations is included in Section 8: How will we consult? of the Statement of Community Consultation in Annex F of the Consultation Report [TR010060/APP/5.1]. The latest updates for the proposed scheme can be found at <a href="https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/">https://nationalhighways.co.uk/our-work/east/a12-chelmsford-to-a120-widening-scheme/</a>. The project can be contacted at: [REDACTED]</p> <p>The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway, the surfaces of which is maintained by the local highway authority. There may be some</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								works on Inworth Road itself, adjacent to the land occupied by the consultee.  Signposted within the letter sent was the location of the supplementary consultation material relevant to Inworth Road.  The Applicant met with the landowner on 14 June 2022 to discuss the issues raised in their consultation response.	
L/018	Consultation	183407			✓		Accordingly, for the above reasons we remain strongly opposed to the current development proposals.  You will understand that we must reserve all our rights but we would welcome further discussions to see whether our concerns can be allayed.	The applicant notes the consultees comments. A meeting was held on 1 <sup>st</sup> June 2022 to discuss the scheme and answer any question where possible. We look forward to continuing engagement as the detail develops.	
L/019	Consultation	183406			✓		Concerns  2.1. We note that NH plan to submit their Development Consent Order Application in July 2022. Following this feedback to the targeted consultation, we are concerned that this does not give NH enough time to consider this	Full and conscientious consideration has been given to all the responses received.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							feedback and look to make any changes in their plans.		
L/020	Engagement	183403			✓		<p>Inadequate engagement by National Highways</p> <p>3.3.1 The Landowners have made three representations to National Highways and participated in ten in-person and virtual meetings which they have arranged with National Highways consultants since 2017. It is understood that detailed design may not be available at this stage of the consenting process. Even so, the Landowners are surprised and disappointed at how few answers have been provided to the fundamental questions raised, and how little regard has been had to those representations and meeting discussions in the nature and extent of land take currently proposed, despite the Landowners substantial efforts to engage with the Scheme.</p>	<p>The Applicant held meetings to discuss the impact of the permanent land take and the effect of the proposed scheme on the landowners' property, including with their professional advisers on 26 November 2019, 18 February 2020, 08 February 2021, 23 February 2021, 06 May 2021, 23 November 2021, 16 December 2021, 13 January 2022 and 24 March 2022. Where possible, changes have been made to the location of mitigation, Order Limits and land take as requested by the landowner.</p> <p>The Applicant will continue to engage with the landowner and his advisers as detailed design progresses and will aim to accommodate their requests where possible.</p>	
L/021	Engagement	183403			✓		<p>WAY FORWARD</p> <p>4.1.1 The Landowners urge National Highways to engage meaningfully with</p>	<p>The Applicant will look to agree terms for the acquisition of land it requires for the proposed scheme where agreement is</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>the points set out in this representation and to engage appropriate resource to consider and make the necessary amendments to the A12 widening scheme and the DCO powers sought in respect of the Landowners land affected by the Scheme.</p> <p>4.1.2 There is no reason or justification for continued inaction by National Highways, the consequence of which is to continue placing the Landowners in a position whereby they will have no choice but to continue making these same points in relevant and written representations on the DCO application (at the appropriate time to do so), in response to iterative Examining Authority written questions and through Counsel at compulsory acquisition hearings. This is not an appropriate use of public and private time and resource and National Highways needs to proactively engage with the Landowners in response to the points made in this letter.</p>	<p>possible within a reasonable timeframe and on suitable terms.</p> <p>All directly impacted land interests will receive a letter inviting them to engage in further discussion with regard to progressing negotiations for the Applicant to secure the interests in land required for the proposed scheme to proceed. Compulsory acquisition powers are essential to ensure that all required land can be available for scheme construction in accordance with the programme for the proposed scheme.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>4.1.3 There is every reason for the relevant points finally to be addressed and for National Highways to proceed to negotiate appropriate rights for the Scheme on reasonable terms as a matter of urgency and, in any event, no later than the start of the Examination.</p> <p>4.1.4 The Landowners look forward as soon as possible to receiving appropriately revised land take plans. As soon as these are agreed they hope to receive heads of terms, in the usual manner, and for the acquisition of land and rights to be expeditiously negotiated and completed by way of private treaty.</p>		
L/022	Engagement	183406			✓		<p>3.2. If HE can satisfactorily answer the above questions with sufficient evidence my client would consider removing this objection.</p> <p>3.3. We would like to request a meeting with NH to discuss the content of this letter as and when the information is available and we look forward to hearing from you.</p>	Meetings have been held on 10 February 2022 and 14 June 2022 to discuss the proposed scheme in detail and try to address any concerns. The Applicant notes the consultee's comments and looks forward to continuing its detailed programme of engagement with the consultee.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/023	Flooding	183407			✓		We also remain very unclear as to how you proposed to deal with the increasing and not infrequent flooding that occurs on the B1023 from Happy Gardens to outside our house and on to the Red Dog/Prince of Wales. The flooding can occur within minutes of a downpour and can be very extensive and cause traffic to significantly slow down and/or be single file until the waters recede. We have no clear information as to the specific measures proposed to either prevent or control this. We regard it as a major concern. Again, we cannot see that any reasonable planning process can proceed without this being addressed.	In the locations where the proposed scheme would widen the road to address the projected increase in traffic, the existing carriageway surface will be assessed and improved where necessary. Where changes can be made to the width of Inworth Road, new drainage would also be provided. Drainage works are included to ensure no increase in flood risk as a result of the proposed scheme, and flood mitigation areas to reduce the existing flood risk have been proposed. Appendix 14.5: Flood Risk Assessment, of the Environmental Statement [TR010060/APP/6.3] sets out the effect of the proposed scheme on flood risk and demonstrates that it will not exacerbate existing levels of flood risk.	
L/024	Gas Main	183386			✓		1. Ideally option 1 for Cadent Gas Corridor to minimise disruption to the area and bathe reserve.	Through continuous engagement with Cadent the proposed scheme has been informed that existing Cadent pipeline must be diverted for the A12 widening to proceed. The gas main diversion cannot go through the contaminated land of Whetmead Local Nature Reserve, so Corridors 1 and 3 are no longer viable. The route selected by the Applicant is Corridor 4.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/025	General	183389			✓		At present I have no objection to this application for a CPO, with regards to the A12 Chelmsford to A120 widening scheme, If further advice is required regarding issues relating to the railway line, and crime prevention design advice, I would like to be made aware.	The Applicant notes the consultee's comments and looks forward to continuing its detailed programme of engagement with the consultee.	
L/026	Highways	183387			✓		A guarantee that the roundabouts will be sunk to reduce their visuals impact as much as possible	The roundabouts for J24 will be constructed in a cutting, with the road between the roundabouts passing under the A12. The level of the roundabouts will be governed by the headroom requirements as per the Design Manual for Road and Bridges, the standard used for major highway schemes across England, as well as drainage requirements and the desire to minimise any unnecessary excavation and avoid an excessive junction footprint. It is expected that the proposal will reduce the visual impact of J24 compared with constructing these roundabouts on an embankment, with the dumbbell link passing over the A12. This is discussed in Chapter 8: Landscape and Visual of the Environmental Statement [TR010060/APP/6.1].	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/027	Impact on Health	183393			✓		6. Many residents of the village have been deeply distressed by the proposals which has caused mental illnesses such as severe anxiety and stress. Will national highways provide after care who those people they have affected over this process?	<p>Appendix 13.4: Mental Health and Wellbeing Assessment [TR010060/APP/6.3] has been produced to inform Chapter 13: Population and Human Health, of the Environmental Statement [TR010060/APP/6.1]. It does not comment on, or assess, the implications for individuals' health.</p> <p>A Community Liaison Officer will be available during construction to discuss concerns. This is included in the Register of Environmental Actions and Commitments which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5].</p>	
L/028	Impact to Properties	183386			✓		6. We are looking at moving from this address in 3 years (2025) and out of Witham. Therefore we will not benefit from the new road layout and reduced traffic but will have endured 2 years of works, noise, increased traffic with no benefit. When we sell the house, the fact of local major works is likely to deter buyers and reduce the value of the property. Is there any financial compensation to offset this loss?	<p>The Applicant operates a Discretionary Purchase scheme. Applications can be submitted to the Applicant from when the proposed scheme is announced through to the first year after it has opened to traffic.</p> <p>Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973 (known as Part 1 claims).</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>Please follow the link below, to find further information on the Applicant's property policies for your information, as you may be entitled to compensation:</p> <p style="background-color: black; color: black;">[REDACTED]</p> <p>Compensation claims for land taken or qualifying for Part 1 Claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
L/029	Impact to Properties	183394 183395			✓		<ul style="list-style-type: none"> <li>• My hedge is very adjacent to the B1023 and the roots may well be damaged by any road works.</li> <li>• The hedge is home to many animals and birds, so any damage to the hedge or its roots will have an impact on the wildlife.</li> <li>• The hedge provides a protection to our house from weather and buffers the noise of traffic passing by I would not want this benefit lost.</li> </ul>	<p>Where practicable, the design minimises the loss of vegetation, including trees. Where vegetation loss is unavoidable, mitigation is provided in the form of replacement habitat so there is no net loss of habitats due to construction of the proposed scheme.</p> <p>There are no planned works in the vicinity of the consultee's hedge that could damage the hedge or its roots.</p> <p>Further detail is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14] and Figure 2.1: Environmental Masterplan, of the Environmental Statement [TR010060/APP/6.1].</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/030	Impact to Properties	183394 183395			✓		<ul style="list-style-type: none"> <li>The water main to the house and water meter are likewise very adjacent to the road. I am concerned that these may be damaged by road works.</li> </ul>	The applicant is working with all relevant utilities to identify protection work or diversions required for existing apparatus. If required, existing services will be diverted to allow for the construction works. For further details please refer to the Utility Diversions [TR010060/APP/2.2.2].	
L/031	Impact to Properties				✓		Several respondents raised concerns regarding the effect of increased vibration on their properties along Inworth Road as a result of the increased traffic volumes. They noted that this vibration will be even worse during construction.	Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1] includes an assessment of the vibration impacts caused by the proposed scheme. Building damage is caused by individual instances of high levels of vibration (or events), as opposed to a continuous level. If events creating high levels of vibration exist at present, then the number of events may increase, with a corresponding increase in potential building damage. The key here is that vehicles will already be using the route that may cause building damage. The proposed scheme is likely to increase these numbers.	
L/032	Impact to Properties				✓		A few respondents raised concerns that there would be an adverse financial	Claims for compensation pursuant to the statutory compensation code can be made, including claims for compensation for	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							impact to the value of their property as a result of the proposed schemes impact	<p>reduction of the value of qualifying properties, under Part 1 of the Land Compensation Act 1973.</p> <p>Please see the following link for further information on the Applicant's property policies: <a href="https://nationalhighways.co.uk/publications/">https://nationalhighways.co.uk/publications/</a>.</p> <p>Compensation claims will be dealt with by the Valuation Office Agency and assessed in accordance with the compensation code.</p>	
L/033	Impact to Residents				✓		<p>Several respondents raised concerns regarding the safety and social severance of residents living on the B1023 and the impact to their daily life as a result of the proposed scheme. They noted that crossing the road that divides the village which is needed to access the church, see/help neighbours, the restaurant, the garden centre or just going for a walk into the surrounding areas is of concern at the moment, especially for the older community. With the increased traffic this will be a huge concern and poses a significant safety risk.</p>	<p>Pedestrian routes are limited and narrow in places, so people walking along the road must walk in the road or on verges in places, in common with very many comparable rural routes in the county and elsewhere. The proposed scheme would provide localised improvements in the form of replacing a footway section removed to accommodate drainage works and extending it to a nearby public right of way. Further enhancement is beyond the scope of the proposed scheme and would require land assembly, for which a compelling case for compulsory acquisition could not be made.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/034	Land Take	183388			✓		<p>I refer to your letter dated 13th May ,copy attached</p> <p>Currently NR does not have sufficient information on the scheme and its interaction with the railway to comment in any detail, but discussions should continue between respective teams and their solicitors to resolve this asap.</p>	A Statement of Common Ground is being developed by both parties and National Highways continue to liaise with Network Rail.	
L/035	Land Take	183390			✓		<p>You wrote to [Named] on 13 May asking for comments regarding the potential compulsory purchase of the freehold / permanent / temporary rights of way over land owned by [Named] at Eastways, Witham.</p> <p>In your letter you attached the plan showing the land you wish to acquire permanently shaded pink, the land you wish to acquire rights over shaded blue and the land you shall only require temporary use of shaded green.</p> <p>It is our opinion that you would be best served in compulsorily acquiring the entirety of that part of the freehold owned by [Named] as is shown shaded</p>	There is no need for the Applicant to acquire compulsorily all of the freehold interest in the Eastways adopted highway. Plots 10/15b and 10/16a are required for utility diversions and these would be owned and maintained by the specific utility company.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>orange on the attached plans and which effectively underlays the adopted highway comprising Eastways. We are also of the opinion that you should take on the repairing liability for the area shaded blue in so far as it relates to the land drainage in the areas referenced 10/15b and 10/16a to reflect the additional burden on that land resulting from your works. This approach will give continuity and consistency to your proposals.</p> <p>I would be grateful if you could amend your proposals accordingly and confirm by reply that you have done so.</p>		
L/036	Land Take	183392			✓		<p>I would first confirm our land holding is tittle [Address] and I will use the references within your plan for clarity.</p> <p>2/15a - Land shaded Pink –(to be acquired permanently)</p> <p>We are unable to agree to the currently shown area on the following grounds.</p>	The Applicant will continue to liaise with the respondent to discuss the details around the proposals.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Loss of development land affecting the currently consented use for development.</li> <li>Part of the land will be transferred to NWR shortly for the operational track land in support of the new railway station.</li> </ul> <p>2/15c and 2/17j – Land shaded Blue – (seek permanent new rights)</p> <p>We are unable to agree to the currently shown area on the following grounds.</p> <ul style="list-style-type: none"> <li>The route shown impends the development of the development land</li> </ul> <p>2/15b Land shaded Green – (temporary construction access)</p> <p>We are unable to agree to the currently shown are on the following grounds</p> <ul style="list-style-type: none"> <li>Timing of the access may impede the access for the station construction due to start in 2023 and finish in 2025</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<ul style="list-style-type: none"> <li>Access area to large and may restrict development in progress</li> </ul> <p>I am sure that a compromise can be reached and attached is an overlay of our development area and your proposed bridge layout, our suggestion is that the northern ramp should reflect the southern ramp and try to reduce the land take outside of our development land and the NWR operational track land.</p> <p>It may be beneficial to have a further meeting to discuss and amend your proposals.</p>		
L/037	Land Take	183393			✓		<p>I have sent several email emails concerning the A12 Chelmsford to A120 widening and have failed to receive a response every time. I find the complete lack of compassion and the deep levels of contempt showed by national highways towards stakeholders deeply troubling.</p> <p>I completely object the national highways proposal for the B1023.</p>	<p>While we have no record of the emails to which the consultee refers, we were sorry to hear their concerns. The project contacted the consultee on 8 June 2022 to invite them to engage further. The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway, the surfaces of which is maintained by the local highway authority.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							1. What impact will this have on our property? Your letter does not make this clear.	There may be some works on Inworth Road itself, adjacent to the land occupied by the consultee.  The Applicant will continue to engage with the respondent.	
L/038	Land Take	183397			✓		A. National Highways are now planning temporary possession of land and permanent acquisition of rights of plot 6/15c (as shown in the plan included in the attached letter). We have been informed by [Named] of Ardent that this to enable the routing of gas, water and power supplies which can then be used to reconnect services to the clients land. Whilst the clients do need services reconnected to their land they object in the strongest possible terms to the plans as they are currently and feel that this routing of services should go through the adjoining land not under their ownership. The primary reason for this is that they have personal development hopes, including residential development for which they have already obtained planning consent, for the land as referenced on	The Applicant can confirm that the blue-shaded land (6/15c) is not being acquired permanently by the Applicant, but it is included for temporary use with permanent access rights.  The reason for this is that the blue-shaded land is required to divert the current overhead 11kV electric cables to below ground, as they cross the proposed access to the main compound at junction 20b. The Applicant proposes to divert the apparatus adjacent and parallel so that it remains in land under the same ownership as currently.	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							the Land Registry as [Address], and residential development hopes for the land as referenced on the Land Registry as [Address]. The clients have informed us that they have received notable interest from developers previously with regards to developing the land at [Address] for residential housing, in conjunction with the development of nearby land outside of their ownership, but that this interest is now largely subject to the finalisation of the A12 widening plans. In essence, our clients strongly object to the repositioning of communal mains services from land that is proposed to be permanently acquired for the scheme onto the remainder of their land that is not being acquired. Subsequently, our clients objection will remain until such time as the scheme plans are amended to ensure that their land interests are not sterilised.		
L/039	Land Take	183397			✓		D. The client has previously raised with [Named] the matter of the land that remains in white on the plans that National Highways do not need to	This area of land will be discussed during the negotiations and will be considered as part of the wider landholding, including the practicality of its use by the landowner.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							acquire. The client has advised [Named] that this land will be completely inaccessible to them during construction, subsequently [Named] agreed that although they probably would not use this area shown in white National Highways would be willing to include it any rental agreement agreed with the clients for the land shown in green. Please can you confirm that this is the case?		
L/040	Land Take	183397			✓		A. As set out in the above questions, at the current time we remain unclear about some aspects of the proposal and would appreciate further detail in this regard. Once we do have clarity around some of these matters, we may wish to comment further about the suitability of these. At the current time it appears some of the land and rights sought could unnecessarily restrict the current and future use of this area to the detriment of the wider ambitions of our clients. We therefore object to the areas as set out at the current time as there is not enough information for us to	The Applicant will continue to engage with the landowner, seeking to reach a voluntary agreement for the land required by the proposed scheme, and will endeavour to further address the landowner's concerns wherever possible.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>undertake an accurate assessment of the potential impacts.</p> <p>We will be happy to discuss these points directly with a representative of National Highways and look forward to hearing from them to arrange to do so.</p>		
L/041	Land Take	183398			✓		<p>The hard copy information provided for this supplementary consultation was wholly inadequate and lacking any discernible detail to allow any participant to form a considered and informed response. NH is in breach of implementing and conducting this survey within the Gunning principles and I object to National Highway's proposed plans for the B1023 and construction works that are anticipated to take place opposite my property. The following are the reasons for my objection.</p> <p>1. The map provided within the pack was illegible and of such a high scale that the DCO boundary in "red" was wider than the B1023 road itself. The location of my own property on this map</p>	<p>The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway, the surfaces of which is maintained by the local highway authority.</p> <p>There may be some works on Inworth Road itself, adjacent to the land occupied by the consultee.</p> <p>The information provided in the Landowner Targeted Consultation is supplementary to that which has been provided for all previous consultations. Signposted within the letter sent, was the location of the supplementary consultation material relevant to Inworth Road.</p> <p>The landowner has been offered a meeting by the Applicant to further discuss and</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>was obscured by the word INWORTH rendering any chance of interpreting the map impossible</p> <p>2. I was unable to locate any information from the documents provided in the received pack, this was a duplication from the information received during the June and November 2021 consultations</p> <p>3. No information could be obtained from NH's website and if information was available it was not obvious or intuitive to find</p> <p>4. The letter within the received consultation pack required me to contact a 3rd Party NH had engaged to act as Land agents. This proved equally flawed. During the opening days of the consultation the mobile phone number provided was unanswered. The email address in the document was equally confusing as it wrapped round to the next line concealing the hyphen causing the email to be returned. Upon typing the correct email an email returned to explain that [Named] was on holiday and further enquiries were to be made</p>	<p>resolve their concerns. All issues raised in responses to the consultation exercise have been given appropriate and intelligent consideration.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>to two other colleagues. This demonstrates the unprofessionalism and lack of diligence NH are operating under and is relying on misguidance, misinformation and misdirection to push this project through. NH are responsible for this project and to pass responsibility on to those affected by this targeted consultation to retrieve information through their own volition is totally unacceptable</p> <p>5. No information has been provided on what the Property or its residents are to endure or the duration of the construction being proposed by NH.</p> <p>6. No details on how deliveries, emergency services, road closures, diversions or any other inconveniences are to be mitigated by NH or its agents during this proposed construction phase. The lack of detail, knowledge and foresight by NH demonstrates the total lack of planning or competency in being assigned this project.</p> <p>7. This campaign by NH is contrived to push through this ill conceived plan</p>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							without any consideration to the property or its residents along the B1023. During various consultations and face to face meetings NH have used the phrase "improvement to Inworth Road". This is a factually incorrect statement. Nothing being proposed by National Highways improves any situation for the B1023 and the residents that live along this road. The proposed alterations are for the benefit of National Highways to ensure the design of Junction 24 is viable.		
L/042	Land Take	183399			✓		In response to your letter dated 13/5/22 I am totally against your proposals and have no wish to have my land compulsory purchased at any price and then pay capital gain tax on top of that.	The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, The limits of the land subject to compulsory acquisition have been drawn as tightly as possible in order to avoid unnecessary land take.  Compensation will be assessed in accordance with the Compensation code, including the relevant and applicable taxation rules that must be applied.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/043	Land Take	183400			✓		<p>We accept that National Highways will need to acquire land as part of the A12 widening scheme.</p> <p>Please note the following comments re. the proposed permanent land acquisition ref.7/21e:</p> <ul style="list-style-type: none"> <li>We assume that 7/21e includes all of our access track to [Named] Farm, in our freehold ownership as part of title [Address]. It is NOT part of Howbridge Hall Road south and never has been (Howbridge Hall Road turned right where it meets the A12 and then left over the present A12 and out on the other side where the remainder of the road is still situated leading to Howbridge Hall!!!);</li> <li>We understand that the additional lane to the A12 will be on the opposite side of the road to [Named] Farm. Whilst we can appreciate that the track area might need to be used during the construction process and that we will have a temporary</li> </ul>	<p>It is noted that the access track to [Named] Farm is not part of Howbridge Hall Road and this will be amended on the relevant plans. Plot 7.21e does include the current access track to [Named] Farm.</p> <p>The proposed access track to [Named] Farm will be realigned slightly to the south and is in land to be acquired by the Applicant. The proposed track is approximately 3.5m wide and would be very similar to the current track. Any planting can be discussed during detailed design and through the negotiations for the land, as can post construction ownership of the access track.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>access track, we question why this needs to be retained in the ownership of National Highways when the only thing that it accesses is [Named] Farm. On the plans we have seen, the present track in our ownership is not within the proposed final A12 road boundary;</p> <ul style="list-style-type: none"> <li>It is not made clear on the plan whether the present track will be the final access to the farm or whether there will be an alternative access road. At previous discussions with Ardent, Costain and Jacobs, there was a suggestion that the access track to [Named] Farm would be further south than the current position;</li> <li>Our current track area in 7/21e is 6 metres wide (6.5m at one end). The hard track is 3.5 metres wide and the remaining area is grass. We need this metreage to allow for the axle width and overhang of large farm vehicles and lorries that use the track so any alternative track</li> </ul>		



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>must provide the same. Within the gross width, there must be a passing place as there is at present;</p> <ul style="list-style-type: none"> <li>• There must be enough room for large vehicles to be able to access the present security gate so if any new track is angled towards the gate, this needs to be taken into consideration;</li> <li>• If there is a new track to the farm or the current track is retained, we need to own any track as we do presently. This is primarily for security reasons. At present, Howbridge Hall Road South is an area where there is a lot of anti-social behaviour including regular fly tipping, dumped and burned-out vehicles, heavy littering, open air sex and, sadly, there has also been a suicide. Our present track provides a clear boundary and stops these practices by the farm. The length of the track and the fact that the farm end has a gate deters both pedestrian and vehicular trespass.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>The only reason there is not a gate at the Howbridge Hall Road end is that there is a lot of traffic using our track at certain times of the day and no electric for an opening gate.</p> <ul style="list-style-type: none"> <li>• We want to be totally responsible for the maintenance of the track to our farm and any associated decision making and can only do this with continued ownership;</li> <li>• The area of 7/21e will need to be adequately fenced at the boundary edge of the A12 road. The current track is fenced on both sides and although the fencing is falling down in places, it is still a clear boundary between the A12 and our land. In a recent A12 closure, people were getting out of cars and wandering on the grass verges but made no attempt to come onto our track. The fence also deters drivers using the nearby layby from trespassing on our land.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/044	Land Take	183400			✓		<p>We do not own 7/10c as referenced in this communication.</p> <p>We queried through our land agent [Named] whether the permanent acquisition of rights for a utilities corridor on the parcel of land to the left of this map needs to be as wide as marked on the original map. You did not send us this part of the map in the original communication.</p> <p>We believe, following a meeting with Ardent and the Costain/Jacobs partnership ( 10th June 2022) that this corridor is now placed adjacent to our house garden and yard. We finally received this part of the map on Friday 10th June following that meeting.</p> <p>Please note the following:</p> <ul style="list-style-type: none"> <li>This land is permanent pasture and apart from the installation of the gas main and electricity cabling has not been disturbed (ploughed and cultivated) for over 100 years. Consequently, it sustains a diverse eco system including a variety of</li> </ul>	<p>The Applicant will work with the Statutory Undertakers to minimise the duration of the utility works and can confirm that access to the wider landholding will be made available when required. The utility corridor allows for some flexibility on the routeing of the utilities so it is likely that once installed, permanent wayleaves or easements will be smaller.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>butterflies, insects and birds of prey. Unlike a conventional ploughed field, any digging up of this land will disrupt this ecosystem so we want this to be limited;</p> <ul style="list-style-type: none"> <li>• During construction, we wish that the utilities be installed in as short a time scale possible and the land restored to its former state. During construction, it will be important to ensure that our access to the other land on the farm is maintained as our only access cuts across the proposed installation corridor;</li> <li>• We understand that there will be a permanent acquisition of rights in this area so request that as is now the case with the existing utility corridors, that any access needed to survey or carry out works to the Utilities is kept to the minimum, and is conducted with sensitivity to the land and the ecosystem that it supports.</li> </ul>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/045	Land Take	183401 183402			✓		<p>1. Detailed and legible map of the property including bounding lines of the affected land that National Highways require for the alteration of the B1023. This must be in a clear hard copy depicting the affected area within the title registration of the above address. Or in an electronic scalable image format, capable of being viewed by Microsoft or Adobe software.</p> <p>The map received in the pack was totally incomprehensible and inadequate, completely insufficient to allow the recipient to make an informed comment or any decision regarding this scheme.</p> <p>Gunning Principles (law)</p> <p>Rule 2. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response.</p>	<p>The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway, the surfaces of which is maintained by the local highway authority.</p> <p>There may be some works on Inworth Road itself, adjacent to the land occupied by the consultee,</p> <p>The information provided in the Landowner Targeted Consultation is supplementary to that which has been provided for all previous consultations. Signposted within the letter sent, was the location of the supplementary consultation material relevant to Inworth Road.</p> <p>The landowner has been offered a meeting by the Applicant to further discuss and resolve their concerns, therefore the consultation period was not extended due to these ongoing sessions as opportunities to review concerns with the Applicant and the appropriate information signposted and made accessible to the consultee. The</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>2. Detailed explanation of the intentions for the land at the titled registered address above.</p> <p>As NH are the responsible project lead for this scheme, it is your responsibility to provide this detail rather than place that obligation with the affected party to contact a 3rd party resource for information.</p> <p>Please provide the answers, as required by law, to the above issues within 10 days of receiving this letter.</p> <p>Due to the inadequate information provided in this targeted consultation package, I strongly recommend National Highways extend the closing date by 30 days from receipt of your answers to the above questions and requests. This will enable me to make an intelligent consideration and for this request and your response to comply with the Gunning principles which National Highways has failed to provide.</p>	Applicant will continue to engage with the respondent.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/046	Land Take	183401 183402			✓		11. What land acquired by National Highways will be returned to the owners or local authorities, and by when? a. Will acquired land boundaries be reinstated, i.e. walls, fences, pathways, crash barriers, etc.?	Any land acquired by the Applicant at the end of the proposed scheme that is deemed surplus would be offered back to the landowner. Land boundaries would be reinstated where appropriate.	
L/047	Land Take	183403			✓		Temporary vs permanent powers 3.4.1 The Landowners are seeking adequate justification for why permanent acquisition is required by National Highways on the remaining c.57.6 acres of freehold plots not mentioned above, as depicted in dark red in Figure 6. There is no apparent reason why these cannot instead be temporarily possessed. They are not reasonably required beyond the Scheme construction period and National Highways have to date provided no evidence to the contrary. (a) Plot 12 – we understand this will be used as a borrow pit for gravel and clay. The Landowners would like this restored to its existing agricultural quality, but are	The Applicant's Statement of Reasons Annex A [TR010060/APP/4.1] indicates why the Applicant is seeking the proposed powers over the relevant land. The Applicant's proposals for the land shown dark red in Figure 6 provided by the respondent will materially impact on the respondent's use and enjoyment of the land to an extent that means that it is appropriate the land is vested in the Applicant.  The Applicant will continue to engage with the respondent to investigate whether agreement can be reached (on appropriate terms and in an appropriate timescale) with regard to areas not required permanently for the operation of the altered A12.  It may be possible for title to remain with the respondent (or be returned to the	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>willing to negotiate its return in another form. However, no justification has been provided for its permanent acquisition following construction of the A12 (52.7 acres). There is no reason why it cannot be temporarily possessed as has been the case for other Highways England/National Highways schemes.</p> <p>(i) Plans that formed part of earlier consultations showed a much more compact borrow pit pulled away from the railway line concrete track and boundary hedges, so at the very least the extremities should be temporarily possessed only.</p> <p>(ii) It is noted that The A585 Windy Harbour to Skippool Highway Development Consent Order 2020 provided for temporary acquisition (plots 5/06a and 5/06b) for the construction and restoration of the borrow pits comprised in work nos. 63 and 68.</p> <p>(iii) It is further noted that The M54 to M6 Link Road Development Consent Order 2022 provided for temporary acquisition (plot 5/25) for the</p>	<p>respondent) but allowing the Applicant to use the land that it requires for the proposed scheme. The Applicant is however satisfied that, if agreement cannot be concluded, there is a compelling need for the compulsory acquisition powers sought.</p> <p>The areas shown on Figure 6, required permanently by National Highways comprise 2 uses, environmental mitigation and borrow pits.</p> <p>To guarantee that the environmental mitigation required for the scheme is maintained, it is necessary for National Highways to take areas identified as such into permanent ownership.</p> <p>The applicant's restoration proposals for the proposed borrow pit will leave the worked land at a different level to the existing level of the land. It is therefore not appropriate for temporary powers to be used for borrow pit plots.</p> <p>Due to the overall shortfall of material on the proposed scheme to build highway embankments, once completed it will not be possible to return the borrow pits to their</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							construction and restoration of the borrow pit comprised in work no. 74.	previous agricultural use. The borrow pits will be restored in accordance with the principles set out in the Environmental Statement, but will not be returned fully to existing levels, and will require the creation of water feature(s) within the footprint due to the permanent 'borrow' of material leaving an overall shortfall, and a resultant void. As the land cannot be returned to its original state after its temporary use National Highways are required to take it into permanent ownership. Further details of the need for and the sizing of borrow pits are in the Borrow Pit Report [TR010060/APP/7.8].	
L/048	Land Take	183403			✓		(b) Plot 13 – this is a small finger of permanent acquisition in respect of which the Landowners have been provided with no justification and, should it be permanently acquired, would restrict access to the retained land following construction. It should be temporarily possessed or excluded from the Scheme.	This area is required for the construction of a ditch; the proposed scheme is seeking permanent acquisition for all areas where the physical ground needs to be permanently altered.	
L/049	Land Take	183403			✓		(c) Plot 14 – we understand this will be an Ecological Mitigation Area used to house terrestrial reptiles disrupted	The proposed scheme seeks permanent acquisition of land wherever the land will be physically altered at surface level. For areas	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							during the construction and use of the A12 and compounds. However, no justification has been given for why this area cannot be returned to the Landowners following its construction (1.8 acres).	of ecological mitigation freehold acquisition is proposed where the mitigation will need to be secured and maintained once the proposed scheme is in place.	
L/050	Land Take	183403			✓		(d) Plot 15 – we understand this will be an Ecological Mitigation Area used to house terrestrial reptiles disrupted during the construction and use of the A12 and compounds. However, no justification has been given for why this area cannot be returned to the Landowners following its construction. This will include the requirement for a permanent access right to the southern corner as indicated in dark blue (3.1 acres).	The proposed scheme seeks permanent acquisition of land wherever the land will be physically altered at surface level. For areas of ecological mitigation freehold acquisition is proposed where the mitigation will need to be secured and maintained once the proposed scheme is in place.	
L/051	Land Take	183403			✓		Impacts on accesses 3.5.1 The proposed A12 scheme plans to remove 3 direct accesses onto the A12 and 1 direct access to Junction 21 slip road, as indicated as yellow arrows on Figure 7. Whilst the Landowners do not object to these removals in and of	Two private means of access to the landowners' land from the link road to Hatfield Peverel and the link road to Witham are shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The exact size and nature of these accesses will be subject to detailed design.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>themselves, it is unreasonably adverse to the Landowners for National Highways only to restore one direct access onto the trunk road near [Named] Farm as is currently proposed.</p> <p>3.5.2 The Landowners have engaged a Highways Consultant at [Named] Consultants Ltd, who consider that the current scheme could easily incorporate a 10m access off both trunk roads that could accommodate farm vehicles moving in opposite directions. The Landowners proposed locations of these are:</p> <p>(a) Plot 16 – replace the current farm access on Junction 21 Slip Road so that it connects into the new trunk road. This should be of sufficient width to accommodate 2 tractors passing alongside each other and this is estimated to be 10m.</p> <p>(b) Plot 17 – replace the current direct A12 accesses with a single 10m access so that it connects into the new trunk road going back to Hatfield Peverel. This should be of sufficient width to</p>		

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							accommodate 2 tractors passing alongside each other and this is estimated to be 10m.		
L/052	Land Take	183403			✓		<p>(c) Plot 18 – The temporary possession on the north eastern boundary should be straightened and widened as indicated in order to accommodate efficient traffic movement from north of the railway line, across the bridge and to the trunk road access at 16.</p> <p>(d) Plot 19 – very little detail has been given by National Highways on what they intend to use this farm track for. We understand that the temporary possession is required to accommodate access to the station, emergency vehicles and act as a haul road during the construction of the site compound to its east. However, very little detail has been given to the Landowners regarding management of the farm track and National Highways will need to secure that the Landowners' tenants will not be adversely affected and that the condition of the track will be returned in a similar or improved state.</p>	<p>The corridor provided is wider than the existing tracks, connects directly to the track along the southern boundary of the railway, connects directly to the track over the railway and would provide facility for a wider turning circle than that presently to the north of railway. However, the Applicant will happily discuss any localised changes that can be accommodated during the detailed design of the proposed scheme.</p> <p>The existing farm track would principally be used to connect the temporary car park to the station during the closure of Station Road. This would primarily be a pedestrian route, with limited vehicular uses such as for emergency services. Further details are within the Outline Construction Traffic Management Plan (OCTMP) [TR010060/APP/7.7]. Those with existing rights to use the track will retain access to the track, albeit where necessary some restrictions may need to be in place to ensure safe use by pedestrians. All areas</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								required for temporary use will need to be returned in a similar state (unless otherwise agreed with the landowner and within the scope of the DCO and Environmental Statement). Pre-entry and post-use condition surveys will be taken and shared with the landowner.	
L/053	Land Take	183403			✓		(e) Plot 20 – The temporary possession on the southern boundary should be widened to 10m, as indicated, in order to accommodate efficient traffic movement from the road access to the remainder of the field.	The temporary possession of the indicated plot is 10m wide, as requested. This is shown on the Land Plans [TR010060/APP/2.7].	
L/054	Land Take	183403			✓		(f) Plot 21 – the retained land between this area and the slip road is accessed via a road through [Named] Farm as highlighted by the orange arrow. Its permanent acquisition would sever the access to the field. It should therefore be removed from the Scheme. It is also due to accommodate the sewerage pumping station for the [Named] Lane Development adjacent to the site, which has already been consented by Braintree District Council, and there appears to be no assessment of the	Access to the land between Plot 21 and the existing J20a northbound diverge slip road shall be provided by a private means of access off the converted J20a northbound diverge slip road as shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The exact size and nature of this access will be subject to detailed design.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							detriment that would be caused to that development.		
L/055	Land Take	183403			✓		<p>Island sites</p> <p>3.6.1 The current Scheme will give rise to 5 island sites. Please refer to Figure 8.</p> <p>(a) Plot 22 – this will be inaccessible whilst the surrounding land is being worked on for the A12, so this area should be temporarily possessed and reasonable compensation paid.</p> <p>(b) Plot 23 – this will be inaccessible whilst the surrounding land is being worked on for the A12, so this area should be temporarily possessed and reasonable compensation paid.</p> <p>(c) Plot 24 – after construction, this permanent acquisition of rights will sever the field into two parts. This will unnecessarily infringe on the value of the land and so rights should be routed around the field boundary.</p> <p>(d) Plot 25 – it is difficult to tell from the plan, but the latest proposed permanent</p>	<p>Where land is not required for construction, it cannot be included in the areas shown in the Land Plans [TR010060/APP/2.7]. This does sometimes result in 'island' sites being created. Where practicable and desired, the Applicant will work with the landowner to create routes to access the land. This may result in some inconvenience, or additional training should this require an interface with construction activities to ensure the safety of all parties. Where this is not practicable or desirable this will be considered as part of the compensation package.</p> <p>An existing overhead power line will need to be buried as the existing vertical clearance underneath the conductors is insufficient for vehicles to pass under on the temporary road. This diversion affects different landowners. The proposed routing follows the existing alignment so would not create any new severance. The length of the diversion has been increased to allow for suitable placement of poles and stays at each end of the diversion to, in consultation</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							acquisition will leave a small area of temporary possession as an island, bounded by the river on one side and 3 areas of permanent acquisition on the other 3. This should be permanently acquired.	with landowners, minimise impacts of future farming activities. Should small areas of land be left due to the permanent acquisition of surrounding land that are of no longer usable by the existing landowners, these can be considered in the acquisition and compensation package.	
L/056	Land Take	183403			✓		(e) Whilst it is not within the Landowners' freehold ownership, [Named] are protected agricultural tenants (in perpetuity) for the plot southwest of 24, between the red line and Hatfield Peverel. We understand that the plots are labelled 5/35a, b, c and d and 6/11 a and c by National Highways. The Landowners have not been consulted on this and have not received plans of temporary or permanent acquisition, but it appears that under the current plans [Named] will no longer have access to farm this field during construction and that it will be economically feasible to continue to farm the land during construction works. This should be temporarily possessed,	It may be possible for access during construction to be made available to the area of land being referred to. This will be considered during the negotiations and if the land cannot reasonably be used during construction then a claim for compensation will be considered by the Applicant in accordance with the Compensation Code. The landowner for plots 5/35 a to d and 6/11 a to c has been consulted, as have Lord Rayleigh Farms as tenants. A number of meetings have also been undertaken with the landowner.	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							with compensation being split between the freehold owner and [Named].		
L/057	Land Take	183403			✓		<p>Sewerage Pump Connectivity</p> <p>3.7.1 This is described in 3.5.2(f) above and shown in Figure 7 under Plot 21. This area needs to be removed from the Scheme.</p>	As described above, access to the plot south of Plot 21 shall be provided as shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6]. The exact size and nature of this access will be subject to detailed design.	
L/058	Land Take	183403			✓		<p>Inadequate justification for extent of land take</p> <p>3.8.1 Inadequate justification for the powers sought over the land has been provided generally. In particular the Landowners consider that:</p> <p>(a) There has been no evidence provided to justify the size of the permanent acquisition for the Attenuation Pond (Plot 2, Figure 3). A detailed flood model is needed to show the required volume the pond could need to take and a justification for its subsequent size and location for this plot of the A12.</p>	The proposed scheme includes the widening of the existing carriageway (between the proposed scheme J21 and River Ter) for the drainage catchment that would be served by the proposed attenuation pond with an outfall into the watercourse that connects to River Ter. These proposed widening works will increase the amount of impermeable surfacing which, without appropriate mitigation measures, would increase runoff rates in comparison to existing conditions, resulting in an increased risk of flooding downstream in the receiving watercourses. To mitigate these potential impacts, the proposed scheme will store the increased runoff volumes, generally in the form of an attenuation storage pond, and then release this at rates mimicking the existing runoff	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>rates. There would also be a need to assess the surface water runoff against potential future climate change allowance. Alternative attenuation options have been considered and included in the proposed drainage design. However, these could not provide adequate attenuation storage to accommodate the required volumes for the proposed drainage catchment meaning that a separate attenuation pond is required.</p> <p>The attenuation storage volumes provided have been determined based on Design Manual for Roads and Bridges (DMRB) design criteria which include the storage of flows up to and including the 1 in 100-year storm event plus climate change uplift factor. The discharge rates from the attenuation pond have been restricted to existing site condition runoff rates when estimating the required attenuation storage volumes. As noted above, the drainage catchment associated with this attenuation pond would need to be drained and the excess runoff would need to be attenuated to mitigate any potential increase in flood risk. There is also mitigation proposed to meet the water quality/treatment criteria for the surface</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>water runoff drained from this large catchment, which includes the provision of a sedimentation bay within the attenuation pond to ensure retention of pollutants/sediments from the surface water runoff to achieve the required treatment benefits. There are other key factors in selecting the attenuation pond location and to inform the associated land take, as summarised below:</p> <ul style="list-style-type: none"> <li>• The hydraulic requirements i.e. to ensure the road can be drained by gravity (avoiding the need for less sustainable pumped drainage solutions)</li> <li>• Local topography, restricting the design depth and providing flatter edge slopes for ponds to minimise the risk of drowning</li> <li>• Avoiding existing fluvial floodplains, so as not to increase flood risk elsewhere</li> <li>• Where possible, locating the ponds closer to the road alignment to minimise longer pipe runs that could potentially require deeper ponds</li> </ul>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>Locating the ponds close to the outfalls/receiving watercourses to ensure the attenuation and treatment benefits are achieved for the entire drainage catchment.</li> </ul>	
L/059	Land Take	183403			✓		<p>(b) There has been no evidence provided to justify the size of the temporary possession for the site compounds and soil storage areas (Plots 7-11, Figure 5). A detailed plan of what each area will be used for and why the specific land has been chosen for this plot of the A12 will need to be provided.</p> <p>(c) There has been no evidence provided to justify the size of the permanent acquisition (or temporary possession) for the borrow pit (Plot 12, Figure 6). Survey results for the amount of materials in the ground and estimates for the amounts of required materials for this plot of the A12 will need to be provided.</p>	<p>The sizing of construction compounds has been primarily based on two factors, similar size construction projects, and the detailed needs for each location.</p> <p>The compound outline design and layout has been developed in accordance with the Applicant's policies, industry best practice, the Construction Design and Management Regulations 2015, and the Health and Safety executive, Workplace health, safety and welfare (approved code and practice and guidance) document. This has informed the land area requirements, which have been benchmarked against other National Highways schemes of a similar scope and size.</p> <p>The location of each of the compounds has been selected following consideration of aspects such as:</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<ul style="list-style-type: none"> <li>• Central locations within the scheme</li> <li>• Environmental and Archaeology impacts</li> <li>• Access/egress to main road network</li> <li>• Distance to local residents</li> </ul> <p>A detailed Compound plan is yet to be developed, but it is expected that the area will include a car park, welfare facilities, office space, logistics yard, storage of construction plant, equipment and materials deemed necessary for the works.</p> <p>Further details of the need for and the sizing of borrow pits are in the Borrow Pit Report [TR010060/APP/7.8].</p>	
L/060	Land Take	183403			✓		(d) There has been no evidence provided to justify the size of the permanent acquisition (or temporary possession) of the Ecological Mitigation Areas (Plot 14 and 15, Figure 6). Survey results and density requirements for the estimated number of reptiles will need to be provided.	The ecological mitigation areas for reptiles have been determined based on the areas of suitable reptile habitat being lost as a result of construction of the proposed scheme, which is in line with standing advice from Natural England.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/061	Land Take	183403			✓		<p>(e) There has been little evidence provided to justify the use of [Named] Farm Track as a haul road. The Landowner previously suggested a route that took vehicles from the new Junction 21 to the north of the railway line and connected into the existing road network, but National Highways have rejected this, asserting that detailed costings have been conducted. Despite being promised it during the consultation, these detailed costings have never been provided. Likewise no management plan for the [Named] Farm Track has been given to the Landowners to review.</p> <p>3.8.2 These will need to be produced and scrutinised if the statutory and policy tests for compulsory acquisition are to be met or the relevant plots will need to be removed from the Scheme.</p>	<p>The provision of a temporary crossing of the railway, and all the associated infrastructure required to provide a diversion route, including temporary roads embankments and temporary support structures for the temporary bridge would result in additional costs and environmental impacts.</p> <p>The Statement of Reasons [TR010060/APP/4.1] explains why it is necessary to seek compulsory acquisition powers in respect of certain land parcels within the Development Consent Order (DCO), as well as the need for and benefits of the scheme. The Case for the Scheme [TR010060/APP/7.1] sets out the need for and benefits of the scheme in further detail.</p>	
L/062	Land Take	183404			✓		<p>I am the sole owner of the above property on the letterhead.</p> <p>Looking at the information enclosed with your letter, I still do not fully understand</p>	<p>The Applicant can confirm that the consultee's property is not directly impacted by the proposed scheme. The consultee may hold an interest in the subsoil of the highway,</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							the proposal that may affect the boundary of my property. The information/maps/drawings you have provided do not give a detailed view against my boundary, can you please provide a detailed view of the road, and the construction taking place close to the properties boundaries?	<p>the surfaces of which is maintained by the local highway authority. There may be some works on Inworth Road itself, adjacent to the land occupied by the consultee.</p> <p>The information provided in the Landowner Targeted Consultation is supplementary to that which has been provided for all previous consultations. Signposted within the letter sent, was the location of the supplementary consultation material relevant to Inworth Road.</p>	
L/063	Land Take	183404			✓		We note it is not your current intention to compulsorily acquire or take any of the land at our home, Hill House. While that is encouraging, in a sense, we are still very much concerned about the lack of specificity of National Highways intentions generally both toward the B1023 immediately outside our property, and also generally to the B1023 through Inworth village.	<p>The proposals on Inworth Road address a number of historic pinch points raised by the community and by the assessment, which included the analysis of the movement and path of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width in places, to improve the capacity of the existing road to accommodate the projected increase in traffic. It has been confirmed by the analysis including microsimulation of the road, that the proposed scheme will address both the</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								historic capacity issues, as well as those caused by the projected increase in traffic.	
L/064	Market Lane Noise Barrier	183386			✓		4. How long is it expected that the Market Lane noise barrier will be dismantled for?	It is expected that the barrier would need to be removed for a likely period of six months. The limited space available for widening the A12 at this location means the position can only be finally determined after completion of detailed design, but the Applicant will consider whether it may be possible for the barrier to remain in situ. Further information can be found in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1]. The noise barrier would be erected in the same location when works are finished.	
L/065	Market Lane Noise Barrier	183386			✓		5. How long is large machinery likely to be on Market Lane to erect the wall? This will cause significant traffic and parking issues for the duration. Is the road strong enough to support such machinery?	The current proposal is to access the land from the 'A12 side' of the noise barrier therefore the estate will not be used to access this land for any of the works regarding the Market Lane Noise barrier.	
L/066	Market Lane Noise Barrier	183386			✓		7. I am assuming that overnight works will need to be undertaken for temporary closure of the A12 at points. Therefore,	The detailed design solutions are yet to be developed at the time of writing this report. The Applicant would look into the option of	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>what is the expected duration of overnight works near to Market Lane and will this be when the noise barrier is dismantled? What is being put in place to reduce the inconvenience?</p>	<p>not removing the existing noise barrier. If that is proven impossible, the barrier is expected to need to be removed for a likely period of six months.</p> <p>Works at this location would be carried out during the daytime only and materials would be stored at one of the compounds.</p> <p>The noise barrier would be erected in the same locations when works are finished.</p>	
L/067	Noise Pollution	183387			✓		<p>A guarantee of noise rebatement and natural screening along the A12 and new roads</p>	<p>The noise and vibration assessment found in Chapter 12, of the Environmental Statement [TR010060/APP/6.1] seeks to avoid adverse impacts upon health and quality of life. Where this is not possible, adverse impacts are minimised, and where possible, improvements in the noise climate along the route of the proposed scheme are created. Such measures to reduce the noise include the use of noise barriers or a surfacing with better noise-reducing properties than a conventional low-noise surfacing. This is included in the Register of Environmental Actions and Commitments, which is included in the first iteration of the Environmental Management Plan [TR010060/APP/6.5].</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>During the consideration of measures to reduce noise, adverse environmental effects for other topics are also considered. An example of this would be adverse impacts for landscape or biodiversity if a large amount of vegetation is required to be removed to install a noise barrier. Consideration is also given to engineering practicalities and the value for money of noise reduction measures.</p> <p>Existing vegetation would be retained as far as reasonably practicable as per clause LV4 in the Register of Environmental Actions and Commitments which is part of the first iteration Environmental Management Plan [TR010060/APP/6.5]. Vegetation that is able to be retained is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14]. Opportunities for replacement planting would be considered at detailed design stage.</p>	
L/068	Noise Pollution	183393			✓		2. What will you be doing to reduce the noise from the road? (Please note this question does not relate to any noise whilst the works are being carried out but the long term effects) As noted	While it is generally not possible to install new double glazing in listed buildings, secondary glazing can sometimes be applied, subject to Listed Building Consent. Mitigation measures along Inworth Road,	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							many times our house is listed and we are unable to have double glazed windows.	B1023 are not possible and this is explained in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].	
L/069	Noise Pollution / Pollution				✓		<p>Noise and pollution</p> <p>Presently at peak times and weekends there is a continuous flow of traffic. Resurfacing of the road in about 2006 included noise reducing tarmac which has since been replaced. This work had a negligible effect on the noise impact of the road. The only real noise protection, I feel, is from the vegetation and trees in the surrounding environment, which I believe are going to be removed as part of the construction work, again increasing the noise.</p> <p>Are there plans to take into account the noise levels and/or resurface the road with noise reducing tarmac as before, which did help?</p> <p>We are also concerned with the pollution levels, the information provided said there would be an increase (especially if the volume of traffic is almost doubling including larger</p>	<p>Mitigation measures for noise and pollution along Inworth Road, B1023 are not possible. This is explained in Chapter 12: Noise and Vibration, of the Environmental Statement [TR010060/APP/6.1].</p> <p>The air quality modelling and assessment in Chapter 6: Air Quality, of the Environmental Statement [TR010060/APP/6.1] has accounted for predicted changes in traffic flows and speeds due to the proposed scheme. The assessment identified no likely significant effects on air quality at human health receptors in the operational phase.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>capacity vehicles using the road bringing a greater level of air pollution).</p> <p>Have any tests been done to monitor the pollution in the area? Does your model data take into the account the increasing population of Tiptree and future years of population growth?</p>		
L/070	Safety				✓		<p>Several respondents raised concerns regarding access to their driveways by car as a result of the scheme. They noted the limited visibility for villagers trying to pull out of their drives is a constant danger which will only worsen with more traffic planned.</p>	<p>The Applicant recognises that the existing route is below the standard that would be required of a new road in accordance with standards such as the Manual for Streets. This is the case for a large part of the rural local road network. The extent to which safe visibility and access from driveways is affected by layout and vegetation which may be impeding sight lines, is a matter for property owners and the local highway authority. The driver would need to slow down gently when approaching and use vehicle signals to tell other drivers of their intent so that following vehicles stop and the vehicle then then be reversed into the drive. This might involve stopping both streams of traffic depending on the size of the vehicle, the direction of approach, and the driveway form. The Highway Code Rule 201 states,</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>“Do not reverse from a side road into a man road. When using a driveway, reverse in and drive out if you can.” Additionally, the increase in traffic in Inworth Road means they might have to wait longer for a gap to drive out, but the manoeuvre is not unsafe.</p> <p>The Applicant is not proposing any changes to this layout within the village, and so visibility and space for off-road parking and manoeuvring would not be altered, as any necessary improvements are outside the scope of the proposed scheme.</p>	
L/071	Safety	183387			✓		<p>There are frequent accidents on this road already with current volumes usually lorries colliding as they lean together on a camber or mirrors smashed off by passing vehicles</p>	<p>The proposals on Inworth Road address a number of historic pinch points raised by both the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road to accommodate the projected increase in traffic. Analysis, including microsimulation of</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.	
L/072	Scheme	183401 183402			✓		9. Will National Highways be responsible for maintaining this road after completion?  10. How long will the B1023 be under National Highways responsibility after completion of the B1023 alterations?	The B1023 does not form part of the strategic road network. Therefore, when the proposed scheme is complete, the B1023 will continue to be maintained by Essex County Council.	
L/073	Scheme	183401 183402			✓		10. How long will the B1023 be under National Highways responsibility after completion of the B1023 alterations?	The improved B1023 is intended to remain as part of the Essex County Council Highway Network upon the finalisation of works, as shown in the Classification of Roads Plans [TR010060/APP/2.4]	
L/074	Support	183386			✓		2. We welcome the redesign completely as traffic in the area is a regular occurrence in the area.	The Applicant notes the consultees' supportive comments.	
L/075	Traffic Flow	183386			✓		3. Although you state minimal traffic is expected as a result of the works, there always is with works on this scale. So how will local back routes cope with the additional pressure. Known back routes are country roads between Hatfield	All routes affected by the restrictions on the A12 traffic would be accommodated by alternative routes on local roads. Recognising that this may include large as well as slow-moving vehicles, the Applicant welcomes information on the journeys	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							Peval and Witham which are mostly single track and cause a lot of traffic where big vehicles use this route to avoid A12 traffic.	travelled, frequency and timing so that the work already undertaken on these routes can be further developed during the detailed design stage. Further details can be found in the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application.	
L/076	Traffic Flow	183387			✓		Inworth Road is quite clearly not suitable for existing traffic levels however much statistics are amended - i note the now implausible document showing a reduction from first estimates.	<p>The proposals on Inworth Road address a number of historic pinch points raised by the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.</p> <p>Within the village of Inworth, the assessment shows that two large vehicles can pass</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>safely on the existing, relatively straight section of road. As such, there is no widening proposed on that section of road. The localised limited widening of pinch points on Inworth Road is proposed to reduce the likelihood of vehicles over-running the footway or verge where present, without widening to an extent which might encourage higher speeds. Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the 'with proposed scheme' scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.</p> <p>In line with standard traffic modelling practice, each road in the traffic model is assigned a 'speed-flow curve'. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p> <p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road's physical constraints, and to better reflect the signposted speed limit. For example, the speed-flow curve was changed for the section of the road through Inworth from 'Village Single Carriageway B Road, 40mph' to 'Village Single Carriageway B Road, 30mph'.</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data were incorporated. The list of future housing and</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>employment developments used in the model was also updated, which changes future year traffic patterns.</p> <p>All of these impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.</p>	
L/077	Traffic Flow	183387			✓		<p>It is particularly unsuitable and dangerous for existing HGV volumes let alone an increase from either this scheme or as Tiptree grows. Why squander the opportunity now to design a future proof solution. I understand your wish to remove some pinch points along the road but you are not proposing to address the bridge or the other pinch points where land is not available.</p>	<p>The proposals on Inworth Road address a number of historic pinch points raised by the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic south of the proposed Inworth Road roundabout.</p> <p>Within the village of Inworth, the assessment shows that two large vehicles can pass</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>safely on the existing, relatively straight section of road. As such, there is no widening proposed on that section of road. The localised limited widening of pinch points on Inworth Road are proposed to reduce the likelihood of vehicles over-running the footway or verge where present, without widening to an extent which might encourage higher speeds.</p> <p>The Applicant's technical teams have looked at Hinds Bridge in detail and are aware of its historic issues, including that the bridge was strengthened by the Essex County Council bridge team in 2018. The traffic model shows that the proposed scheme will not result in increasing flows over the bridge, and as such, no interventions are proposed at this location.</p>	
L/078	Traffic Flow	183387			✓		That the B1023 has a weight limit imposed upon it, HGV's can access Tiptree from Stanway or via Maldon unless of local agricultural need	The proposals on Inworth Road address a number of historic pinch points raised by the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another. As such, the proposed scheme is not	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								introducing any weight limit on Inworth Road. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic.	
L/079	Traffic Flow				✓		Several respondents raised concerns regarding speed limits down the B1023. They queried what mitigation measures would be introduced and noted the risk of accidents by cars travelling at high speeds.	The existing 30mph speed limit through Inworth Village will be extended northwards, to include the proposed Inworth Roundabout junction with J24. It is expected that the roundabout will act as a traffic-calming feature, reducing vehicle speeds locally and particularly for traffic approaching and entering the village from the north. The Applicant recognises from engagement with the local community that existing traffic speeds from this direction are a key concern, and the proposed scheme is expected to reduce these. A detailed speed limit review, from Inworth Village to the proposed Inworth Roundabout junction with J24, and more widely, will be developed in liaison with the local highway authority at the detailed design stage, using Department for Transport guidance such as Setting Local Speed Limits (Department for	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								Transport Circular 01/2013). The proposed scheme is not increasing traffic levels on Inworth Road to the north of the proposed Inworth Roundabout, and therefore the Applicant considers it outside the scope of the proposed scheme to address speed limit concerns to Gore Pit junction. A change to speed limits and its enforcement at this location is a matter for the local highway authority.	
L/080	Traffic Flow	183393			✓		4. Your projections note an increased journey time with this new route rather than a shortened route - why has this route been chosen if it does not benefit the village or journey time?	Further information on the predicted journey time changes on the A12 are provided in Chapter 4.7 of the Combined Modelling and Appraisal Report [TR010060/APP/7.3]. Information on the changes in traffic flow on local roads is provided in Appendix C of the Transport Assessment report [TR010060/APP/7.2].	
L/081	Traffic Flow				✓		<ul style="list-style-type: none"> <li>Higher traffic volumes are going to increase the environmental impacts on the village of Inworth and its residents.</li> </ul>	The Environmental Statement [TR010060/APP/6.1] assesses the likely impacts caused by the proposed scheme, together with any mitigation proposed for significant adverse effects.	
L/082	Traffic Flow	183398			✓		<ul style="list-style-type: none"> <li>increased traffic volume and related noise – [Named] Cottage is Grade II</li> </ul>	Along Inworth Road there is predicted to be a 1.3dB(A) (minor) increase in noise due to	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>listed timber frame house which does not have adequate sound insulation (and cannot be insulated) to cope with the noise disturbance from roadworks or any resulting increase in volume of traffic which will inevitably use the B1023</p>	<p>the increase in traffic volume. This increase would generally be regarded as not noticeable. However, since the consultee's property is close to the road and the existing noise level is already high, this minor increase has caused a significant adverse effect. The two forms of mitigation available in such situations are low-noise surfacing and noise barriers. A low-noise surface is only considered to be effective when average speeds are above 75km/h, which is higher than the modelled average speed along this part of Inworth Road. Therefore, low-noise surfacing would not be effective. To be effective, a noise barrier needs to be unbroken. In a situation such as at the consultee's property, where access is required via Inworth Road, it is not possible to have a noise barrier that is unbroken. Noise barriers in a situation such as this would also have likely adverse visual effects. In reference to noise generated from roadworks, please refer to the first iteration of the Environmental Management Plan for further details [TR010060/APP/6.5].</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
L/083	Traffic Flow	183401 183402			✓		<p>3. Detailed explanation how National Highways intends to manage the traffic flow during the construction phase.</p> <p>a. Detailed explanation of the proposals for the occupants, deliveries, and emergency services to enter/ exit the property during the proposed construction phase on the B1023, and thereafter:</p>	Please refer to the Outline Construction Traffic Management Plan [TR010060/APP/7.7] issued as part of the Development Consent Order application for further details.	
L/084	Traffic Flow	183401 183402			✓		<p>12. NH to provide detailed information how mitigation or remedial measures to address the following increased causal effects from the B1023 alterations:</p> <p>a. Traffic volumes – When was this figure conceived (Date) and who carried out that survey</p>	The Applicant has developed traffic models to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing developments. The list of housing developments contained in the models was developed through discussions with the relevant local planning authorities. The traffic from these committed developments features in both the 'with scheme' and 'without scheme' traffic models. A full list of the future developments included in the traffic model is provided in Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>The proposals on Inworth Road address a number of historic pinch points raised by the community and by the assessment for the proposed scheme, which included swept path analysis of heavy goods vehicles. The widening is proposed on bends to allow two large vehicles to safely pass one another.</p> <p>The proposals also increase the minimum carriageway width at places to improve the capacity of the existing road to accommodate the projected increase in traffic. Analysis, including microsimulation of the road, has confirmed that the proposals will address both the historic capacity issues as well as those caused by the projected increase in traffic. All of these impacts together have resulted in a lower level of traffic on Inworth Road in the Development Consent Order traffic model.</p>	
L/085	Traffic Flow	183404			✓		What I cannot understand is why all the traffic is being routed through Inworth, after, I believe there were additional proposals bypassing the village through sparsely habited or productive land.	Traffic models have been developed to predict conditions with and without the proposed scheme in the years 2027 and 2042. These models take into account future committed housing developments. The list of housing developments contained in the models was developed through discussions	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>Please explain, as I can only guess this is the cheapest option?</p> <p>Additionally, there is an increasing number of large housing developments being built in the Tiptree area which will increase the traffic through our village in the future. Therefore, creating a faster and busier route through a village seems absurd when it could be re-routed around the village and far safer.</p>	<p>with local planning authorities. The traffic from these committed developments features in both the 'with proposed scheme' and 'without proposed scheme' traffic models. A full list of the future developments included in the traffic model is provided in Appendix A: Uncertainty Log, within Appendix C of the Combined Modelling and Appraisal Report [TR010060/APP/7.3].</p> <p>The design of the proposed scheme would ensure Inworth Road manages the additional traffic, as well as providing some improvements to historic flooding issues and addressing historic pinch points.</p> <p>An assessment of alternatives, including two bypasses, was undertaken to appraise ways of mitigating the forecasted traffic increase on Inworth Road south of the proposed J24 tie-in. These alternatives were assessed on several criteria, including land acquisition, environmental impact, constructability, safety, stakeholder feedback and cost. Neither bypass was deemed to mitigate the forecasted increase in traffic as well as the current proposal, while considering these assessment criteria.</p>	



Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								Further information on the detailed work that has taken place can be found in Appendix 3.3 of Chapter 3 of the Environmental Statement [TR010060/APP/6.1].	
L/086	Traffic Model				✓		A few respondents raised concerns regarding the numbers quoted in the traffic model and requested an explanation for the source of the data and changes.	<p>Following the statutory consultation in summer 2021, the traffic model was updated ahead of the Development Consent Order (DCO) submission. Traffic flows in the 'with proposed scheme' scenario are approximately 20% lower in the updated version of the model. The reasons for this are explained below.</p> <p>In line with standard traffic modelling practice, each road in the traffic model is assigned a 'speed-flow curve'. This defines how fast traffic will travel in the model when the road is quiet, and how traffic speed will reduce as the road gets busier. The speed-flow curve for each road is assigned based on observations of the road conditions and on traffic flow/speed data collected as part of the model development. Speed-flow curves are assigned to the thousands of links within the traffic model, based on a library of available speed-flow curves.</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								<p>For Inworth Road, the speed-flow curves were updated as part of the DCO model refresh. This was based on improved knowledge of the road's physical constraints, and to better reflect the signposted speed limit. For example, the speed-flow curve was changed for the section of the road through Inworth from 'Village Single Carriageway B Road, 40mph' to 'Village Single Carriageway B Road, 30mph'.</p> <p>This change in speed-flow curve makes Inworth Road slightly less attractive to drivers in the traffic model. When deciding which route to take, the model predicts that some drivers will choose to take a different route to their destination or to make fewer journeys.</p> <p>In addition to this, when updating the base year traffic model to incorporate more traffic counts from 2019, the pattern of trips within the model was changed. This had the effect of changing trip patterns even in places where no new traffic count data were incorporated. The list of future housing and employment developments used in the model was also updated, which changes future year traffic patterns. All of these</p>	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
								impacts together have resulted in a lower level of traffic on Inworth Road in the DCO traffic model.	
L/087	Vegetation & Biodiversity	183394 183395			✓		I understand that the stand of trees by Inworth Church are to be lost. These provide a roost for many crows and rooks all year round.	For the purposes of the assessment in Chapter 8: Landscape and Visual, of the Environmental Statement [TR010060/APP/6.1], a worst case has been assumed that the stand of trees by Inworth Church would be lost. Opportunities for replacement planting would be considered during the detailed design stage. Vegetation that is able to be retained is shown on the Retained and Removed Vegetation Plans [TR010060/APP/2.14].	
L/088	Walking, Cycling and Horse Riding	183387			✓		The footpath near Inworth Hall lodge be moved so it is aligned across the road as opposed staggered - it is very dangerous for ramblers presently to navigate across the road along the verge	The proposed scheme does not include material changes to layout in this area and the existing staggered crossing between the two public rights of way is therefore outside the scope for which statutory powers could be sought.	
L/089	Walking, Cycling and Horse Riding	183401			✓		Finally, I also have specific queries regarding access to local footpaths. I am a keen walker and take my dogs on most of the local paths. I understand we will potentially lose a permitted footpath	The proposed scheme does not remove any footway in this area and conditions are therefore unchanged. The road is not being substantively widened, only to slightly ease pinch points to provide a more consistent	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							by the church. This is the safest route to the footpaths off of Windmill Hill. The pavement on the opposite side is dangerous with lack of visibility up the hill. I understand this corner is to be widened. I have serious concerns this will encourage people to drive faster down the hill than they already do as they need to slow for the tight bend. There has already been a fatality on that particular corner due to someone travelling at excessive speeds. What will be put in place to ensure safe speeds are maintained through our village and walkers kept safe?	width which is likely to reduce driver errors of the type that may have caused the fatal collision in 2011.	
L/090	Access	183408			✓		Rental from the telecommunications mast situated on plot 6/14b is the major contributor to funding for the charity and it is therefore vital the mast and compound in which it is situated are not disturbed by your intended groundworks.  We understand it may be necessary to provide an alternative access to the mast compound and this is the reason for your proposal to acquire plot 6/14a.	The access has been designed to run alongside the northern boundary of the title in question as shown in the Streets, Rights of Way and Access Plans [TRO10600/APP/2.6]. This is currently a preliminary design and will be refined during the detailed design within its Limit of Deviation in collaboration with the landowner's requirements.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							The land use diagram provided by Ardent indicates such new access would compromise a mainly straight alignment but we request consideration be given to a curved course that more closely follows the northern boundary of the site so as to minimise land take.	The Applicant can confirm that the telecommunications mast and compound will not be affected by the intended groundworks.	
L/091	Drainage	183408			✓		<p>We are confused at reference in the land use diagram to a new ditch, running parallel to the widened A12, within plot 6/14d, to drain into an alleged existing ditch on the land. The only groundworks present on the site consist of a continuous exclusion trench close to the northern boundary, which was excavated to prevent unwanted incursion by travellers and/or others, does not represent or act as a drain.</p> <p>This point was acknowledged when members of HDE Ltd, working for Costain, visited the site on 13<sup>th</sup> April to view the location of a proposed windowless sampling hole. A long-term resident of the nearby Vineyards also confirms the trench was dug after part of the site was temporarily occupied by</p>	The proposed ditch that runs parallel to the widened A12 is required to collect the field runoff from the open areas between the new Hatfield Peverel Link Road and the widened A12. Note this new ditch runs east utilising the local topography and drains into Ordinary Watercourse 7 as shown on Drainage and Surface Water Plans [TR010060/APP/2.13]. The proposed design of this new ditch has allowed connections from existing ditches within this land parcel (including the existing ditch adjacent to the existing mast) to maintain existing drainage connectivity and all connected drainage will outfall to watercourse 7 as noted above. The proposal for the drainage ditch is currently at preliminary design stage and will be reviewed/refined during the detailed design, within its Limit of Deviation.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							<p>travellers. A wooden fence was subsequently erected and hedging planted along its norther boundary to further protect the site and any possibility of the trench being bridged. The enclosed diagram shows the approximate location of this trenching, indicated by a blue line. The green shaded areas represent impenetrable undergrowth.</p> <p>We had understood from the Teams meeting on 8<sup>th</sup> June that the irregular proposed boundary between plots 6/14b and 6/14d is due to the position of a number of short drains that presently feed into the exclusion trench. However, no such drains exist and considering the site tends to slope away to the east it is difficult to envisage how to proposed new drainage ditch would operate. The trustees would welcome a visit from members of your project team to physically view the area, together with representatives of the charity.</p>		
L/092	Land Take	183408			✓		Because the existing mast in such a significant generator of income for the	As part of the widening of the existing A12 in the vicinity of the land in question, some	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							charity, and given the proximity of the site to the trunk road, we are looking for other opportunities to increase our funding, with the possibility of a further mast in this prime position. Consequently it is essential the charity's existing land ownership is not unnecessarily diminished to the detriment of its ultimate beneficiaries.	permanent acquisition of this land title will be required. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to deliver the proposed scheme, noting that the detailed design of the proposed scheme has yet to be undertaken. The proposed scheme has sought to minimise the permanent acquisition of land around the existing mast by the use of a retaining wall as shown in the Permanent Works Plans [TRO10600/APP/2.2.1]	
L/093	Engagement	183408			✓		The charity exists solely for the benefit of the elderly and needy residents of Hatfield Peverel and the trustees welcome an early opportunity to meet with your surveyors/valuers to discuss the compulsory purchase of its land and resulting funding.	The landowner was offered a site visit on 20 July 2022 by the Applicant to further discuss and resolve their concerns raised in their consultation response. The Applicant will continue to engage with the respondent.	
L/094	Access	183408			✓		Finally, we have no particular comment to make regarding plot 6/14c, other than to point out that parish footpath number 2 runs north from the Wellington Bridge along the western boundary of our site	As shown on the Streets, Rights of Way and Access Plans [TR010060/APP/2.6] the existing Public Right of Way is proposed to be diverted to suit the realignment of the link road between Hatfield Peverel and the proposed Junction 21.	

Ref No	Theme	Consultee	Prescribed	Local authority	Public interest, Landowner	Public	What you said (summary of consultee response)	National Highways response (How the Applicant has had regard to responses received) S49	Change Y/N
							and provision will need to be made for continued access.		