

A12 Chelmsford to A120 widening scheme

TR010060

5.1 Consultation Report

APFP Regulation 5(2)(c)

Section 37(3)(c) of the Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

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A12 Chelmsford to A120 widening scheme

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5.1 Consultation Report

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1 Executive Summary

1.1 Purpose of this document

- 1.1.1 This Consultation Report (this Report) relates to the proposed A12 Chelmsford to A120 widening scheme (the proposed scheme). In seeking the legal powers to construct the proposed scheme, National Highways (previously Highways England) (the Applicant) is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport. Highways England changed its name to National Highways on 19 August 2021.
- 1.1.2 Section 37(3)(c) of the Planning Act 2008 (PA 2008) requires the Applicant to submit this Report as part of its application for development consent.
- 1.1.3 The proposed scheme meets the criteria to be considered as a Nationally Significant Infrastructure Project under the PA 2008 and the Highways and Railway (Nationally Significant Infrastructure Project) Order 2013. The proposed scheme is a 'highways' Nationally Significant Infrastructure Project under Section 22 of the PA 2008 (as amended) as it is for the alteration of a highway that is wholly within England, where National Highways is the highway authority, and the area of development will be greater than 12.5 hectares.
- 1.1.4 This Report explains how the Applicant has complied with the consultation requirements set out in the PA 2008, relevant secondary legislation and policies, guidance and advice published by Government and the Planning Inspectorate. Guidance about the report and the pre-application process, including statutory consultation, is found in the Department for Communities and Local Government's (DCLG's)¹ (2015) Planning Act 2008: Guidance on the Pre-Application Process.
- 1.1.5 This Report also provides an account of:
- the two options consultations
 - engagement undertaken
 - the statutory consultation exercise undertaken in compliance with Sections 42, 47 and 48 of PA 2008
 - additional supplementary consultation
 - additional targeted consultation
 - a summary of the responses received during the consultation exercises
 - how the Applicant has had regard to those responses in compliance with Section 49 of the PA 2008.

¹ now the Department for Levelling up, Housing and Communities.

- 1.1.6 This Report provides a summary of all supporting stakeholder engagement undertaken throughout the pre-application stage of the proposed scheme.
- 1.1.7 Copies of consultation documents, notices and materials produced to support the assessment of statutory compliance under Section 55 of the PA 2008, for the statutory consultation and to support the non-statutory and supplementary consultations, are included in a series of annexes to this Report.

1.2 The applicant: National Highways

- 1.2.1 National Highways is the government-owned company charged with operating, maintaining and improving England's motorways and major A-roads. This is often referred to as the strategic road network. Formerly Highways England, National Highways became a government-owned company in April 2015.
- 1.2.2 National Highways' ambition is to ensure all customers have safer, smoother and more reliable journeys. National Highways is delivering £27.4 billion of investment in the strategic road network between 2020 and 2025 as described in the Department for Transport's (2020) Road Investment Strategy 2 (RIS2). The RIS2 includes a commitment to fund the proposed scheme.
- 1.2.3 National Highways has extensive experience in undertaking pre-application consultation on highways schemes across England. It has recognised the importance of effective engagement and consultation in developing the proposed scheme, as well as the need for discussions to start at an early stage and continue throughout the proposed scheme's evolution. This approach has enabled National Highways to fully consider matters identified by those directly affected, or with an interest in the proposals, throughout the development of the proposed scheme.
- 1.2.4 From the outset, National Highways' approach to engagement has been based on the following principles:
- Early and ongoing engagement to inform and influence the proposed scheme's development
 - Seeking an appropriate level of feedback at each development stage in an iterative process and ensuring that comments received were taken into consideration
 - Building long-term relationships with stakeholders throughout the development stages of the proposed scheme to better understand their views
 - Where possible and practicable, ensuring concerns were addressed
 - Ensuring appropriate statutory consultation was undertaken in accordance with the requirements of the PA 2008 and associated regulations, guidance and advice.

1.3 Background on the proposed scheme

- 1.3.1 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.
- 1.3.2 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 connection, especially to Felixstowe and Harwich ports.
- 1.3.3 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.
- 1.3.4 The proposed scheme between junctions 19 (Boreham interchange) and 25 (Marks Tey interchange) is proposed to improve safety, solve strategic traffic problems arising from inadequate and varying route standards, and reduce congestion and delay, which will collectively increase resilience along this key part of the SRN.
- 1.3.5 The objectives of the proposed changes to this stretch of the A12 are as follows:
- *Supporting economic growth:* Proposed scheme supports the growth identified in Local Plans by reducing congestion-related delay, improving journey time reliability and increasing the overall transport capacity of the A12.
 - *A safe and serviceable network:* Private accesses to the strategic road network closed off and alternative access to local roads provided by the proposed scheme. Proposed scheme improves road user safety. Proposed scheme improves road worker safety during maintenance and operational use.
 - *A free-flowing network:* Proposed scheme reduces current and forecast congestion-related delays and therefore improves journey time reliability. Proposed scheme understands the impacts of other schemes and recognises other RIS schemes.
 - *An improved environment:* Reduce the visual, air and noise quality impacts of the proposed scheme on affected communities on the route.
 - *A more accessible and integrated network:* Proposed scheme reduces the impact of severance of communities along the route. Proposed scheme improves accessibility for walkers, cyclists and horse riders (WCH) and public transport users.
 - *Customer satisfaction:* Improve customer satisfaction and reduce customer impact during construction.
- 1.3.6 A detailed description of the proposed scheme can be found in Chapter 2: The proposed scheme, of the ES [TR010060/APP/6.1].

1.4 Summary of consultation activities

1.4.1 The table below provides a timeline of all the consultation activities undertaken by the Applicant in date order. The purpose of the table is to give a clear summary of the proposed scheme's consultation history, including which activities were carried out to comply with the PA 2008.

Table 1.1 Summary of consultation activities

Consultation activity undertaken	Start date	End date	Where presented in this document
Non-statutory options consultation – junctions 19–25			
Non-statutory public consultation on route options (junctions 19 to 25)	23 January 2017	3 March 2017	2.2
Consultation material available at pick-up points	23 January 2017	3 March 2017	2.4.2
Ongoing engagement on route options with stakeholders, including landowners and those with interests in land as well as statutory bodies. Please note the preferred route announcement (PRA) for J23 and J25 was delayed as a result of a project delay looking at the impacts of the proposed Colchester Braintree Borders Garden Community.	January 2017	October 2019	2.4
PRA – junctions 19 to 23	21 October 2019	N/A	2.7
Non-statutory options consultation – junctions 23–25			
Monday 21 October 2019 – Sunday 1 December 2019			
Non-statutory public consultation on alternative route options between junctions 23 to 25	21 October 2019	1 December 2019	2.8
PRA leaflet and J23 to 25 alternative route options consultation materials available at pick-up points	21 October 2019	1 December 2019	2.10.2
PRA – junctions 23 to 25	28 August 2020	N/A	2.12
PRA leaflet available at pick-up points	28 August 2020	N/A	2.12.5
Statutory consultation – junctions 19–25			
Tuesday 22 June 2021 – Monday 16 August 2021			
Statutory consultation on updated draft Statement of Community	29 January 2021	1 March 2021	4.1.8

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Consultation activity undertaken	Start date	End date	Where presented in this document
Consultation (SoCC) with local planning authorities			
Notification of consultation delivered to the Secretary of State (Planning Inspectorate) pursuant to S46 of PA 2008	22 June 2021	N/A	5.7
Letters and packs issued to consultees notifying them of consultation under s42 of PA 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations)	21 June 2021	N/A	5.6
SoCC published online and available via the proposed scheme web pages and in pick-up points (on memory stick)	22 June 2021	N/A	4.1.9
S47 notices published	22 June 2021	2 July 2021	5.4
S48 notices published	22 June 2021	2 July 2021	5.6
Consultation letter sent to residents and businesses in the mailout zone	22 June 2021	N/A	5.1.1
Consultation material available at pick-up points	22 June 2021	16 August 2021	5.5
Six online webinars took place between 28 June and 12 August 2021	28 June 2021	12 August 2021	5.3
Six in-person public consultation events took place between 8 July and 27 July 2021	8 July 2021	27 July 2021	5.4
Engagement van events took place	5 August 2021	6 August 2021	5.4.2
Supplementary consultation – junctions 19–25			
Tuesday 9 November 2021 – Sunday 19 December 2021			
Consultation letter sent to residents and businesses in mail out zone	9 November 2021	N/A	6.1
Letters and packs issued to consultees	9 November 2021	N/A	6
Consultation material available at pick-up points	9 November 2021	19 December 2021	6.5
Three online webinars took place between 17 November and 2 December 2021	17 November 2021	2 December 2021	6.5

Consultation activity undertaken	Start date	End date	Where presented in this document
Three in-person public consultation events took place between 23 November and 26 November 2021	23 November 2021	26 November 2021	6.5
Targeted consultation			
Friday 11 February 2022 – Friday 18 March 2022			
Letters and packs issued to consultees	9 February 2022	N/A	6.6
One in-person public consultation event took place on 21 February 2022	21 February 2022	21 February 2022	6.6
Two online webinars took place on 28 February and 10 March 2022	28 February 2022	10 March 2022	6.6
Landowner consultation			
Letters and packs issued to consultees	13 May 2022	12 June 2022	8

1.5 Covering letter and completed Section 55 checklist

- 1.5.1 Section 55 of the PA 2008 sets out the criteria used by the Planning Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination. A **Covering Letter [TR010060/APP/1.1]** and completed **Section 55 Checklist [TR010060/APP/1.3]** have been submitted as part of application.
- 1.5.2 The completed Section 55 checklist provides evidence of compliance with the pre-application consultation requirements within the PA 2008.

1.6 Structure of this Report

- 1.6.1 The structure of this Report is set out as follows.

Chapter 2: Options consultation

- 1.6.2 **Chapter 2** provides a summary of the non-statutory consultation and engagement activities undertaken to support the proposed scheme development in the lead-up to statutory consultation.
- 1.6.3 The chapter includes a summary of engagement relating to the options process, the initial non-statutory consultation carried out between January and March 2017 and again between October and December 2019, informing the choice of preferred route, and engagement related to the announcement of the preferred route in August 2020.

Chapter 3: Environment Impact Assessment

- 1.6.4 **Chapter 3** provides details on how the proposed scheme falls under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), specifically Schedule 2, Section 10(f), infrastructure

projects, construction of roads (unless included in Schedule 1 of the EIA Regulations).

Chapter 4: Preparation of Statement of Community Consultation

1.6.5 **Chapter 4** describes how the Statement of Community Consultation (SoCC) was prepared.

1.6.6 Details are provided on consultation activities, when these took place and with whom.

Chapter 5: Statutory consultation

1.6.7 **Chapter 5** describes how the pre-application statutory consultation was delivered in summer 2021 in relation to the requirements of Sections 42, 46, 47 and 48 of the PA 2008.

Chapter 6: Additional supplementary consultation November 2021

1.6.8 **Chapter 6** describes the supplementary consultation undertaken in November and December 2021 on changes which had been made to the proposed scheme following the statutory consultation held between June and August 2021.

Chapter 7: Response to consultation to demonstrate how the Applicant has had regard to responses

1.6.9 **Chapter 7** presents matters arising from the statutory and supplementary consultations by theme and how the Applicant has had regard to these comments in accordance with Section 49 of the PA 2008 (see **Annex N** for full responses).

Chapter 8: Land interest additional consultation

1.6.10 **Chapter 8** describes the land interest additional consultation undertaken in May 2022.

Chapter 9: Conclusion

1.6.11 **Chapter 9** summarises the principal conclusions reached following the completion of all the aforementioned pre-application consultations. It sets out how the Applicant has carried out comprehensive pre-application statutory consultation on the proposed scheme in compliance with the PA 2008.

2 Options consultation

2.1 Overview of the options consultations

- 2.1.1 The Applicant conducted two periods of non-statutory consultation on route options for the proposed scheme. The first took place from Monday 23 January 2017 until Friday 3 March 2017, a total of 40 days. The second took place from Monday 21 October 2019 until Sunday 1 December 2019, a total of 42 days.
- 2.1.2 The first route option consultation provided four route options to widen the A12, where required, from junction 19 to junction 25. It also sought views on the existing junctions along the length of the proposed scheme. Following this, the local authorities of Colchester, Braintree and Tendring put forward a joint Local Plan, on 9 October 2017, including the Colchester Braintree Borders Garden Community. This affected the route options presented in 2017, specifically the sections between junctions 23 and 25. Consequently, in 2019, the Applicant considered alternative routes between junctions 23 and 25 that took account of the area for the proposed garden community. The second consultation presented four further routes at the eastern end of the proposed scheme (junction 23 to junction 25), which considered a proposed garden community at Marks Tey (Colchester Braintree Borders Garden Community).
- 2.1.3 Although non-statutory in nature, the consultations in 2017 and 2019 were broadly conducted using the principles of pre-application statutory consultation set out in the PA 2008. The Applicant identified statutory bodies and those parties potentially directly affected or likely to be interested and invited them to provide feedback on the proposed scheme through a range of communication methods.
- 2.1.4 The Applicant prepared a report following the 2017 route options consultation (Highways England, 2017), detailing how people, stakeholders and interested bodies were consulted and the feedback received.

2.2 Options consultation 2017 – junctions 19 to 25

- 2.2.1 The first route options consultation was held from Monday 23 January 2017 until Friday 3 March 2017, a total of 40 days. The Applicant consulted on proposals to widen the A12 to three lanes, where required, between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange). The Applicant presented four routes to widen the A12 from Chelmsford to where it joins the A120 (junctions 19 to 25).
- 2.2.2 The Applicant notified the general public and stakeholders about the route options consultation and provided information by:
- engaging with local parishes and distributing posters for them to advertise
 - advertising the consultation in local newspapers

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- providing information on the proposed scheme’s webpage:
[REDACTED]
- advertising on National Highways’ Facebook (<https://www.facebook.com/HighwaysEAST³>) and Twitter (@HighwaysEast) channels

2.2.3 The route options that were presented are described below:

Plate 2.1 Route option 1 (full version in Annex A



- **Route 1** – This route followed and widened the existing A12 to three lanes in each direction between junctions 19 and 25.
- **Route 2** – This route widened the existing A12 between junctions 19 and 22 to three lanes in each direction. At junction 22, it left the A12 and created a new three lane bypass in each direction to the south. It also widened the existing A12 between junctions 23 and 24 and included the construction of a bypass between junctions 24 and 25.

Plate 2.2 Route option 2 (full version in Annex A)



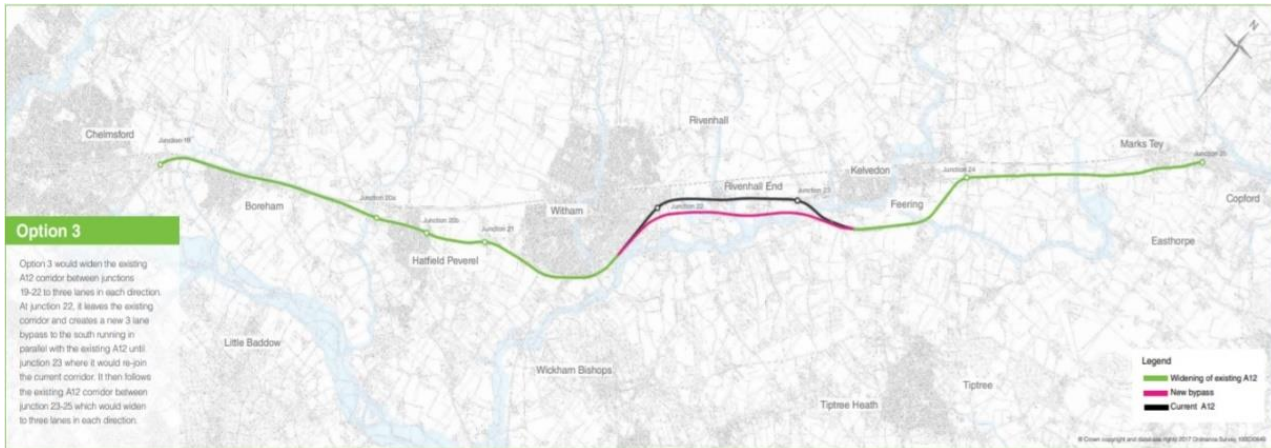
² This webpage has since changed to [REDACTED] Highways England name change to National Highways in August 2021. Any website users using the old web link will be automatically redirected.

³ National Highways’ Facebook and Twitter pages have not changed following Highways England changing its name to National Highways on 19 August 2021.

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- Route 3** – This route widened the existing A12 between junctions 19 and 22 to three lanes in each direction. At junction 22, it left the existing corridor and created a new three-lane bypass in each direction to the south, running parallel with the existing A12 until junction 23 where it re-joined the current corridor. It then followed the existing A12 between junctions 23 to 25 where it widened to three lanes in each direction.

Plate 2.3 Route option 3 (full version in Annex A)



- Route 4** – This route widened the existing A12 to three lanes in each direction between junctions 19 and 24. At junction 24, it left the existing A12 and created a new three-lane bypass in each direction to the south, running parallel to the existing A12 until junction 25 where it re-joined the existing A12.

Plate 2.4 Route option 3 (full version in Annex A)



Who was consulted?

2.2.4 The general public and stakeholders were asked for their preferred option and why they preferred it, as well as their views on each of the existing junctions. Consultees included the following (the full list can be seen in **Annex G** and **Annex M**):

- statutory bodies, including environmental organisations and local authorities

- local residents, businesses and other local organisations
- elected representatives
- community representatives including parish councils
- hard to reach groups including disability groups, religious groups and access groups (detailed in **Annex M**)
- affected land interests

Consultation methods

- 2.2.5 The Applicant used a range of consultation methods to publicise the consultation on route options and make sure stakeholders and local people had an opportunity to learn more about the proposed scheme and provide their feedback.
- 2.2.6 A consultation brochure was created for the options consultation to provide more information about the proposed scheme in an accessible format. This is provided in **Annex A**.
- 2.2.7 The brochure included:
- information on the proposed scheme design
 - details of the Applicant's work to assess the effects of the proposed scheme
 - details of the consultation events, including dates, times and venues
 - contact details to enable comments to be made to the Applicant, which consisted of postal, email and website addresses
 - information about what would happen after the consultation
- 2.2.8 The consultation was advertised as follows:
- The proposed scheme website ([REDACTED]) was updated with information and documents about the consultation.
 - Nine pick-up point locations were selected along the A12 to display consultation materials. The pick-up point locations each received 100 copies of the consultation brochure and consultation leaflets and a one metre pull-up banner advertising the consultation. These locations are detailed in Table 2.1.
 - Seven public information events were held in towns and villages across the A12, as well as in the city of Chelmsford. The locations of these events were established in collaboration with the A12 Members' Forum, which includes elected representatives and officers from local authorities in the area, and the community forums, which are attended by representatives of local parish councils. The locations of these events can be seen in Table 2.2.

Table 2.1 Pick-up points – options consultation 2017

Location	Address	Opening times
Essex County Council offices	County Hall, Market Road, Chelmsford, CM1 1QH	Monday to Friday 08:30–17:00
Chelmsford City Council offices	Duke Street, Chelmsford, CM1 1JE	Monday to Friday 08:45–16:45
Braintree District Council offices	Causeway House, Bocking End, Braintree, Essex, CM7 9HB	Monday to Friday 09:00–17:00
Maldon District Council offices	Council Offices, Princes Road, Maldon, Essex, CM9 5DL	Monday to Thursday 08:30–17:00, Friday 08:30–16:00
Colchester Borough Council offices	Rowan House, 33 Sheepen Road, Colchester, Essex, CO3 3WG	Monday to Friday 09:00–18:30, Saturday 09:00–17:30, Sunday 13:00–16:00
Tiptree Library	Rectory Road, Tiptree, Colchester, CO5 0SX	Monday 14:00–17:00, Tuesday 10:00–13:00 and 14:00–17:00, Thursday 10:00–13:00 and 14:00–19:00, Saturday 09:00–13:00
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP	Tuesday 13:00–17:00, Wednesday 09:00–13:00, Thursday 13:00–17:00, Saturday 09:00–13:00
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday 13:00–18:00, Thursday 13:00–18:00, Saturday 09:00–13:00
Witham Library	18 Newland Street, Witham, CM8 2AQ	Monday to Friday 09:00–19:00, Saturday 09:00–17:00

Table 2.2 Public information events – options consultation 2017

Location	Date/time	Attendance
Boreham Village Hall	Saturday 4 February 2017 11:00–17:00	259
Rivenhall Hotel	Monday 6 February 2017 13:00–20:00	366
Marks Tey Village Hall	Tuesday 7 February 2017 13:00–20:00	326
Charter Hall Colchester	Friday 10 February 2017 13:00–20:00	36
Spring Lodge Community Centre	Saturday 11 February 2017 11:00–17:00	265
Feering Community Centre	Tuesday 14 February 2017 13:00–20:00	526
Chelmsford Civic Centre	Wednesday 15 February 2017 13:00–20:00	72

2.2.9 A response form was prepared and made available to help people submit their comments to the Applicant. A copy of this is provided in **Annex A**.

2.2.10 People were invited to submit feedback to the Applicant by:

- completing the online feedback form on the proposed scheme's website:
[REDACTED]
- emailing [REDACTED]
- writing to **Freepost A12 WIDENING**
- completing the response form and sending by post to the National Highways (Highways England at the time) office address.

2.2.11 The non-statutory consultation closed on 3 March 2017. Following this, the Applicant collated and logged all the feedback received and, considering this feedback, continued its work to develop the proposed scheme.

⁴ This webpage has since changed to [REDACTED] following Highways England name change to National Highways in August 2021. Any website users using the old web link will be automatically redirected.

⁵ Since this consultation, the email address has changed to [REDACTED] following National Highways name change in August 2021. Any emails sent to the old email address are automatically redirected.

Summary of feedback

- 2.2.12 The Applicant prepared a report following the 2017 route options consultation (Highways England, 2017), detailing how people, stakeholders and interested bodies were consulted and the feedback received.
- 2.2.13 The Applicant received a total of 907 responses to the 2017 options consultation.
- 2.2.14 The public responses to the Applicant's proposals were positive, with 757 responses supporting one of the four routes.
- 2.2.15 The majority of respondents (49%) preferred the route 2 option, with 28% choosing option 1, 11% choosing option 3 and 4% choosing option 4. The following issues were raised:
- Merging junctions 20a, 20b and 21
 - compensation and blight
 - the link with the A120
 - the Rivenhall junction
 - link roads
 - mitigation measures

2.3 Additional engagement after non-statutory consultation and before the preferred route announcement

- 2.3.1 Following the close of the 2017 options consultation, the Applicant continued to engage with stakeholders and community representatives to keep them updated about the proposed scheme. A number of meetings and calls were conducted including the following:
- Meetings with local planning authorities (Chelmsford City Council, Maldon District Council, Braintree District Council, Colchester Borough Council and Essex County Council)
 - WCH group forum
 - A12 Members' Forums
 - Environmental Forum
 - Community Forum
- 2.3.2 Further details can be found in **Annex P**.

2.4 Announcement of the preferred route between junctions 19 and 23 (October 2019)

- 2.4.1 On Monday 21 October 2019, the Applicant announced the preferred route option for junctions 19 to 23.
- 2.4.2 Having reviewed the feedback following the consultation, the Applicant proceeded with the partial announcement of Route 2. At the same time, the

Applicant launched a further non-statutory consultation for junctions 23 to 25, the alternative proposals which could accommodate the proposed Colchester Braintree Borders Garden Community.

2.4.3 Option two was the most favoured option with 49% support. It was commented that this would be the most efficient and feasible option. Those who supported option two also mentioned, amongst others, the following reasons for their support:

- It would be the most future proof.
- It would cause the least disruption during construction.
- It would be more resilient.
- It would have the least impact on local residents.

2.4.4 Key concerns raised by the public regarding option two included the potential impacts on various heritage assets, direct impacts on homes and potential impact on the Rivenhall Long Mortuary Enclosure Scheduled Monument.

2.4.5 The Applicant published a preferred route announcement (PRA) brochure on the proposed scheme's website, a copy of which is provided in **Annex A**.

2.4.6 In the PRA brochure, the Applicant explained why option two was preferred. It also said that, prior to submitting an application for a DCO to the Planning Inspectorate, people would have another opportunity to have their say on the proposed scheme in a statutory consultation.

2.4.7 The Applicant held PRA events, in conjunction with the options consultation on junctions 23 to 25, giving people the opportunity to ask technical experts questions on the preferred route in person.

2.4.8 The Applicant posted a subtitled video online which talked through the preferred route.

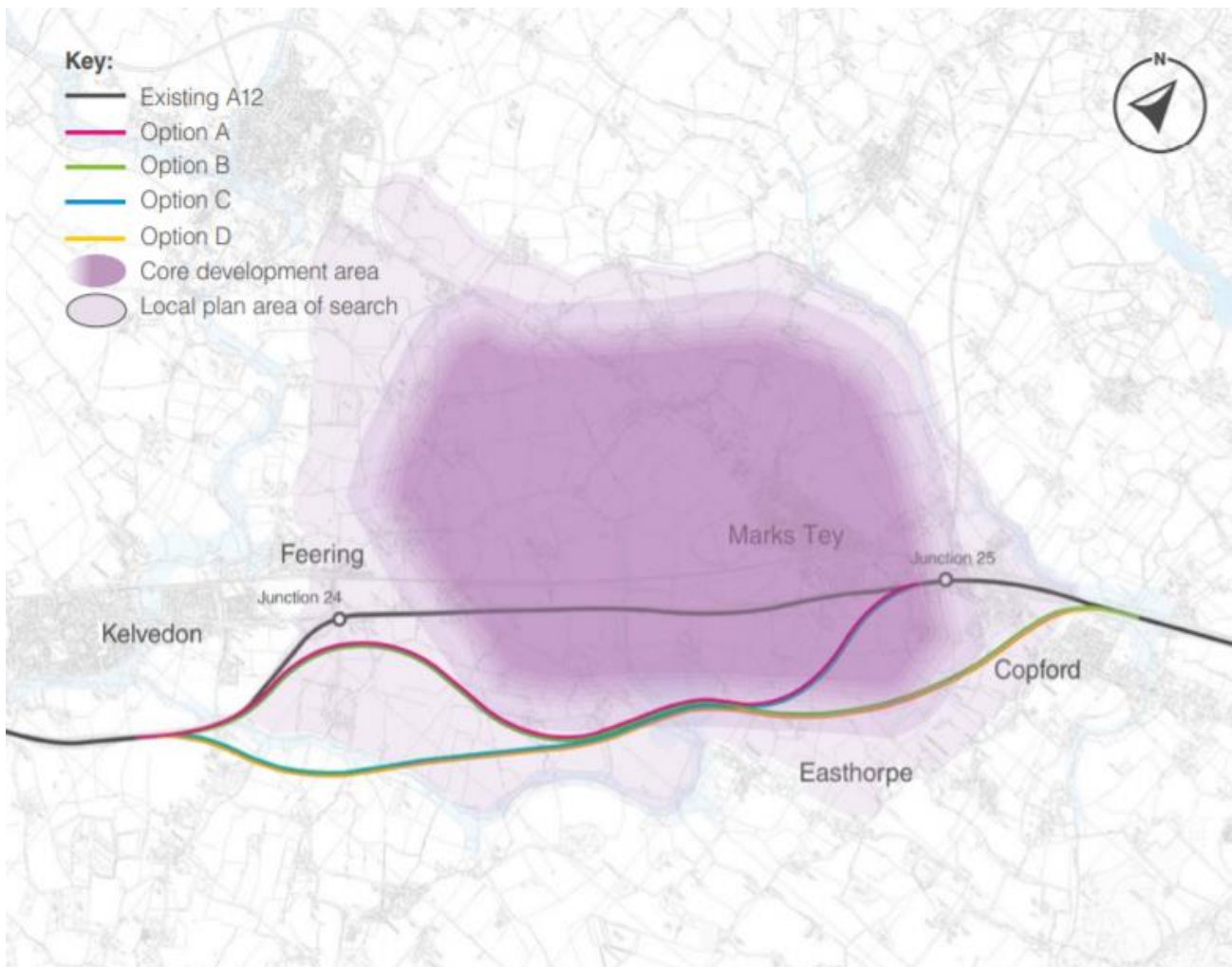
Plate 2.5 Preferred route announcement (full version in Annex A)



2.5 Options consultation 2019 – junctions 23 to 25

- 2.5.1 A second options consultation was held from Monday 21 October 2019 until Sunday 1 December 2019, a total of 42 days. The Applicant sought views on four options, which considered the proposed Colchester Braintree Borders Garden Community in case the garden community were to go ahead. These options focused only on the section of the A12 between junctions 23 and 25.
- 2.5.2 The route options are shown in Plate 2.6 below.

Plate 2.6 Options consultation diagram



- 2.5.3 Four options between junctions 23 and 25 were presented in this consultation. At this stage, the Applicant also included options from junction 23 to ensure that the proposed scheme's ambitions for the A12 met the future needs of the area. The Applicant also needed to understand whether the road would require a fourth lane in each direction between junctions 23 and 24 to accommodate traffic if the proposed garden community did go ahead.
- 2.5.4 Option A provided three lanes in each direction along the route of the current A12 from junctions 23 to 24, and three lanes in each direction from junctions 24 and 25 to the south of the current A12. It would have left the A12 just before junction 24 and created a new junction. The current junction 24 would have

been upgraded to serve the local roads. This option would have crossed the avenue of Prested Hall and continued towards junction 25. At its furthest point, it would have been around 1.15km south of the existing A12. Before the existing junction 25, it would have re-joined the current A12. A new junction 25 would have been constructed to the south-west of its current position. The current junction 25 would have been upgraded to serve local roads.

- 2.5.5 Option B provided three lanes in each direction along the route of the current A12 from junctions 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. It would have left the A12 just before junction 24, creating a new junction to the south. The current junction 24 would have been improved to serve the local roads. This option would have crossed the avenue of Prested Hall and continued towards junction 25. At its furthest point, it would have been around 1.15km south of the existing A12. There would have been a new junction around 800m to the south of the existing junction 25. The route would then have continued towards the existing A12, where it would have re-joined the existing road after passing under London Road (B1408). The current junction 25 would have been upgraded to serve local roads.
- 2.5.6 Option C provided three lanes in each direction along the route of the current A12 from junctions 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. There would have been a new junction 24 where the current A12 crosses Inworth Road. The current junction 24 would have been upgraded to serve the local roads. The route would have passed to the south of Prested Hall and continued towards junction 25. At its furthest point, it would have been around 1.15km south of the existing A12. It would have re-joined the current A12 at a new junction to the south-west of the current junction 25. The existing junction would have been retained and upgraded to serve the local roads.
- 2.5.7 Option D provided three lanes in each direction along the route of the current A12 from junctions 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. There would have been a new junction 24 where the current A12 crosses Inworth Road. The current junction 24 would have been upgraded to serve the local roads. The route would have passed to the south of Prested Hall and continued towards junction 25. At its furthest point, it would have been around 1.15km south of the existing A12. There would have been a new junction situated around 800m to the south of the existing junction 25. The route would then have continued towards the existing A12, where it would have re-joined the existing road after passing under London Road (B1408). The current junction 25 would have been retained and upgraded to serve the local roads.
- 2.5.8 The consultation made it clear to residents and interested parties that, if the proposed garden community went ahead, one of the options in this consultation was likely to form part of the proposed scheme.
- 2.5.9 The consultation also stressed that if the proposed garden community did not go ahead, the route between junctions 23 and 25 would be based on the 2017 consultation.

Who was consulted?

2.5.10 The general public and stakeholders were asked for their preferred option and why they preferred it. Consultees included the following:

- statutory bodies, including environmental organisations and local authorities
- local residents, businesses and other local organisations
- elected representatives
- community representatives including parish councils
- hard to reach groups including disability groups, religious groups and access groups
- affected land interests

Consultation methods

2.5.11 The Applicant notified the general public and stakeholders about the route options consultation and provided information by:

- engaging with local parishes and distributing posters for them to advertise
- advertising the consultation in local newspapers
- providing information on the proposed scheme's webpage:
- advertised on National Highways' Facebook (<https://www.facebook.com/HighwaysEAST>) and Twitter (@HighwaysEast) channels

2.5.12 A consultation brochure was created for the options consultation to provide more information about the proposed scheme in an accessible format. This is provided in **Annex A**.

2.5.13 The brochure included:

- information on the proposed scheme design
- details of the Applicant's work to assess the effects of the proposed scheme
- details of the consultation events, including dates, times and venues
- contact details to enable comments to be made to the Applicant, which consisted of postal, email and website addresses
- information about what would happen after the consultation

2.5.14 The consultation was advertised as follows:

- The proposed scheme website (was updated with information and documents about the consultation.

- Thirteen pick-up point locations were selected along the A12 to display consultation materials. The pick-up point locations each received 100 copies of the consultation brochure and consultation leaflets and a one metre pull-up banner advertising the consultation. These locations also included copies of the preferred route option leaflet for junctions 19 to 23, as discussed in **Section 2.7** of this Report. These locations are detailed in Table 2.3.
- Eight public exhibitions were held in the local area where stakeholders and members of the public were able to speak to technical experts. This joined-up consultation alongside the PRA for junctions 19 to 23, as outlined in **Section 2.7** of this Report. A total of 974 people visited the exhibitions.

Table 2.3 Pick-up points – options consultation 2019 and PRA

Location	Address	Opening times
Braintree District Council	Causeway House, Bocking End, Braintree, Essex, CM7 9HB	Monday 09:00–19:00, Tuesday to Friday 09:00–17:30, Saturday 09:00–17:00
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE	Monday to Friday 08:45–16:45
Colchester Library	Trinity Square, Colchester, CO1 1JB	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Sunday 13:00–16:00
Copford Village Hall	Copford, Colchester CO6 1BX	Open for certain events
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH	Monday to Friday 08:30–17:00
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP	Tuesday 14:00–19:00, Wednesday 09:00–13:00, Saturday 09:00–17:00
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday to Saturday 07:00–18:30, Sunday 09:30–17:00
Maldon District Council	Council Offices, Princes Road, Maldon, Essex, CM9 5DL	Monday to Friday 09:00–16:00
Marks Tey Parish Council	Old London Road, Marks Tey, Colchester, CO6 1EJ	Open for certain events

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Location	Address	Opening times
Oak Stores, Rivenhall	Church Rd, Rivenhall, Witham, CM8 3PQ	Tuesday, Thursday and Friday 08:00–17:00, Saturday 10:00–13:00
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester, CO5 9HD	Open for certain events
Tiptree Library	Rectory Road, Tiptree, Colchester, CO5 0SX	Monday 09:00–17:30, Thursday 14:00–19:00, Saturday 09:00–17:00
Witham Library	18 Newland Street, Witham, CM8 2AQ	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Saturday 09:00–17:00

Table 2.4 Public information events – options consultation 2019

Location	Date/time	Attendance
Best Western Hotel, London Road, Colchester, CO6 1DU	Saturday 2 November 2019 12:00–17:00	188
Rivenhall Hotel, Rivenhall End, Witham, CM8 3HB	Tuesday 5 November 2019 15:00–20:00	153
Feering Community Centre, Coggeshall Road, Feering, CO5 9QB	Friday 8 November 2019 15:00–20:00	147
Spring Lodge Community Centre, Powers Hall End, Witham, CM8 2HE	Monday 11 November 2019 14:00–19:00	76
Civic Centre, Duke Street, Chelmsford, CM1 1JE	Thursday 14 November 2019 15:00–20:00	21
Boreham Village Hall, Main Road, Boreham, CM3 3JD	Friday 15 November 2019 15:00–20:00	124
Marks Tey Village Hall, Old London Road, Marks Tey, CO6 1EJ	Saturday 16 November 2019 12:00–17:00	85
St Andrews Church, Church Road, Hatfield Peverel, CM3 2LE	Tuesday 19 November 2019 15:00–20:00	180

2.5.15 A response form was prepared and made available to help people submit their comments to the Applicant. A copy of this is provided in **Annex A**.

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- 2.5.16 People were invited to submit feedback to the Applicant by:
- completing the online feedback form on the proposed scheme’s website:
[REDACTED]
 - emailing [REDACTED]
 - writing to **Freepost A12 WIDENING**
 - completing the response form and sending by post to the National Highways (Highways England at the time) office address.
- 2.5.17 The non-statutory consultation closed on 1 December 2019. Following this, the Applicant collated and logged all the feedback received and, considering this feedback, continued its work to develop the proposed scheme.

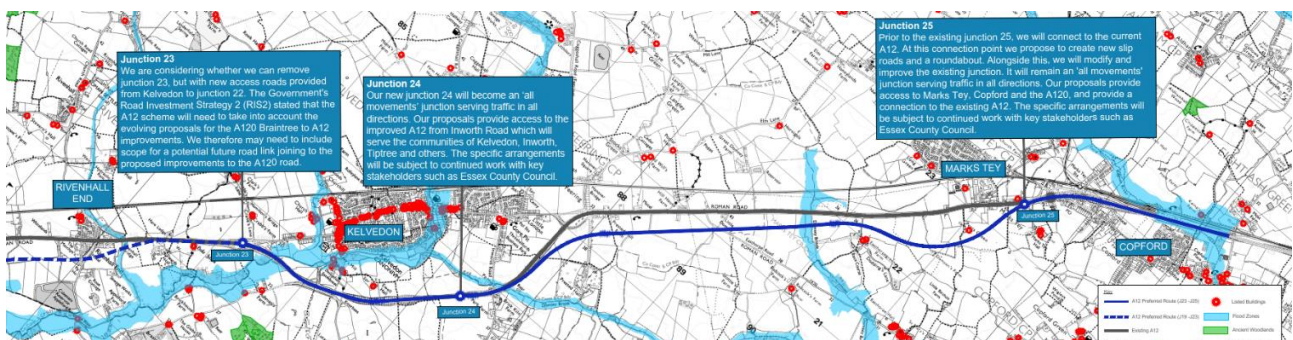
Summary of feedback

- 2.5.18 A full summary of responses received during the second route options consultation can be found in the Report on Public Consultation 2019 (Highways England, 2019).
- 2.5.19 The Applicant received a total of 822 responses to the 2019 options consultation.
- 2.5.20 The majority of respondents commented that they strongly opposed all routes, or that they preferred the routes presented in the 2017 non-statutory consultation.

2.6 Announcement of the preferred route – junctions 23 to 25 (August 2020)

- 2.6.1 In May 2020, the Planning Inspectorate made its recommendation to the local authorities (Colchester Borough Council and Braintree District Council) that the proposed garden community should be removed from the joint Local Plan.
- 2.6.2 Following the local authorities’ decision to remove the proposed garden community from their joint Local Plan, the Applicant announced the preferred route for junctions 23 to 25 based on the 2017 non-statutory consultation routes which had been selected based on factors including environmental impact, journey times, complexity of build, affordability, and feedback received.

Plate 2.7 PRA announcement leaflet



- 2.6.3 The Applicant published a PRA leaflet for junctions 23 to 25 on the proposed scheme's website.
- 2.6.4 The Applicant published its Report on Public Consultation 2019 (Highways England, 2019) from the 2019 non-statutory consultation on the proposed scheme's website. This can be found in **Annex A**.
- 2.6.5 Copies of the PRA (junctions 23 to 25) leaflet were available to pick up at the locations shown in **Table 2.5**.

Table 2.5 Pick-up points, announcement of preferred route

Location	Address	Opening times
Braintree District Council	Causeway House, Bocking End, Braintree, CM7 9HB	Monday to Friday 09:00–17:00
Co-op Petrol Station, Witham	London Road, Witham, CM8 1ED	Open 24 hours
Copford Village Hall	Copford, Colchester, CO6 1BX	Open for certain events
East of England Co-op, Hatfield Peverel	The Street, Hatfield Peverel, Essex, CM3 2EH	Monday to Sunday 07:00–22:00
East of England Co-op, Kelvedon	High Street, Kelvedon, Essex, CO5 9AE	Monday to Saturday 06:00–23:00, Sunday 07:00–22:00
East of England Co-op Travel Agents, Tiptree	25 Church Rd, Tiptree, Colchester CO5 0LA	Monday to Saturday 09:00–17:00, Sunday 10:00–16:00
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH	Monday to Friday 08:30–17:00
Marks Tey Parish Council	Old London Road, Marks Tey, Colchester, CO6 1EJ	Open for certain events
Oak Stores	Church Rd, Rivenhall, Witham, CM8 3PQ	Monday to Saturday 06:00–22:00, Sunday 07:00–22:00

2.7 Ongoing engagement

- 2.7.1 As part of the proposed scheme's wider ongoing engagement, there was continued dialogue with the affected local authorities between the options (non-statutory) consultations and the statutory consultation held in June 2021. More details can be seen in Table 2.6.
- 2.7.2 The Applicant maintained a range of community forums with community representatives, including district councillors, parish councils and other community groups. Between the PRA and the statutory consultation, workshops were held with local planning authorities and affected parish councils. This was a chance for the Applicant to provide stakeholders with an update and seek feedback as the design progressed.

- 2.7.3 The Applicant also met with environmental bodies, local and national business organisations, road user organisations and landowners to update them on how the proposed scheme would affect them, and to seek their views on the evolving design. As part of this engagement, some elements of the design were revised, such as changes to the location and the layout at junction 22, where the proposed route was moved back on to the existing A12 to avoid the Rivenhall Long Mortuary Enclosure scheduled monument; revising the location of the bypass to avoid the River Blackwater floodplain; and revising the location of junction 24 to reduce impacts on the grade II listed Prested Hall.

Table 2.6 Activity tracker, ongoing engagement between PRA and statutory consultation

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
19 February 2020	Members' Forum	Essex County councillors and technical officers from Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council	15	<p>Provided an overview of how the consultation on junctions 23 to 25 went:</p> <ul style="list-style-type: none"> • How many people attended events • Feedback on the door • Responses received to date (Members' Forum was given an indication on the most popular route) • Feedback on how future events could be improved
20 February 2020	Highways England ⁶ and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
2 March 2020	Parish workshop	Witham Town councillors	8	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
3 March 2020	Parish workshop	Rivenhall Parish councillors and district/county councillor	6	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.

⁶ Within this table, Highways England is referred to because the engagement took place prior to the change to National Highways.

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
3 March 2020	Parish workshop	Little Braxted Parish councillors	6	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
4 March 2020	Parish workshop	Kelvedon Parish Council	7	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
5 March 2020	Parish workshop	Hatfield Peverel Parish councillors and members of the traffic advisory group	5	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
11 March 2020	Planning and parish workshop	Maldon technical officers and district parish councils including: <ul style="list-style-type: none"> • Tolleshunt D'Arcy • Great Braxted • Maldon Town Council • Langford & Ulting • Tolleshunt Knights • Heybridge • Wickham Bishops • Great Totham • Steeple • Tillingham • North Fambridge 	17	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
		<ul style="list-style-type: none"> Mundon 		
12 March 2020	Parish workshop	Boreham Parish councillors and Chelmsford City councillors	3	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
17 March 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
8 April 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	Discussed the development and collaborative delivery of strategic highways schemes for the region.
9 April 2020	One-to-one meeting	Great Braxted Parish councillors	2	Following the PRA (junctions 19 to 23), discussed the plan forward and provided a design update.
13 May 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	To discuss the development and collaborative delivery of strategic highways schemes for the region.
20 May 2020	One-to-one meeting	Colchester Borough Council planning team	1	Meeting with traffic and planning to discuss modelling and local developments.
9 June 2020	One-to-one meeting	Tendring District Council planning team	2	Meeting with traffic and planning to discuss modelling and local developments and give them a general scheme update.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
10 June 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	To discuss the development and collaborative delivery of strategic highways schemes for the region.
16 June 2020	One-to-one meeting	Maldon District Council planning team	4	Discussed traffic modelling and local developments to create the uncertainty log.
22 June 2020	One-to-one meeting	Braintree District Council planning team	2	Discussed traffic modelling and local developments to create the uncertainty log.
26 June 2020	One-to-one meeting	Rt Hon Priti Patel (MP for Witham)	2	Provided a project update, overview of the design and discussed any concerns.
6 July 2020	One-to-one meeting	Chelmsford City Council planning team	2	Discussed traffic modelling and local developments to create the uncertainty log.
8 July 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
21 July 2020	Junction workshop	Essex County Council/Essex Highways, Braintree and Maldon District Council technical teams	8	Discussed the updates at junctions 20a/20b and the new junction 21.
12 August 2020	Highways England and Essex County Council	Essex County Council and Essex Highways technical representatives	8	Discussed the development and collaborative delivery of strategic highways schemes for the region.

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
	Strategic Collaboration Board			
14 August 2020	Junction workshop	Essex County Council, Braintree and Maldon District Councils technical teams	5	Discussed the updated design at junction 22.
19 August 2020	Members' Forum	Essex County councillors and technical officers and representatives from Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council, Maldon District Council, Suffolk County Council, Tending District Council and representatives from local MPs	26	<p>Provided a proposed scheme update including the following:</p> <ul style="list-style-type: none"> • Overview of how the sections of the route (junctions 19 to 23 and junctions 23 to 25) were going to be drawn back together • Overview of how and when the PRA (junctions 23 to 25) would be announced and how it would be managed (e.g. publicity)
24 August 2020	Community Forum (East)	Braintree District councillors Colchester Borough councillors Aldham Parish Council Copford with Easthorpe Parish Council Feering Parish Council Great Tey Parish Council Great Braxted Parish Council Langford and Ulting Parish Council	16	<p>Provided a proposed scheme update including the following:</p> <ul style="list-style-type: none"> • Overview of how the sections of the route (junctions 19 to 23 and junctions 23 to 25) were going to be drawn back together • Overview of how and when the PRA (junctions 23 to 25) would be announced and how it would be managed (e.g. publicity)

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
		Little Braxted Parish Council Marks Tey Parish Council Messing-cum-Inworth Parish Council Tiptree Parish Council Witham Town Council		
25 August 2020	Community Forum (West)	Braintree District councillors Chelmsford City councillors Coggeshall Parish Council Cressing Parish Council Feering Parish Council Hatfield Peverel Parish Council Great Notley Parish Council Kelvedon Parish Council Silver End Parish Council Springfield Parish Council Rivenhall Parish Council Terling and Fairstead Parish Council Tolleshunt Knights Parish Council Witham Town Council Ramblers Association A12 Village Traffic Action Group	32	Provided a proposed scheme update including the following: <ul style="list-style-type: none"> • Overview of how the sections of the route (junctions 19 to 23 and junctions 23 to 25) were going to be drawn back together • Overview of how and when the PRA (junctions 23 to 25) would be announced and how it would be managed (e.g. publicity)

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
9 September 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
15 September 2020	Junction 24 workshop	Essex County Council and Braintree District Council	7	Discussed the updated design of junction 24 and explained the reason for the movement of the junction.
15 September 2020	Essex Chamber of Commerce Meeting	Essex Chamber of Commerce	2	Discussed wider business engagement opportunities across Essex.
25 September 2020	De-trunking workshop	Essex County Council/Essex Highways technical teams	5	Discussed the de-trunking strategy.
1 October 2020	Junction 25 workshop	Essex County Council, Braintree District Council, Colchester Borough Council	7	Provided an update on the design of junction 25.
14 October 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways officers	12	Discussed the development and collaborative delivery of strategic highways schemes for the region.
21 October 2020	Parish meeting with Cllr Kevin Bentley	Essex County councillors and parish councillors from Marks Tey, Copford, Feering, Messing-cum-Inworth and Kelvedon	18	Provided further information on the location of junction 24 and provided a design update on junction 25.
23 October 2020	Junction 19 workshop	Essex County Council/ Essex Highways and Chelmsford City Council officers	6	Discussed the various future developments around junction 19 and

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
				provided an update on the design of the junction.
23 October 2020	Meeting with Sir Bernard Jenkin MP	Sir Bernard Jenkin MP	1	Provided a design update and explained the next steps for the proposed scheme.
5 November 2020	Marks Tey Parish Council and Copford with Easthorpe Parish Councils	Essex County councillors and parish councillors from Marks Tey and Copford with Easthorpe Parish Councils	11	Provided an update on the design at junction 25.
5 November 2020	Copford with Easthorpe Parish Council workshop	Copford Parish Council, Cllr Anne Brown and borough councillors		Provided an update on the design at junction 25.
11 November 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	Discussed the development and collaborative delivery of strategic highways schemes for the region.
11 November 2020	Messing-cum-Inworth Parish Council workshop	Cllr Bentley and parish councillors from Messing-cum-Inworth	10	Discussed junction 24 and sought feedback on the design.
13 November 2020	Rivenhall Parish Council workshop	Rivenhall Parish Council/Essex County councillor	1	Provided a project update around Rivenhall and sought feedback on the design.
16 November 2020	Hatfield Peverel Parish Council	Hatfield Peverel Parish Council and Essex County/Braintree District councillors	7	Provided a project update around Hatfield Peverel and sought feedback on the design.
16 November 2020	Little Braxted Parish Council	Little Braxted Parish councillors	5	Provided a project update around Hatfield Peverel and sought feedback on the design.

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
18 November 2020	Witham Town Council	Witham Town Council	8	Provided a project update around Witham and sought feedback on the design.
23 November 2020	Tiptree Parish Council meeting	Tiptree Parish councillors and Colchester District councillors	9	Provided a project update around Tiptree and sought feedback on the design.
24 November 2020	Local Roads workshop	Essex County Council, Chelmsford City Council, Braintree District Council, Maldon District Council and Colchester Borough Council technical teams	8	Discussed the local roads strategy around the proposed scheme and sought feedback on local issues.
25 November 2020	Feering Parish Council and Crown Estates	Feering Parish Council, Essex County councillors/Braintree <u>District</u> councillors and Crown Estate officials	8	Provided a project update around Feering and sought feedback on the design. Discussed how the Crown Estate developments would impact the proposed scheme.
25 November 2020	Kelvedon Parish Council and Crown Estates	Kelvedon Parish Council, Essex County councillors/Braintree District councillors and Crown Estate officials	9	Provided a project update around Hatfield Peverel and sought feedback on the design. Discussed how the Crown Estate developments would impact the proposed scheme.
19 November 2020	Business presentation with Essex Chamber of Commerce	Essex Chamber of Commerce and a range of businesses from across Essex including Aquila Developments, Lloyds bank and others. Essex Police also in attendance.	33	Provided an overview of the proposed scheme and asked for feedback on the design.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
26 November 2020	Members' Forum	Essex County councillors and technical officers from Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council, and representatives from local MPs	27	Following the PRA on junctions 23 to 25, provided a project update and explained the next steps towards the statutory consultation process.
1 December 2020	Essex County Council/Essex Highways – WCH strategy	Essex Highways officers	3	Provided the overall WCH strategy for the proposed scheme and sought feedback from technical officers.
2 December 2020	Springfield Parish Council	Springfield Parish councillors, Essex County councillors and Chelmsford City councillors	6	Provided a project update around Tiptree and sought feedback on the design.
4 December 2020	Meeting with Essex County Fire and Rescue Service	Essex County Fire and Rescue Service	2	Provided an overview of the proposed scheme and asked for feedback on the design, including access issues.
4 December 2020	WCH workshop	WCH groups across Essex	7	Provided the overall WCH strategy for the proposed scheme and sought feedback from groups across Essex.
4 December 2020	Meeting with local planning authorities to discuss draft SoCC	Chelmsford City Council and Maldon District Council	3	Discussed the initial draft of the SoCC and asked for feedback on ways the consultation strategy could be improved ahead of the statutory consultation.
9 December 2020	Stanway Eight Ash Green Parish Council	Stanway and Eight Ash Green Parish Council	8	Provided a project update around Stanway and sought feedback on the design.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
9 December 2020	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	Discussed the development and collaborative delivery of strategic highways schemes for the region.
11 December 2020	Brentwood Borough Council and Suffolk County Council	Officers from Brentwood Borough Council and Suffolk County Council	4	Provided a project update and sought feedback on the design.
14 December 2020	Essex Highways/Essex County Council – Beaulieu Rail Station meeting	Meeting with officers from Essex Highways/Essex County Council		Discussed the developments around Beaulieu Park and how this would affect the proposed scheme's traffic modelling
15 December 2020	Meeting with Essex Police	Meeting with Essex Police	1	Provided a project update and sought feedback on the design.
16 December 2020	Great Braxted Parish Council	Great Braxted Parish councillors	2	Provided a project update around Great Braxted and sought feedback on the design.
17 December 2020	Boreham Parish Council	Boreham Parish councillors, Essex County councillors and Chelmsford City councillors	6	Provided a project update around Boreham and sought feedback on the design.
18 December 2020	Meeting with local planning authorities to discuss draft SoCC	Braintree District Council and Colchester Borough Council planning officers	2	Discussed the initial draft of the SoCC and asked for feedback on ways the consultation strategy could be improved ahead of the statutory consultation.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
13 January 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	11	Discussed the development and collaborative delivery of strategic highways schemes for the region.
22 January 2021	Meeting with local planning authorities to discuss draft SoCC	Essex County Council officers	2	Discussed the initial draft of the SoCC and asked for feedback on ways the consultation strategy could be improved ahead of the statutory consultation.
29 January 2021	Consult on draft SoCC	Local planning authorities including Essex County Council, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council	4	The draft SoCC was formally issued to the local planning authorities for comment on the consultation strategy.
4 February 2021	Junction 22 and de-trunking strategy workshop	Essex County Council, Braintree District Council and Maldon District Council officers	6	Provided an update on the design of junction 22 and the de-trunking strategy and sought feedback.
10 February 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
22 February 2021	Junction 19 workshop	Essex County Council/Essex Highways and Chelmsford City Council officers	6	Provided an update on the design of junction 19 with a focus on the traffic modelling in the area to understand the proposed developments.
26 February 2021	Junction 24 and junction 25 workshop	Essex County Council/Essex Highways, Braintree District Council	5	Provided an update on junction 24 and what the design would look like at

Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
		and Colchester Borough Council officers		statutory consultation and sought feedback on the design, including mitigation options for Inworth Road. A design update was also provided for junction 25 with a focus on the WCH aspects.
4 March 2021	Local roads workshop (including junction 21 and junction 22 design updates)	Essex County Council/Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council officers	7	Provided an update on local roads including the B1023 and discussed the design of junctions at Maldon Road, junction 21 and junction 22.
8 March 2021	Members' Forum	Essex County councillors and technical officers from Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council, and representatives from local MPs	27	Provided a design update overview and explained the next steps for the proposed scheme including the planned statutory consultation.
10 March 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
10 March 2021	Messing-cum-Inworth Parish Council workshop	Messing-cum-Inworth Parish Council, Essex County councillors and Braintree District councillors	9	Discussed the community's alternative proposal for junction 24 and explained the process behind the design decisions for the preferred location for junction 24. Mitigation measures for the preferred location were discussed.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
10 March 2021	Marks Tey and Copford with Easthorpe Parish workshop	Marks Tey and Copford with Easthorpe Parish Councils and Essex County councillors	5	Discussed Marks Tey parish's proposals for junction 25 and discussed WCH proposals and air quality concerns.
12 March 2021	Meeting with Vicky Ford MP	Vicky Ford MP	2	Outlined the regional approach to the strategic road delivery and the benefits it provides, and discussed how the proposed scheme would interact with other projects in the area.
16 March 2021	Kelvedon, Feering and Tiptree meeting	Kelvedon, Feering and Tiptree Parish Councils, and Essex County councillors	17	Discussed the design of junction 24 and the proposals ahead of the statutory consultation. Mitigation options for junction 24 were discussed as well as access to Prested Hall.
16 March 2021	Business engagement	Business groups including major employers	16	Provided an overview of the proposed scheme and discussed the regional benefits it could bring.
18 March 2021	Business engagement	Business groups including major employers	10	Provided an overview of the proposed scheme and discussed the regional benefits it could bring.
18 March 2021	Great Braxted, Little Braxted, Rivenhall and Witham Town Council	Great Braxted, Little Braxted, Rivenhall and Witham Town Council and county and district councillors	9	Provided a design update for the area and discussed the design that would be presented at statutory consultation. WCH proposals were discussed as well as access at Little Braxted Lane.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
23 March 2021	Business engagement	Business groups including local employers	15	Provided an overview of the proposed scheme and discussed the regional benefits it could bring.
31 March 2021	Hatfield Peverel Parish Council workshop	Hatfield Peverel Parish Council and councillors	4	Provided a design update for the area and discussed the design that would be presented at statutory consultation.
1 April 2021	Boreham and Springfield Parish Council workshop	Boreham Parish Council, Springfield Parish Council and Chelmsford City councillors	18	Provided a design update for the area and discussed the design that would be presented at statutory consultation.
6 April 2021	Further Messing-cum-Inworth Parish Council workshop	Messing-cum-Inworth Parish councillors and Essex County councillors	4	A further meeting where the community bypass proposal was discussed. An update was provided to further discuss the mitigation measures that were being looked at.
8 April 2021	SoCC meeting with Essex planning	Essex County Council planning team	5	To discuss the SoCC reply from Essex County Council's planning team. Discussed the next steps for the consultation strategy.
14 April 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	12	Discussed the development and collaborative delivery of strategic highways schemes for the region.
11 May 2021	Junction 19 to 22 workshop	Essex County Council/Essex Highways, Braintree District Council, Chelmsford City Council and Maldon District Council officers	9	Provided the details of the upcoming statutory consultation and gave a detailed explanation of what would be shown.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
12 May 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	10	Discussed the development and collaborative delivery of strategic highways schemes for the region.
14 May 2021	Meeting with Vicky Ford MP	Vicky Ford MP	2	Discussed the upcoming consultation plans and the proposed developments in the area and how the projects will work together.
18 May 2021	Junction 24 and junction 25 workshop	Essex County Council/Essex Highways, Braintree District Council, Colchester Borough Council officers	5	Provided the details of the upcoming statutory consultation and gave a detailed explanation of what would be shown. The design of Inworth Road was discussed in detail.
24 May 2021	De-trunking workshop	Essex County Council/Essex Highways, Braintree District Council, Colchester Borough Council, Chelmsford City Council and Maldon District Council officers	12	An update was provided including the de-trunking strategy at Rivenhall End, junctions 24 to 25
7 June 2021	Members' Forum	Essex County councillors, representatives from local MPs, technical officers from Essex Highways, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council	24	Detailed all the arrangements for the upcoming statutory consultation and provided an overview of the consultation design.

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Date	Type of meeting	Who we met with	Number of attendees	Purpose of meeting
9 June 2021	Highways England and Essex County Council Strategic Collaboration Board	Essex County Council and Essex Highways technical representatives	11	Discussed the development and collaborative delivery of strategic highways schemes for the region.
9 June 2021	Sent out updated SoCC to local authorities	Essex County Council, Braintree District Council, Colchester Borough Council, Chelmsford City Council and Maldon District Council	N/A	The final version of the SoCC was shared alongside an email detailing any updated changes in response to comments from the local planning authorities.
10 June 2021	Neighbouring authorities meeting	Neighbouring counties and districts		Present arrangements for statutory consultation.
14 June 2021	Community Forum (West)	Parish councils and district councillors		Present arrangements for statutory consultation.
15 June 2021	Business Forum	Major and local employers		Present arrangements for statutory consultation.
15 June 2021	Community Forum (East)	Parish councils and district councillors		Present arrangements for statutory consultation.

3 Environmental Impact Assessment (EIA)

- 3.1.1 The proposed scheme falls under the EIA Regulations, specifically Schedule 2, Section 10(f), infrastructure projects, construction of roads (unless included in Schedule 1 of the EIA Regulations). The selection criteria in Schedule 3 of the EIA Regulations have been used to screen the proposed scheme which has identified the potential for significant effects. The proposed scheme therefore requires an EIA to support the DCO application.
- 3.1.2 An **Environmental Scoping Report** (Highways England, 2020) was submitted to the Planning Inspectorate on 28 October 2020, who in turn adopted a **Scoping Opinion** (Planning Inspectorate, 2021a) in December 2020 (subsequently republished in March 2021 with an errata sheet) setting out the scope of the EIA.
- 3.1.3 A **Preliminary Environmental Information Report (PEIR)** (Highways England, 2021a) was produced, for the statutory consultation, to provide preliminary information on the likely significant effects and proposed mitigation for the proposed scheme.
- 3.1.4 The results of the EIA are documented in the **Environmental Statement [TR010060/APP/6.1]**, which has been submitted as part of the DCO application.

4 Preparation of Statement of Community Consultation (SoCC)

- 4.1.1 As prescribed by Section 47 of the PA 2008, a Statement of Community Consultation (SoCC) was prepared by the Applicant setting out how it proposed to consult people living near the land that would be affected by the proposed scheme.
- 4.1.2 The Applicant's preparation of the draft SoCC took into account the DCLG's (2015) guidance on pre-application process, and advice and guidance from the Planning Inspectorate.
- 4.1.3 The draft SoCC included the following information and proposals for engaging with the local community:
- Holding a virtual exhibition that can be accessed 24/7, throughout the consultation period
 - Creating a dedicated proposed scheme webpage with access to key documents including the PEIR, the SoCC, map books and the Traffic Modelling Report
 - Creating and distributing a consultation brochure summarising the details of the proposed scheme and how people can respond
 - Ensuring that the consultation is accessible by offering accessible versions of materials, offering webinars and using an accessible phonenumber
 - Publishing statutory notices once in a national newspaper and for at least two successive weeks in local newspapers
 - Advertising via media adverts and press releases
 - Advertising via Facebook (www.facebook.com/HighwaysEAST) and Twitter (@Highways East)
- 4.1.4 Details on how the Applicant engaged with the local community during statutory consultation can be seen in **Chapter 5.4** of this Report.
- 4.1.5 Prior to sending the draft SoCC for comment, the Applicant held a number of meetings with the local authorities named in paragraph 4.1.6 to understand their expectations from the consultation. The local authorities listed below were consulted because they are considered to be host authorities as per Section 43 of the PA 2008. A copy of the draft SoCC that was issued to those local authorities is provided in **Annex C**.
- 4.1.6 On Friday 29 January 2021, the Applicant sent the draft SoCC by email to the host authorities, requesting comments on the draft SoCC by Monday 1 March 2021. This gave the local authorities 31 days to provide comments, which is greater than the 28 calendar days required as prescribed by Section 47(3) of the PA 2008. A copy of the email sharing the draft SoCC is provided in **Annex D**.

- 4.1.7 The following local authorities were sent the draft version of the SoCC for comment:
- Essex County Council
 - Braintree District Council
 - Chelmsford City Council
 - Colchester Borough Council
 - Maldon District Council
- 4.1.8 Feedback from Maldon District Council was received on 19 February 2021, and is presented in **Annex E**.
- 4.1.9 Feedback from Colchester Borough Council was received on 23 February 2021, and they had no required changes, as presented in **Annex E**.
- 4.1.10 Feedback from Chelmsford City Council was received on 26 February 2021 and is presented in **Annex E**.
- 4.1.11 Feedback from Essex County Council was received on 1 March 2021 and is presented in **Annex E**.
- 4.1.12 Feedback from Braintree District Council was received on 1 March 2021 and is presented in **Annex E**.
- 4.1.13 Table 4.1 details the comments received from the local authorities and the changes made to the final SoCC as a result.

Table 4.1 Draft SoCC consultation with local authorities

Section	Local authority	Comment	Amendment
Table 8.1 Methods to promote public consultation	Essex County Council	The SoCC should reference that consultation documents will be available in alternative formats if required. For example, braille and translated into other languages, if requested.	More detail added on alternative formats available (Table 8.1 Methods to promote public consultation)
Table 8.1 Methods to promote public consultation	Essex County Council	There is a lack of detail on how the consultation will reach 'hard to reach' groups. Please ensure that the SoCC includes specific measures to ensure effective consultation with specific hard to reach groups.	Addition of how the Applicant will engage with hard-to-reach groups (Table 8.1 Methods to promote public consultation)
Appendix A. Public information events	Essex County Council	In order to provide confidence that the proposed consultation will be effective, the SoCC should detail the number of consultation events that are proposed. Whilst it is appreciated that there is still some uncertainty over whether in-person consultation events will be possible due to potential COVID-19	Public information events added in Appendix A and webinars detailed within document

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Section	Local authority	Comment	Amendment
		restrictions, details should be provided on the quantity of consultation events. If in-person consultation events are not possible, more detail on other measures, such as the number of webinar/phone surgery sessions where members of the public can speak to members of the project team should also be detailed. Without details of the number of events, it is not possible to ascertain whether a proposed 8-week consultation period is sufficient.	
Appendix A. Public information events	Essex County Council	If exhibition venues are used, it is requested that the SoCC makes it clear that any proposed venue is fully accessible and that the appropriate connectivity is in place to ensure that the consultation is open to all. Opening times of engagement events should include a variety of times including evenings to ensure accessibility to all.	Public information events added in Appendix A, which offer a variety of dates and times.
Appendix A. Public information events	Braintree District Council	Our preference is for public information events to be held as well as online events, if it is safe to do so, such that residents who are not online will be given the opportunity to engage with the project team in person.	Public information events added in Appendix A, which offered a variety of dates and times. The Applicant held all of these events in line with COVID-19 restrictions.
About this consultation	Essex County Council	Close engagement should be conducted with all relevant local authorities to ensure that the consultation target area remains up-to-date and agreed across all authorities.	Image 6.1 showed the mailout zone, agreed with all local planning authorities.
About this consultation	Chelmsford City Council	Please consider adding Springfield Parish to the mailout zone. Junction 19 serves this area for local traffic and work here is likely to have an impact on residents. The Springfield Parish boundary can be found on this page: https://www.chelmsford.gov.uk/your-council/data-and-statistics/parish-profiles/	Image 6.1 showed the mailout zone, agreed with all local planning authorities.
Virtual exhibition	Maldon District Council	Consideration should be given to some people needing help with the 'virtual	Note added to ensure that the virtual exhibition room would

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Section	Local authority	Comment	Amendment
		exhibition' to navigate it and that instructions should be really clear.	have clear instructions and be easily accessible. (Chapter 8. How will we consult)
Table 8.1 Methods to promote public consultation	Essex County Council	It needs to be ensured that all relevant consultees are given sufficient notice of the start of any consultation. This would enable consultees and other interested groups to prepare more effectively for engagement with the proposals. The timescale and schedule communicated should also include how and when the project team will respond to the consultation feedback for each stage of consultation to enable the process to be open, transparent and understandable to consultees.	Timescales added in and forums detailed ahead of consultation period (Table 8.1 Methods to promote public consultation). This table also detailed the other methods of advertising such as using the Highways England engagement van, the mailout and the posters that were sent out.
Table 8.1 Methods to promote public consultation	Braintree District Council	As you will be aware the importance of this project for local residents and businesses cannot be underestimated and it is critical that engagement is positive, proactive and inclusive and that the project progress is transparent and well communicated.	Methods added to ensure that engagement is proactive and inclusive, including the use of forums and other adverts (Table 8.1 Methods to promote public consultation).
Appendix B Information available at pick-up points	Chelmsford City Council	Page 17 of SoCC – 10.3 and table A.1: Suggest adding the following to the end of this paragraph: Please check before making a special journey. Suggest the addition of Council website addresses and telephone numbers to table A.1, to enable people to check latest COVID-19 restrictions.	Added in contact numbers and opening times and wording encouraging people to phone ahead as the Applicant believed this to be sufficient compared to the information available on the website (Appendix B).
Appendix B Information available at pick-up points	Chelmsford City Council	Suggest additional public information event locations: Beaulieu Community Centre, due to proximity of Beaulieu to the A12 and the potential impact on work or leisure related travel. Contact 01245 468911, secretary@beaulieustrust.co.uk High Chelmer Shopping Centre,	High Chelmer Shopping Centre was added as a pick-up point location, alongside Chelmsford City Council and Springfield Library. An event was held in Springfield Parish Hall

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Section	Local authority	Comment	Amendment
		Chelmsford City Centre. Contact 01245 260755, mick@highchelmer.com	to serve the Beaulieu area (Appendix A and Appendix B).
Pick-up points	Maldon District Council	Currently Maldon District Council offices are being used for the COVID-19 Vaccination Centre and will be in use for this purpose way beyond March and therefore not open to the public. An alternative location for a 'public information point' would be Maldon Library or Maldon Town Council offices if District Council offices remain unavailable. Maldon District Council will communicate all public information about the project on its website.	Maldon District Council replaced with Maldon Town Council. Witham Library also added (Appendix B)

4.1.14 A copy of the published SoCC, taking into account the comments in Table 4.1, is provided in **Annex F**.

4.1.15 As prescribed by Section 47(6) of the PA 2008, the Applicant made the SoCC available at locations near the proposed scheme during the statutory consultation period. Details on the locations at which the SoCC were made available are provided in Table 4.2.

Table 4.2 Availability of the published SoCC near the proposed scheme

Dates available	Location	Opening hours*
From Tuesday 22 June to Monday 16 August 2021	Braintree Library Fairfield Road, Braintree, CM7 3YL	Monday 09:00–19:00, Tuesday to Friday 09:00–17:30, Saturday 09:30–17:00
From Tuesday 22 June to Monday 16 August 2021	Chelmsford City Council Customer Service Centre, Duke Street, Chelmsford, CM1 1JE	Monday to Friday 08:45–16:45
From Tuesday 22 June to Monday 16 August 2021	Colchester Library and Community Hub Colchester Library, Trinity Square, Colchester, CO1 1JB	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Sunday 13:00–16:00
From Tuesday 22 June to Monday 16 August 2021	Copford Village Hall School Road, Copford, Colchester CO6 1BX	Open for certain events
From Tuesday 22 June to Monday 16 August 2021	Essex County Council	Monday to Friday 08:30–17:00

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Dates available	Location	Opening hours*
	County Hall, Market Road, Chelmsford, CM1 1QH	
From Tuesday 22 June to Monday 16 August 2021	Hatfield Peverel Library The Street, Hatfield Peverel, Chelmsford, CM3 2DP	Tuesday 14:00–19:00, Wednesday 09:00–13:00, Saturday 09:00–17:00
From Tuesday 22 June to Monday 16 August 2021	High Chelmer Shopping Centre 15A Exchange Way, Chelmsford CM1 1XB	Monday to Saturday 07:00–18:30, Sunday 09:30–17:00
From Tuesday 22 June to Monday 16 August 2021	Kelvedon Library Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday 14:00–17:30, Thursday 09:00–13:00, Saturday 09:00–17:00
From Tuesday 22 June to Monday 16 August 2021	Maldon Town Council Market Hill, Maldon CM9 4RL	Monday to Friday 09:00–16:00
From Tuesday 22 June to Monday 16 August 2021	Marks Tey Parish Council Old London Road, Marks Tey, Colchester, CO6 1EJ	Open for certain events
From Tuesday 22 June to Monday 16 August 2021	Springfield Library St Augustine's Way, Springfield, Chelmsford CM1 6GX	Tuesday, Thursday and Friday 10:00–17:00, Saturday 10:00–13:00
From Tuesday 22 June to Monday 16 August 2021	St Mary's Parish Church Easthorpe Road, Easthorpe, Colchester CO5 9HD	Open for certain events
From Tuesday 22 June to Monday 16 August 2021	Tiptree Library Rectory Road, Tiptree, CO5 0SX	Monday 09:00–17:30, Thursday 14:00–19:00, Saturday 09:00–17:00
From Tuesday 22 June to Monday 16 August 2021	Witham Library 18 Newland Street, Witham, CM8 2AQ	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Saturday 09:00–17:00

* Opening times for the all the above locations were dependent on COVID-19 restrictions applied by each venue and were subject to changes during consultation.

- 4.1.16 The SoCC was published on the proposed scheme website on 22 June 2021 and was available at pick-up points on USB memory sticks throughout the consultation period. Contact was made with the pick-up points during this period and more USBs were provided if requested.

4.1.17 The SoCC notice (Section 47 notice) was published in the newspapers shown in Table 4.3. Copies of these published notices are provided within **Annex K**.

Table 4.3 SoCC notice publication dates

First published	Second publish date	Newspapers
Tuesday 22 June 2021	Thursday 1 July 2021	East Anglian Daily Times
Tuesday 22 June 2021	Thursday 1 July 2021	Colchester Gazette
Thursday 24 June 2021	Thursday 1 July 2021	Braintree & Witham Times
Thursday 24 June 2021	Thursday 1 July 2021	The Maldon & Burnham Standard
Thursday 24 June 2021	Thursday 1 July 2021	Essex Chronicle
Thursday 24 June 2021	Friday 2 July 2021	Essex County Standard

5 Statutory consultation

5.1 Overview of the statutory consultation

5.1.1 This chapter sets out how the Applicant has complied with the requirements set out in Section 42, Section 47 and Section 48 of the PA 2008.

5.1.2 The Applicant held a statutory consultation on its proposals from Tuesday 22 June to Monday 16 August 2021, a period of 55 days.

5.1.3 Recognising the impacts of COVID-19 and the restrictions put in place by the Government, the Applicant made arrangements to consult using a range of methods, allowing it to adapt to the Government restrictions.

5.1.4 The purpose of the statutory consultation was to provide an opportunity to comment on the proposals for the proposed scheme, ahead of the Applicant submitting an application to the Planning Inspectorate for a DCO, including:

- providing opportunity for consultees and the local community to give feedback on the proposed scheme design
- giving consultees and the local community the opportunity to help shape the proposed scheme to maximise local benefits and minimise impacts
- helping inform consultees and the local community of the nature and impacts of the proposed scheme
- identifying ways in which the proposals support wider strategic or local objectives
- enabling potential mitigation measures to be considered and, if appropriate, incorporated into the proposed scheme design before an application was submitted.

5.1.5 The proposed scheme design presented at statutory consultation included the following:

- Junction 19:
 - additional lanes on Boreham Bridge
 - additional traffic lights added to the southern roundabout
 - a dedicated link from the A131 onto the northbound A12
 - new controlled crossing
- New junction 21:
 - junctions 20a and 20b to be closed and replaced with a new junction 21 between Hatfield Peverel and Witham
 - a new WCH bridge (replacing Wellington Bridge) to be provided to link The Street in Hatfield Peverel to Hatfield Road.
- Junction 22:
 - a new alignment for the National Cycle Route 16

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- improvements to the existing cycle route along the north-west of the junction
- provide access to the A12 both northbound and southbound and take traffic from all directions.
- Junction 23:
 - junction 23 to be removed as part of the proposed scheme
 - traffic from the existing junction to use new junction 22 and junction 24
- Junction 24:
 - provide access to the A12 both northbound and southbound
- Junction 25:
 - create new slip roads and a roundabout
 - modify and improve the existing junction
 - Marks Tey roundabout to be converted into a signalised crossroads
 - traffic signals added to the Prince of Wales roundabout to improve capacity
 - new crossings and a replacement bridge provided for walkers and cyclists

5.1.6 **Plate 5.1 to Plate 5.5** show the proposed design for the proposed scheme presented at the statutory consultation.

Plate 5.1 Proposed scheme design, junction 19

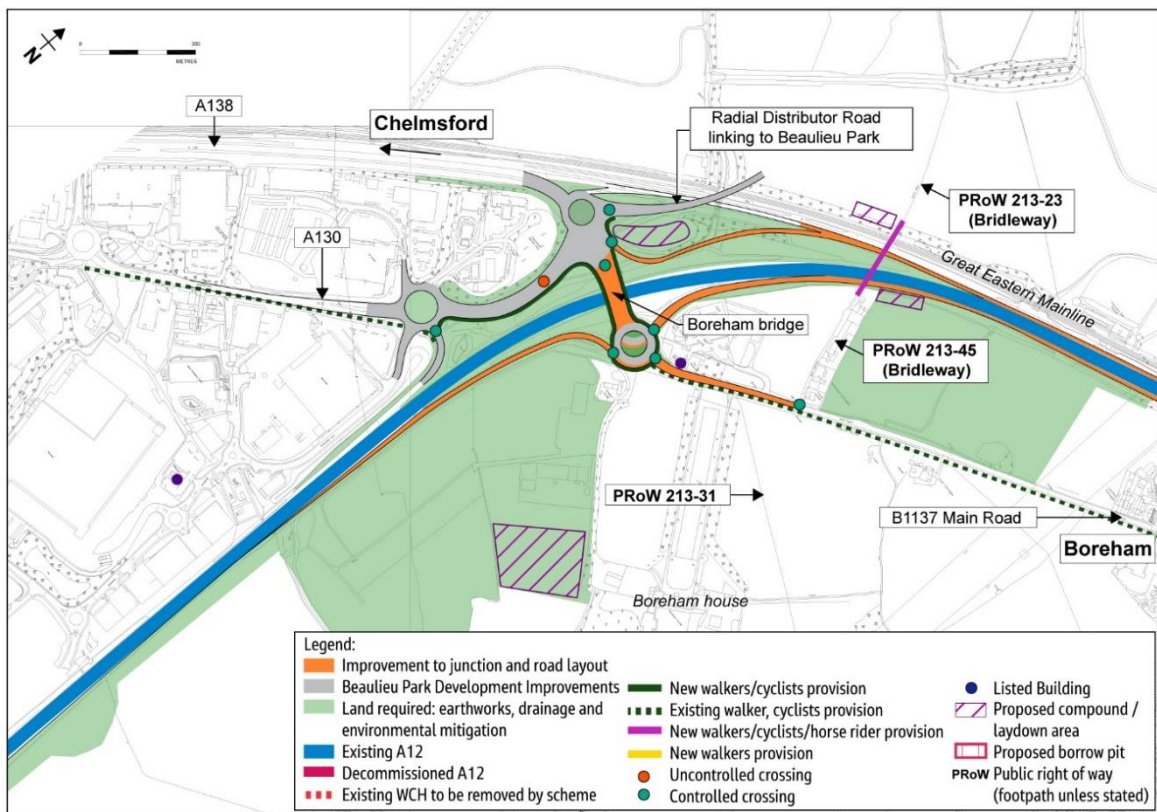


Plate 5.2 Proposed scheme design, junction 21

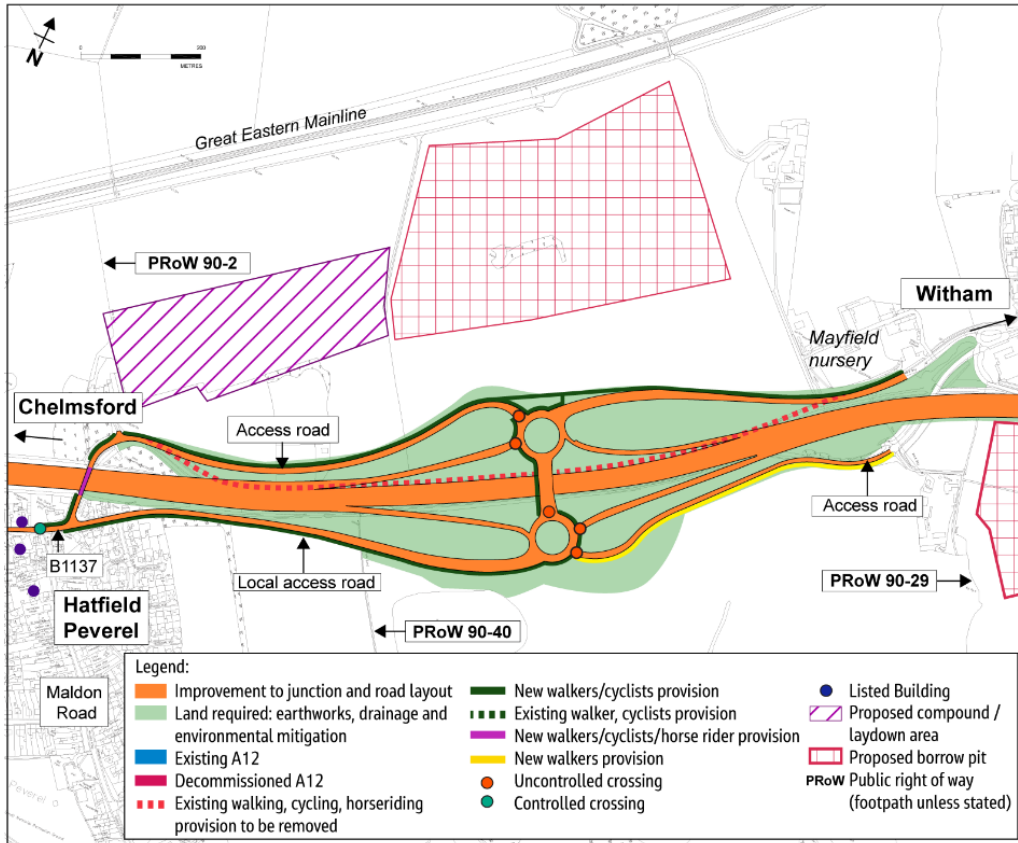


Plate 5.3 Proposed scheme design, junction 22

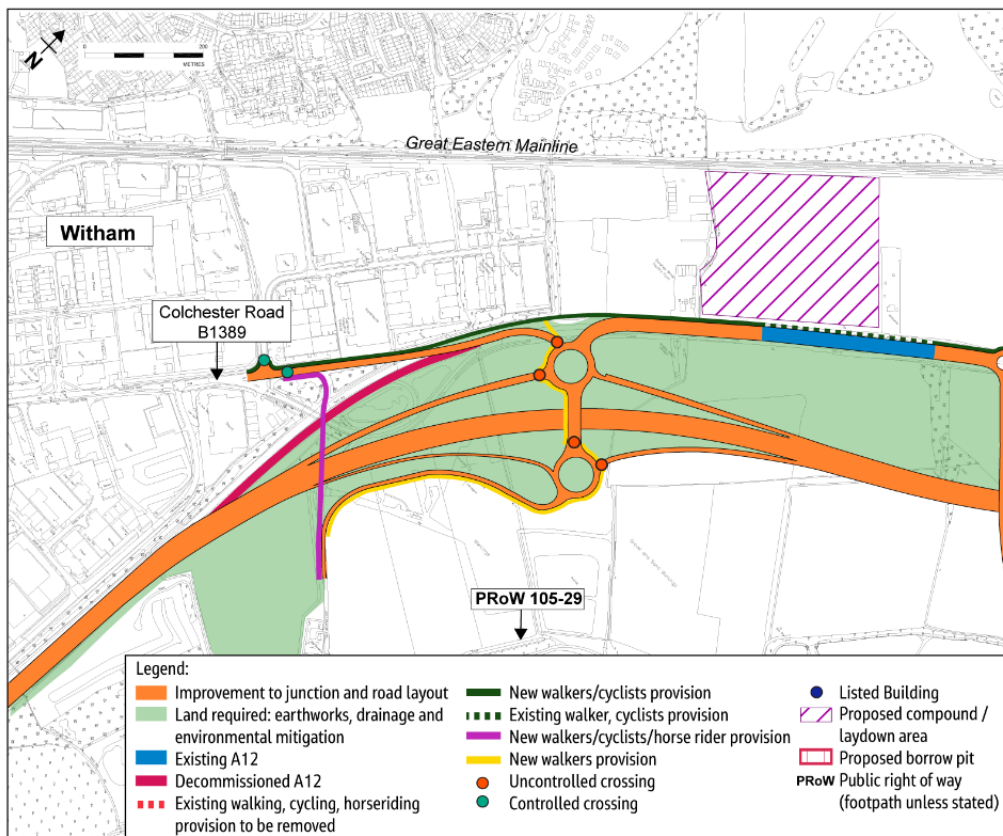


Plate 5.4 Proposed scheme design, junction 24

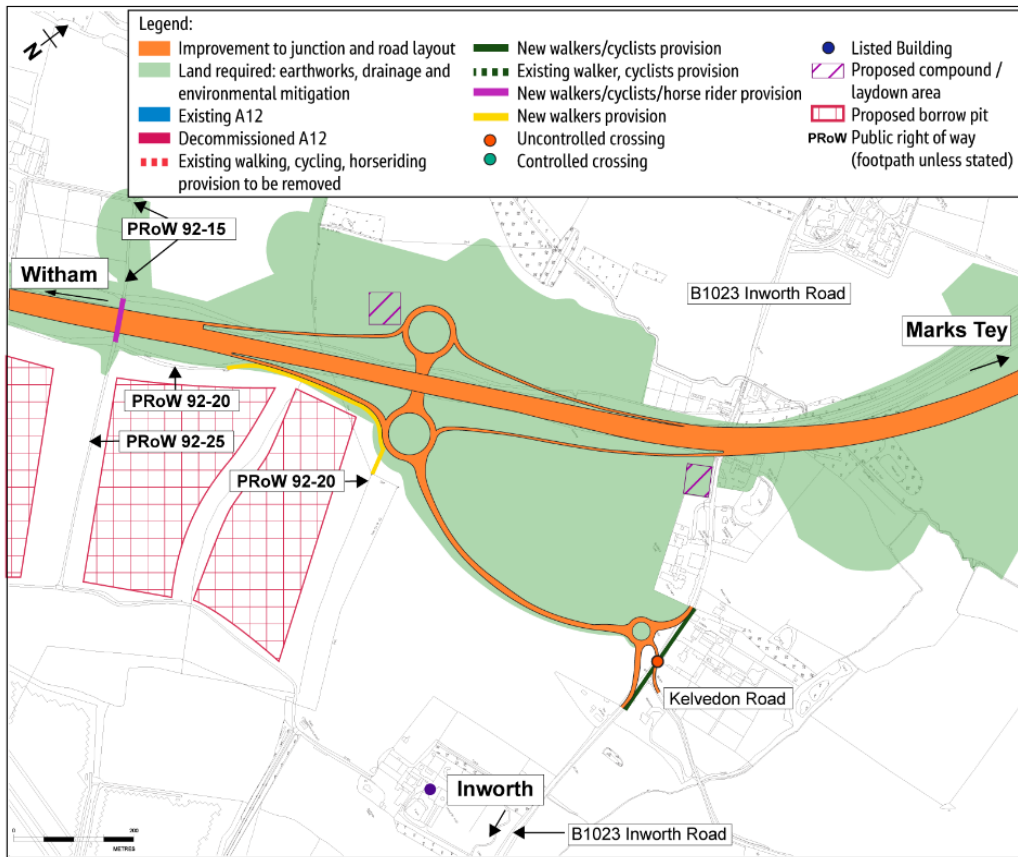
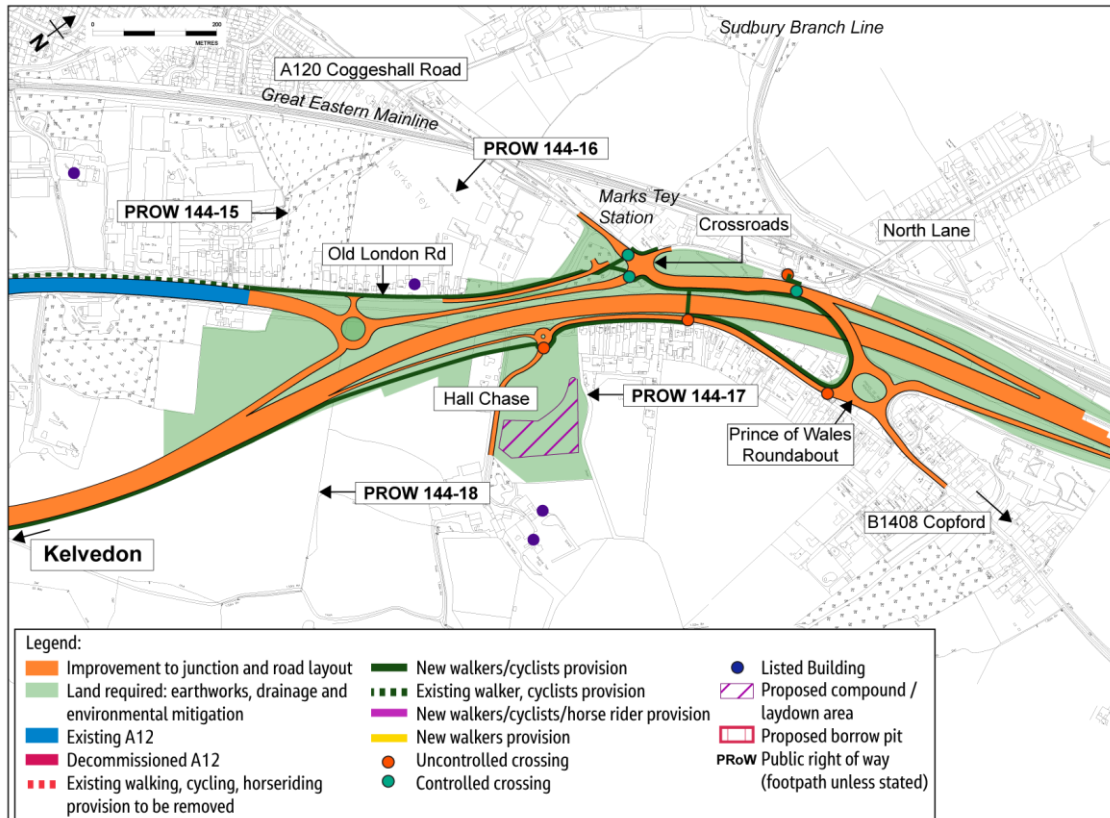


Plate 5.5 Proposed scheme design, junction 25



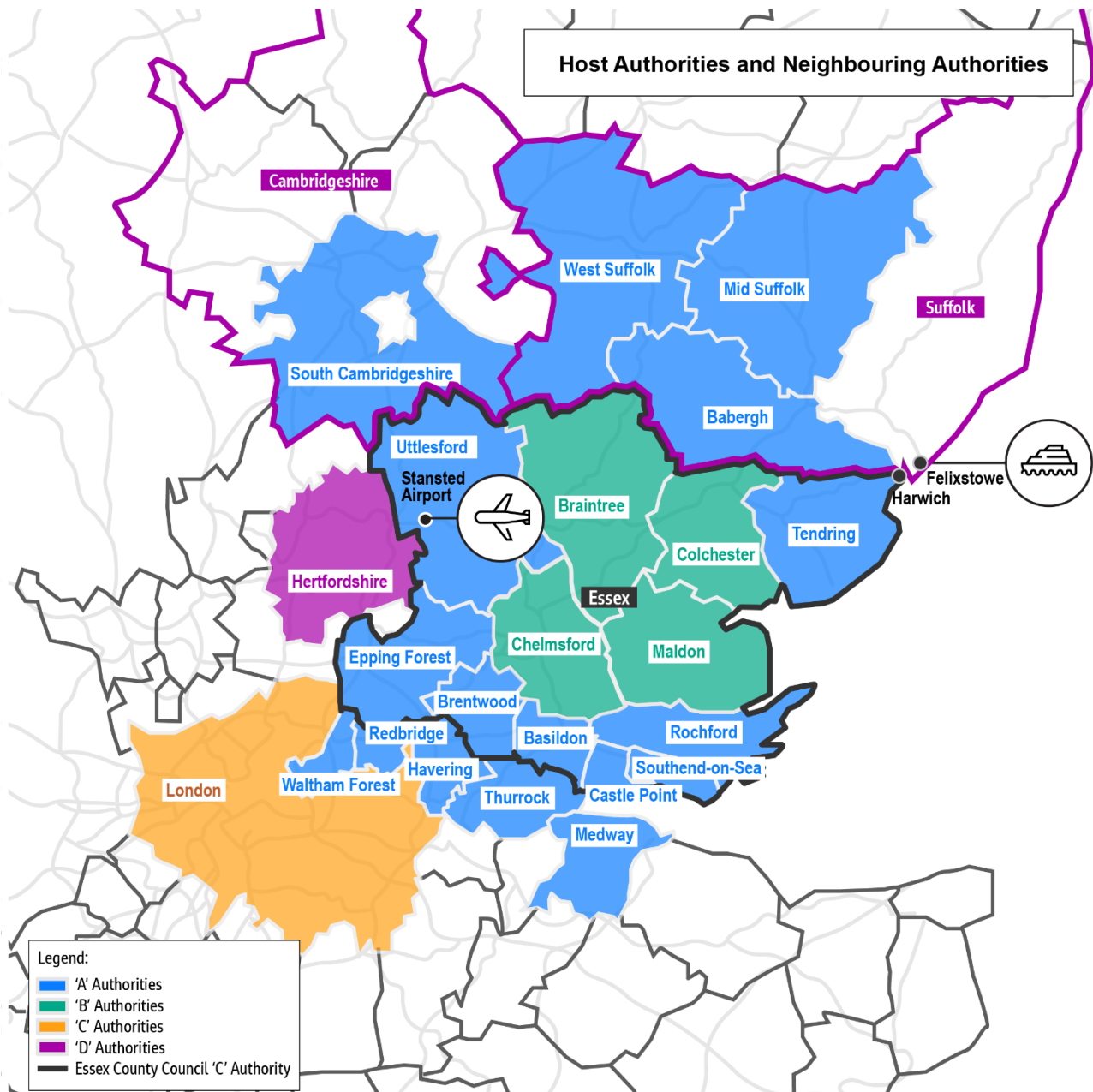
- 5.1.7 The Applicant delivered the statutory consultation via the methods and processes agreed with the relevant local authorities, as per Section 42 of the PA 2008. All consultation materials sent to Section 42 consultees were also available to the Planning Inspectorate under Section 46 of the PA 2008.
- 5.1.8 As the proposed scheme is an EIA development as defined by the EIA Regulations 2017, the Applicant has submitted an Environmental Statement as part of its application.
- 5.1.9 The PEIR (Highways England, 2021a) was presented at this statutory consultation, accompanied by a Non-Technical Summary (Highways England, 2021b). While the EIA was ongoing, this PEIR described the environmental setting and emerging anticipated impacts of the proposed scheme on the environment at that point in time.
- 5.1.10 People were invited to submit feedback to the Applicant by:
- completing the online feedback form on the proposed scheme website:
[REDACTED]
 - emailing [REDACTED]
 - writing to **Freepost A12 WIDENING**
 - completing the response form and sending by post to the National Highways (Highways England at the time) office address

5.2 Section 42 (letters and consultation documents)

- 5.2.1 Section 42 of the PA 2008 specifies who the applicant must consult about the proposed application. Those relevant to the proposed scheme are as follows:
- Section 42(1)(a) – such persons as may be prescribed
 - Section 42(1)(b) – each local authority that is within Section 43.
 - Section 42(1)(d) – each person who is within one of more of the categories set out in Section 44.
- 5.2.2 A full list of consultees identified in accordance with Section 42(1)(a) and (b) is included in **Annex G**. The consultees are set out in the format of Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, which defines prescribed consultees.
- 5.2.3 All consultees identified in accordance with Section 42(1)(d) are listed in the **Book of Reference [TR010060/APP/4.3]**.
- 5.2.4 Prescribed consultees are defined in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).
- 5.2.5 Section 42(1)(c) requires consultation with the Greater London Authority, if the land is in Greater London. The proposed scheme identified London Boroughs as neighbouring local authorities, therefore the Applicant consulted the Greater London Authority.

- 5.2.6 The following local authorities were identified as “A”, neighbouring local authorities, for the purposes of Section 43 (shown in Plate 5.6):
- Babergh District Council
 - Basildon Council
 - Brentwood Borough Council
 - Castle Point Borough Council
 - Epping Forest District Council
 - London Borough of Havering
 - Medway Council
 - Mid-Suffolk District Council
 - Redbridge Council
 - Rochford District Council
 - South Cambridgeshire District Council
 - Southend-on-Sea City Council
 - Tendring District Council
 - Thurrock Council
 - Uttlesford District Council
 - Waltham Forest Council
 - West Suffolk District Council
- 5.2.7 The following local authorities were identified as “B”, host local authorities, for the purposes of Section 43 (shown in Plate 5.6):
- Braintree District Council
 - Chelmsford City Council
 - Colchester Borough Council
 - Maldon District Council
- 5.2.8 Essex County Council were identified as a “C”, host upper-tier county council authority, for the purposes of Section 43 (shown in Plate 5.6).
- 5.2.9 Hertfordshire County Council, Suffolk County Council and Cambridgeshire County Council were identified as “D”, neighbouring upper-tier county council authorities, for the purposes of Section 43 (shown in Plate 5.6).

Plate 5.6 Local authorities consulted (Section 42)



- 5.2.10 All organisations identified under Section 42(1)(a) and (b) were provided with a copy of the Section 48 Notice in accordance with Regulation 13 of the EIA Regulations.
- 5.2.11 Section 42(1)(d) of the PA 2008 states that the Applicant must consult each person who is within one or more of the categories set out in Section 44. This includes any owner, lessee, tenant or occupier, any person interested in the land of who has power to sell, convey or release the land and any person entitled to make a relevant claim (as defined by Section 44(6) of the PA 2008).
- 5.2.12 In preparing the DCO application, National Highways has carried out diligent inquiry in order to identify all persons who fall within the categories set out in Section 44 of the PA 2008 for the proposed scheme. Such persons are listed in the **Book of Reference [TR010060/APP/4.3]**.

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- 5.2.13 All land interests have been consulted about the proposed scheme in accordance with Section 42 of the PA 2008 and as described in this chapter.
- 5.2.14 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potentially relevant claim was undertaken by National Highways' land referencing supplier.
- 5.2.15 Land referencing has been undertaken throughout the pre-application period to ensure that any changes in ownership or new interests have been identified, consulted and subject to engagement. This has been supplemented by ongoing one-to-one engagement with the affected land interests by National Highways' appointed land agent who is also responsible for the land referencing. Land registry updates have also been checked periodically.
- 5.2.16 The categories of persons that must be identified for the purposes of consultation under Section 42(1)(d) are prescribed in Section 44 of the PA 2008 as Categories 1, 2 and 3. Under the PA 2008, diligent inquiry must be undertaken to identify persons who, by virtue of the nature of the interest they have in land, and the location of that land in relation to the land to which the application relates, come within Categories 1, 2 or 3.
- Category 1 comprises owners, lessees, tenants (whatever the tenancy period) and occupiers of the land.
 - Category 2 comprises persons that are interested in the land or have the power to sell and convey, or to release, the land.
 - Category 3, comprises persons who the applicant thinks would or might be entitled to make a 'relevant claim' for compensation, if the order sought by the application were to be made and fully implemented. A 'relevant claim' is defined in the PA 2008 as meaning a claim under Section 10 of the Compulsory Purchase Act 1965, under Part 1 of the Land Compensation Act 1973, or under Section 152(3) of the PA 2008.
- 5.2.17 The Applicant wrote formally to all consultees identified under Section 42(1)(a), (b) and (d) of the PA 2008, to notify them of the statutory consultation for the proposed scheme. The statutory information packs arrived with statutory consultees on Tuesday 22 June 2021 and asked for them to reply to the consultation by Monday 16 August 2021, a consultation period of 55 days.
- 5.2.18 The letters provided an overview of the proposed scheme, a summary of the consultation and any interests in land where appropriate. It also detailed all the consultation documents available and provided information on how to respond. The packs included a Section 42 letter and a copy of the SoCC and Section 48 notice. Enclosed within the packs was a USB memory stick containing all consultation documentation including the following:
- Consultation brochure (**Annex J**)
 - Response form (**Annex J**)
 - PEIR (Highways England, 2021a) (**Annex J**)
 - PEIR Non-Technical Summary (Highways England, 2021b) (**Annex J**)
 - Map books (Highways England, 2021c)

- Traffic Modelling Report for Consultation (Highways England, 2021d)
- SoCC (**Annex F**)

5.2.19 Copies of the letters sent can be seen in **Annex H**.

5.3 Section 46 (notifying the Planning Inspectorate)

5.3.1 Under Section 46 of the PA 2008, the Applicant must comply with Section 46(1) on or before starting consultation under Section 42. The Infrastructure Planning Lead at the Planning Inspectorate received formal email notification of the start of the statutory consultation for the proposed scheme on 22 June 2021, in accordance with Section 46 of the PA 2008. Enclosed with this email notification were copies of the consultation materials that were provided to consultees identified under Section 42 of the PA 2008. All consultation materials were also made available to the Planning Inspectorate through a Microsoft Teams channel.

5.3.2 A copy of the letter to notify the Secretary of State of the proposed application for development consent is included in **Annex I** along with consultation materials including the following:

- Consultation brochure (**Annex J**)
- Response form (**Annex J**)
- PEIR (Highways England, 2021a) (**Annex J**)
- PEIR Non-Technical Summary (Highways England, 2021b) (**Annex J**)
- Map books (Highways England, 2021c)
- Traffic Modelling Report for Consultation (Highways England, 2021d)
- SoCC (**Annex F**)

5.3.3 The acknowledgement letter received in response from the Planning Inspectorate (on behalf of the Secretary of State) on 24 June 2021 is also included in **Annex I**.

5.4 Section 47 (local community consultation)

5.4.1 Section 47 of the PA 2008 requires the preparation of 'a statement setting out how the applicant proposes to consult, about the proposed application, those people living in the vicinity of the land'. **Chapter 4** of this Report provides details of the production of the SoCC and the identification of the primary mailout zone. The mailout zone is shown in Plate 5.7.

5.4.2 In addition to those people living near the proposed scheme, the Applicant also sought feedback on the proposals from over 400 businesses, business groups, transport providers and community groups. Details of these groups were gathered through a series of ongoing engagement sessions and forums to help inform, engage and seek their views on the proposed scheme. These groups were issued emails on 22 June 2021 at the start of the consultation. **Annex H** shows copies of these emails.

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- 5.4.3 Ongoing engagement indicated that a range of hard to reach groups and individuals live and work within the mailout zone. They may find it harder to get involved in consultation and need additional support to access materials.
- 5.4.4 Prior to statutory consultation in 2021, the Applicant liaised with Essex County Council to better understand and identify hard to reach groups within its local authority area.
- 5.4.5 The Applicant identified 35 hard to reach groups, all of which were issued an email on 22 June 2021 at the start of the consultation.
- 5.4.6 The Applicant consulted with the local community in accordance with the SoCC provided in **Annex F**, as prescribed by Section 47(7) of the PA 2008.
- 5.4.7 The Applicant notified the local community about the consultation and provided information by the following methods:
- Writing directly to over 33,000 properties near the proposed scheme. Letters arrived on Tuesday 22 June 2021, notifying properties of the consultation. The mailout zone is shown in Plate 5.7. A copy of the letter issued can be found in **Annex H**.
 - Issuing press releases to 583 journalists including those from 16 national and local outlets. Television and radio interviews also aired during the launch of the consultation. The Applicant has records of 67 items of press coverage relating to the statutory consultation. These can be found in **Annex K2**.
 - Notices (including the section 47 notice) were included in the following national and local newspapers (the s47 notice was only advertised in the local newspapers), as detailed in **Annex K2** and seen in **Section 5.6** of this Report:
 - The Times
 - London Gazette
 - East Anglian Daily Times
 - Colchester Gazette
 - Maldon and Burnham Standard
 - Essex Chronicle
 - Braintree and Witham Times
 - Essex County Standard
 - Organising public consultation events for people to attend, in line with the Government's COVID-19 guidelines at the time. Details of these events are provided in Table 5.1.
 - Updating the proposed scheme website ready for Tuesday 22 June 2021 to provide details about the consultation, including the consultation materials listed in **paragraph 5.3.2** of this Report.
 - Providing 14 pick-up point locations across the proposed scheme area for those who wanted hard copies of the consultation brochure and response

form, or a copy of a USB memory stick. These locations are detailed in Table 5.2.

Plate 5.7 Section 47 mailout zone



5.5 Consultation methods

Virtual event space

- 5.5.1 The Applicant created a virtual event space (VES), which is a fully accessible web-based platform for stakeholder engagement events, compatible across a range of devices. This platform was used to host virtual exhibitions across the consultation period. The VES was accessible through the consultation page 24/7. Over 1,900 people visited the VES during the statutory consultation period. The VES is shown in Plate 5.8. The exhibition panels for the VES can be seen in **Annex J1**.
- 5.5.2 The VES website used a menu interface allowing direct access to each information point. Users had the option to download the raw information files, and contact details were provided if they required further information from the project team. All the panels provided in the VES included accessibility text which directed them around the room, for example how to return to the main room after viewing a map on a panel, and how to zoom in and out.
- 5.5.3 Users were greeted with a voiceover from the Project Director and given the option to enter the room to navigate around. This made the room accessible as it gave them a clear choice where to navigate, for example for assisting those with autism spectrum disorders (ASD).

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- 5.5.4 The Applicant also worked with a local charity – Chelmsford Talking Newspaper. This charity ensured that the VES was accessible for those who are blind by providing voiceovers of all the panels. The tracks were also hosted on the British Wireless for the Blind Fund’s website and were available on Apple and Android devices through their Talking News app. One hundred and twenty USB sticks of the recording were also issued to their registered listeners using the articles for the blind postal service, and the recordings were available through the Talking Newspapers skill on Amazon’s Alexa.
- 5.5.5 It is noted that many more people visited the virtual exhibition than attended face-to-face events.

Plate 5.8 Virtual event space



Proposed scheme webpage

- 5.5.6 The proposed scheme website recorded 3,552 unique page views and the consultation page received 16,481 unique page views during the 55-day statutory consultation period.
- 5.5.7 The proposed scheme webpage and VES featured flythrough videos, which allowed participants to see an artist’s impression of what the road could look like through each section of the proposed scheme. These videos include a voiceover from a professional actor and accurate subtitles to ensure that anyone hard of hearing or blind could understand the proposed scheme.

Webinars

- 5.5.8 Six online information sessions were held between June and August 2021, where interested parties could register to attend. In total, 92 participants were taken through sections of the proposed scheme and had questions answered by experts across different areas such as design, traffic management, environment, safety, local roads, WCH improvements and construction. The webinars were offered at a variety of times and dates as detailed below:
- Monday 28 June 2021, 14:00 to 16:00 – junction 19 (Boreham interchange) to junction 21 (between Hatfield Peverel and Witham)

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- Thursday 1 July 2021, 18:00 to 20:00 – junction 21 (between Hatfield Peverel and Witham) to existing junction 23 (Kelvedon South interchange)
- Tuesday 6 July 2021, 14:00 to 16:00 – existing junction 23 (Kelvedon South interchange) to junction 25 (Marks Tey interchange)
- Wednesday 4 August 2021, 18:00 to 20:00 – junction 19 (Boreham interchange) to junction 21 (between Hatfield Peverel and Witham)
- Monday 9 August 2021, 10:00 to 12:00 – junction 21 (between Hatfield Peverel and Witham) to existing junction 23 (Kelvedon South interchange)
- Thursday 12 August 2021, 18:00 to 20:00 – existing junction 23 (Kelvedon South interchange) to junction 25 (Marks Tey interchange)

5.5.9 Webinars were accessible from computers and mobile devices or tablets. Using Microsoft Teams, all webinars had the function of closed captions and/or subtitles for anyone hard of hearing.

Public information events

5.5.10 Six public information events were held at a variety of locations across the area of the proposed scheme. These events provided outdoor and indoor exhibitions to comply with COVID-19 restrictions. The events gave local communities the chance to speak to experts on different areas of interest including environment, design, planning, local roads, traffic management, construction, safety and WCH improvements.

Table 5.1 Public information events – statutory consultation

Location	Date/time	Attendance
Rivenhall Hotel Rivenhall End, Witham, CM8 3HB	Thursday 8 July 2021, 14:00–20:00	53
Spring Lodge Community Centre Powers Hall End, Witham, CM8 2HE	Saturday 10 July 2021, 12:00–17:00	26
St Andrew's Parish Church Church Road, Hatfield Peverel, CM3 2LE	Thursday 15 July 2021, 14:00–20:00	135
Marks Tey Village Hall Old London Road, Marks Tey, Colchester, CO6 1EJ	Friday 23 July 2021, 14:00–20:00	57
Springfield Parish Hall St Augustine's Way, Springfield, Chelmsford CM1 6GX	Saturday 24 July 2021, 12:00–17:00	8
Feering Community Centre Coggeshall Road, Feering, Colchester, CO5 9QB	Tuesday 27 July 2021, 14:00–20:00	83

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- 5.5.11 A hearing loop was provided at each event location to ensure that anyone hard of hearing could have a clear conversation with the project team.
- 5.5.12 Due to the COVID-19 pandemic, all staff members wore face masks. This would normally restrict communications for those relying on lip reading, but clear face visors were available to be worn in case anyone needed to be able to lip read.
- 5.5.13 In addition to the above, two smaller public drop-in sessions were held on Thursday 5 August and Friday 6 August 2021, in local areas where events were not held. These were held in and around the engagement van unit and provided the chance for local people in Messing, Inworth and Boreham to speak to experts, find out information and ask questions. A total of 67 people attended the two events. These events were organised after discussions with both parish councils serving the areas.
- 5.5.14 Members from the project team also attended a coffee morning in Easthorpe during the consultation period on 23 July 2021 from 11:00 to 12:00 where 46 people attended.

Pick-up points

- 5.5.15 Fourteen pick-up point locations were used across the proposed scheme where consultation brochures, response forms and technical documents such as map books were available on USB memory sticks. These consultation materials were regularly replenished throughout the eight-week consultation period.

Table 5.2 Pick-up points – statutory consultation

Location	Address	Opening hours
Braintree Library	Fairfield Road, Braintree, CM7 3YL	Monday 09:00–19:00, Tuesday to Friday 09:00–17:00, Saturday 09:00–17:00
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE	Monday to Friday 08:45–16:45
Colchester Library and Community Hub	Colchester Library, Trinity Square, Colchester, CO1 1JB	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Sunday 13:00–16:00
Copford Village Hall	School Road, Copford, Colchester CO6 1BX	Open for certain events
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH	Monday to Friday 08:30–17:00
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP	Tuesday 14:00–19:00, Wednesday 09:00–13:00,

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Location	Address	Opening hours
		Saturday 09:00–17:00
High Chelmer Shopping Centre	15A Exchange Way, Chelmsford CM1 1XB	Monday to Saturday 07:00–18:30, Sunday 09:30–17:00
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday 14:00–17:30, Thursday 09:00–13:00, Saturday 09:00–17:00
Maldon Town Council	Market Hill, Maldon, CM9 4RL	Monday to Friday 09:00–16:00
Marks Tey Parish Hall	Old London Road, Marks Tey, Colchester, CO6 1EJ	Open for certain events
Springfield Library	St Augustine's Way, Springfield, Chelmsford CM1 6GX	Tuesday, Thursday and Friday 10:00–17:00, Saturday 10:00–13:00
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester CO5 9HD	Open for certain events
Tiptree Library	Rectory Road, Tiptree, CO5 0SX	Monday 09:00–17:30, Thursday 14:00–19:00, Saturday 09:00–17:00
Witham Library	18 Newland Street, Witham, CM8 2AQ	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Saturday 09:30–17:00

5.5.16 In order to make hard to reach groups and individuals aware of the statutory consultation and be able to take part, the Applicant used a range of communications techniques to encourage their involvement, including the following:

- All written information distributed to consultees was written in plain English.
- All public consultation events were held at times and places convenient and accessible to as many people as possible.
- Press releases about the consultation were issued to local and regional press, radio and television.
- Information was sent directly to people's homes in the mailout zone.

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- Paper copies of documents and information were made easily available at pick-up points and at public information events.
- Although no requests were received, hard copy or accessible versions, including braille and translations into other languages, of the consultation materials were also available on request by calling the National Highways customer call centre or emailing the inbox of the proposed scheme.

5.5.17 Copies of the consultation materials, including the consultation brochure, map books, response form and display panels, were provided at the physical locations, detailed in Table 5.1 and Table 5.2 above (plans were shown online for the webinars), and copies are provided within **Annex J1**.

5.5.18 The consultation with the community adhered with the commitments made in the SoCC, which are detailed in Table 5.3.

Table 5.3 SoCC compliance table

Ref Number	Commitment within the SoCC	Accordance with commitments
1	<p>We will be holding a virtual exhibition on the proposed scheme, which will be available online from Tuesday 22 June 2021 at [REDACTED]. This can be accessed at any time convenient to you. The exhibition will include all the materials typically provided at a public exhibition, such as maps and environmental information.</p>	<p>An online virtual exhibition space was available from Tuesday 22 June. It was available 24/7.</p> <p>The exhibition included all materials provided at the public events, including the following:</p> <ul style="list-style-type: none"> • SoCC • Consultation brochure • An online response form that could be downloaded • PEIR (Highways England, 2021a) • PEIR Non-Technical Summary (Highways England, 2021b) • Traffic Modelling Report for Consultation (Highways England, 2021d) • Map books (Highways England, 2021c) <p>The documents continued to be available after the consultation closing date of 16 August 2021.</p>
2	<p>The consultation will be hosted on the webpage for the proposed scheme from Tuesday 22 June 2021 and will provide a full summary of the proposed scheme.</p> <p>The following documents will also be available on the webpage:</p>	<p>All consultation documents were available on the proposed scheme webpage</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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Ref Number	Commitment within the SoCC	Accordance with commitments
	<ul style="list-style-type: none"> • This SoCC • The Consultation Brochure • An online response form, which you can download • PEIR • Non-technical summary of the PEIR • Traffic Modelling Report for Consultation • Map books – plans showing the extent of the proposed scheme (red line boundary) <p>These documents will be available in the virtual exhibition and on the proposed scheme webpage at [REDACTED]</p>	<p>[REDACTED] throughout the consultation period.</p> <p>The following documents were made available:</p> <ul style="list-style-type: none"> • SoCC • Consultation brochure • An online response form that could be downloaded • PEIR (Highways England, 2021a) • PEIR Non-Technical Summary (Highways England, 2021b) • Traffic Modelling Report for Consultation (Highways England, 2021d) • Map books (Highways England, 2021c) <p>These documents were available from 22 June 2021 on the proposed scheme webpage and within the virtual exhibition. These documents are still available on the proposed scheme webpage.</p>
3	<p>Subject to the government’s national and local COVID-19 guidelines, hard copies of the consultation brochure and response form will be available at the local pick-up points. Please see Appendix B for further information.</p> <p>The consultation brochure will contain information on:</p> <ul style="list-style-type: none"> • the proposed scheme design including junction designs • environmental impacts • traffic impacts • walking, cycling and horse-riding proposals • safety and operations • economic growth • property and landowners • bypassed routes and other side routes 	<p>Hard copies of the consultation brochure and response form were available at the 15 pick-up points, set out in Table 5.2, across the proposed scheme for the full duration of the consultation period.</p> <p>The consultation brochure included information on:</p> <ul style="list-style-type: none"> • the proposed scheme design including junction designs • environmental impacts • traffic impacts • WCH proposals • safety and operations • economic growth • property and landowners

Ref Number	Commitment within the SoCC	Accordance with commitments
	<ul style="list-style-type: none"> • construction impacts <p>Accessible formats of the consultation brochure such as braille and translations to languages other than English will be available on request.</p> <p>An electronic copy of the consultation documents can be supplied free of charge on a memory stick. A paper copy of the consultation documents can also be supplied, but there will be a reasonable charge for paper copies to cover the cost of printing and postage up to a charge of £220 for a complete set of documents.</p>	<ul style="list-style-type: none"> • bypassed routes and other side routes • construction impacts <p>The Applicant also provided pick-up points with USB memory sticks with all the technical documents on them and replenished the stock during the consultation period.</p> <p>Accessible formats of the consultation brochure, such as braille and translations to languages other than English, were available on request through the Applicant's customer contact centre.</p>
4	<p>We have identified a range of community organisations and local hard to reach groups with potential interest in the proposed scheme. To ensure these hard-to-reach groups are encouraged to get involved in the consultation we will make sure that the consultation is accessible by offering accessible versions of materials, offering webinars and using an accessible phonenumber (0300 123 5000).</p> <p>We will also ensure that the identified community organisations and hard to reach groups will be sent details of the consultation.</p>	<p>Hard to reach groups were emailed documents and sent stakeholder packs at the start of the consultation period.</p> <p>All of the exhibition boards featured in the virtual exhibition and at face-to-face events were also audio recorded by Chelmsford Talking Newspaper for the blind and partially sighted. This was issued to all 120 local registered users of the talking newspaper and was also available on talking newspaper apps via the web and Amazon's Alexa.</p> <p>The VES was also accessible to those with additional needs.</p>
5	<p>We have established forums with elected representatives, which have been held throughout the course of the proposed scheme being developed. Prior to the consultation, we will hold a round of forums to raise awareness of the consultation arrangements.</p> <p>Above this, we will send them packages with materials in the post and via email. We will ask that they promote the consultation with their local communities.</p>	<p>Prior to the consultation, the Applicant held a Members' Forum, two Community Forums, Business Forums and a Road Users Forum which detailed the consultation arrangements.</p> <p>These stakeholders were sent consultation information in the post and via email at the start of the consultation period.</p>
6	<p>Statutory notices to publicise the proposed DCO application and the SoCC will be issued:</p> <ul style="list-style-type: none"> • Proposed DCO application publicity notice (Section 48 notice) – once in a 	<p>Statutory notices to publicise the proposed DCO application were issued in the following national and local newspapers:</p> <ul style="list-style-type: none"> • The Times

Ref Number	Commitment within the SoCC	Accordance with commitments
	<p>national newspaper and the London Gazette, and for at least two successive weeks in local newspapers (for example the Essex Chronicle, Braintree and Witham Times, and the Essex County Standard)</p> <ul style="list-style-type: none"> Publicising the SoCC (Section 47 notice) – once in a local newspaper (for example The Essex Chronicle, Braintree and Witham Times, and the Essex County Standard). 	<ul style="list-style-type: none"> London Gazette East Anglian Daily Times Colchester Gazette The Maldon and Burnham Standard Essex Chronicle Braintree and Witham Times Essex County Standard <p>Copies of the Section 48 notices are detailed in Annex K1.</p> <p>The SoCC (Section 47 notice) was published in the following:</p> <ul style="list-style-type: none"> Essex Chronicle Braintree and Witham Times Essex County Standard East Anglian Daily Times Colchester Gazette The Maldon and Burnham Standard <p>These are also detailed in Annex K1.</p>
7	<p>We will also advertise the consultation by placing adverts in local newspapers (for example The Essex Chronicle, The Braintree and Witham Times, Essex County Standard, The East Anglian Daily Times, The Colchester Gazette, and The Maldon and Burnham Standard).</p> <p>Adverts will be placed in the local newspapers to promote the launch of the consultation period, and where there is certainty that those events will be going ahead, will include details of the consultation events.</p> <p>Press releases detailing the consultation period and how members of the public can get involved will be used.</p> <p>We will also put features into local magazines (for example The Edge and The City Times magazines).</p>	<p>The consultation was advertised in the following local newspapers on 22 June and 1 July 2021:</p> <ul style="list-style-type: none"> Essex Chronicle Braintree and Witham Times Essex County Standard East Anglian Daily Times Colchester Gazette The Maldon and Burnham Standard <p>All consultation events and online webinars were advertised on social media.</p> <p>Adverts were also included in The Edge and The City Times magazines.</p> <p>Copies of the above adverts can be found in Annex K1.</p>

Ref Number	Commitment within the SoCC	Accordance with commitments
		<p>A press release was issued on 22 June 2021 to all local media outlets and to 583 journalists in total, a copy of which is provided in Annex K2. The Project Director was also interviewed on the launch day and a number of local TV and radio stations picked up the release and ran a story. Over the course of the consultation period, 66 press coverage clippings have been noted. The press release and media invite are detailed in Annex K2.</p>
8	<p>The public consultation will be advertised on the proposed scheme webpage, Facebook (https://www.facebook.com/HighwaysEAST) and Twitter (@HighwaysEast).</p> <p>We will send out emails to request that the local planning authorities make this information available on their websites and post on Facebook and Twitter to share this information.</p> <p>We will also look at paid advertising on Facebook.</p>	<p>Regular posts were uploaded to the Applicant's Facebook and Twitter account pages throughout the consultation period from 22 June to 16 August 2021.</p> <p>Emails were sent to local planning authorities directly on Tuesday 22 June 2021 so that they could share the information on their channels.</p>
9	<p>Letters will be sent to local people within the vicinity, and those directly affected by the proposed scheme.</p> <p>We will provide information to parish councils so that they can also advertise the consultation in their newsletters.</p> <p>We will also use the Highways England engagement van as a billboard.</p> <p>If open and accessible, we will provide posters in community spots including shops and village halls.</p>	<p>33,000 letters were sent out to arrive with local residents and businesses on the day of launch. See Plate 5.7 which illustrates the mailout zone within which these were delivered.</p> <p>Parish councils and other stakeholders, such as environmental groups and charities, were sent packs which included posters and consultation documents.</p> <p>An engagement van was used in a number of locations, including Boreham and Witham, to advertise the consultation. See Annex K2 for photos.</p> <p>Posters to advertise the consultation were sent to over 300 local village halls and shops on the day of launch.</p>

5.6 Section 48 (newspaper notices)

5.6.1 Section 48 of the PA 2008 imposes a duty on the Applicant to publish a notice of the proposed application in accordance with Regulation 4 of the

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). The requirement for the Section 48 advertisement is for it to appear for at least two successive weeks in one or more local newspapers circulating in the vicinity of the proposed scheme; once in a national newspaper; and once in the London Gazette.

- 5.6.2 The names of the newspapers used to publicise the proposed application are provided in Table 5.4.

Table 5.4 Newspaper notices – statutory consultation

Name	Week 1	Week 2 (local only)
National newspapers		
The London Gazette	22 June 2021	
The Times	22 June 2021	
Local newspapers		
East Anglian Daily Times	22 June 2021	01 July 2021
Colchester Gazette	22 June 2021	01 July 2021
Braintree & Witham Times	24 June 2021	01 July 2021
The Maldon & Burnham Standard	24 June 2021	01 July 2021
Essex Chronicle	24 June 2021	01 July 2021
Essex County Standard	25 June 2021	02 July 2021

- 5.6.3 Copies of the newspaper notices as noted in Table 5.4 are provided within **Annex K1**. The copies of the notices clearly show the names and the dates of the publications.

5.7 Protective provisions for statutory undertakers

- 5.7.1 The Applicant is currently engaging with the statutory undertakers likely to be affected by the proposed scheme with the aim of reaching agreements around protective provisions.
- 5.7.2 **Annex L** provides a list of all statutory undertakers with whom agreements regarding protective provisions are being sought and provides a summary of engagement activities to date.

5.8 Engagement following statutory consultation

- 5.8.1 Following statutory consultation, the Applicant continued engagement with stakeholders to keep them updated about the Scheme. The Applicant met with

the following to discuss their responses to the statutory consultation and provide further information regarding a supplementary consultation:

- Essex County Council
- Boreham Parish Council
- Copford with Easthorpe Parish Council
- Feering Parish Council
- Hatfield Peverel Parish Council
- Kelvedon Parish Council
- Little Braxted Parish Council
- Marks Tey Parish Council
- Messing Cum Inworth Parish Council
- Rivenhall Parish Council
- Witham Town Council

5.8.2 The Applicant continued to respond to questions sent to the Scheme's email address: ([REDACTED])

5.8.3 All meetings with stakeholders can be seen in **Annex P**.

6 Additional supplementary consultation November 2021

6.1 Overview of the supplementary consultation

- 6.1.1 As a result of feedback received during the statutory consultation, as well as design evolution changes to the proposals presented during the statutory consultation, a supplementary consultation was held in November 2021
- 6.1.2 The supplementary consultation was carried out over a period of 41 days from Tuesday 9 November to Sunday 19 December 2021.
- 6.1.3 The supplementary consultation presented changes made to the updated design – these were split into Category 1, 2 and 3 changes.
- 6.1.4 Category 1 changes were the main changes proposed as a result of the updated design which would be likely to result in a change to the environmental information presented at statutory consultation.
- 6.1.5 The proposed scheme presented the following Category 1 changes to the design following the statutory consultation:
- Junction 21:
 - Removal of southern link road, with the creation of a new enhanced northern link
 - Wellington Bridge now allows all types of vehicles
 - Improved road surfacing and removal of noise barrier:
 - Use improved road surfacing to mitigate noise impacts
 - Reduce the height of the retaining wall
 - Cadent gas main:
 - Consult on potential locations of gas main
 - Market Lane noise barrier:
 - Temporarily removing noise barrier to construct retaining wall
 - Inworth Road:
 - Widen pinch-points along Inworth Road
 - Easthorpe Road closure:
 - Close Easthorpe Road at its junction with the A12 to general traffic
- 6.1.6 **Plate 6.1 to Plate 6.5** show the proposed design for the proposed scheme presented at the supplementary consultation.

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6.1.7 The supplementary consultation brochure also presented Category 2 and 3 changes. These changes involved an environmental change which had a less significant effect in environmental terms, or it was more localised. These changes are detailed in the consultation brochure in **Annex J2**.

Plate 6.1 Junction 21, proposed scheme design, supplementary consultation

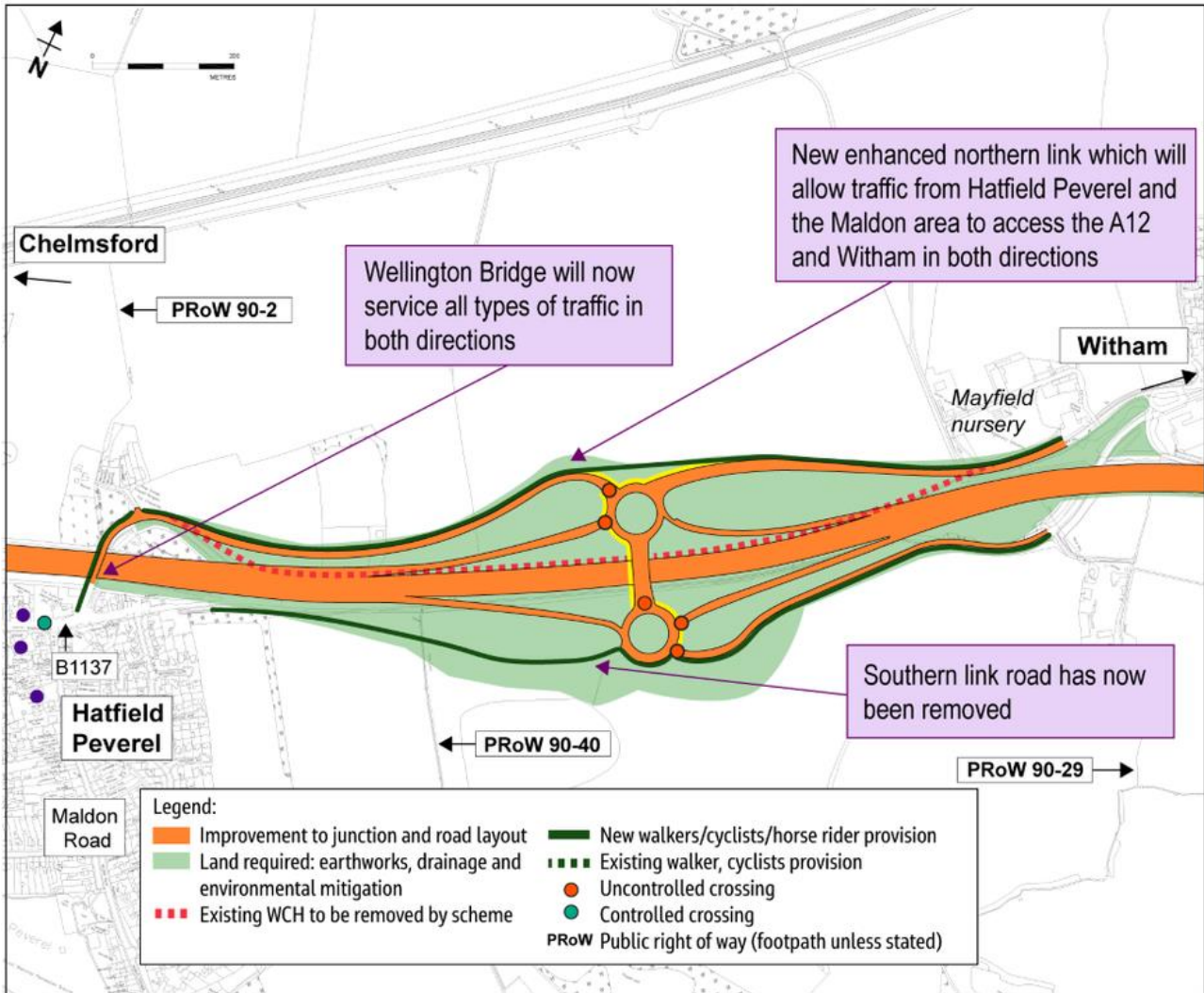


Plate 6.2 Improved road surfacing, proposed scheme design, supplementary consultation

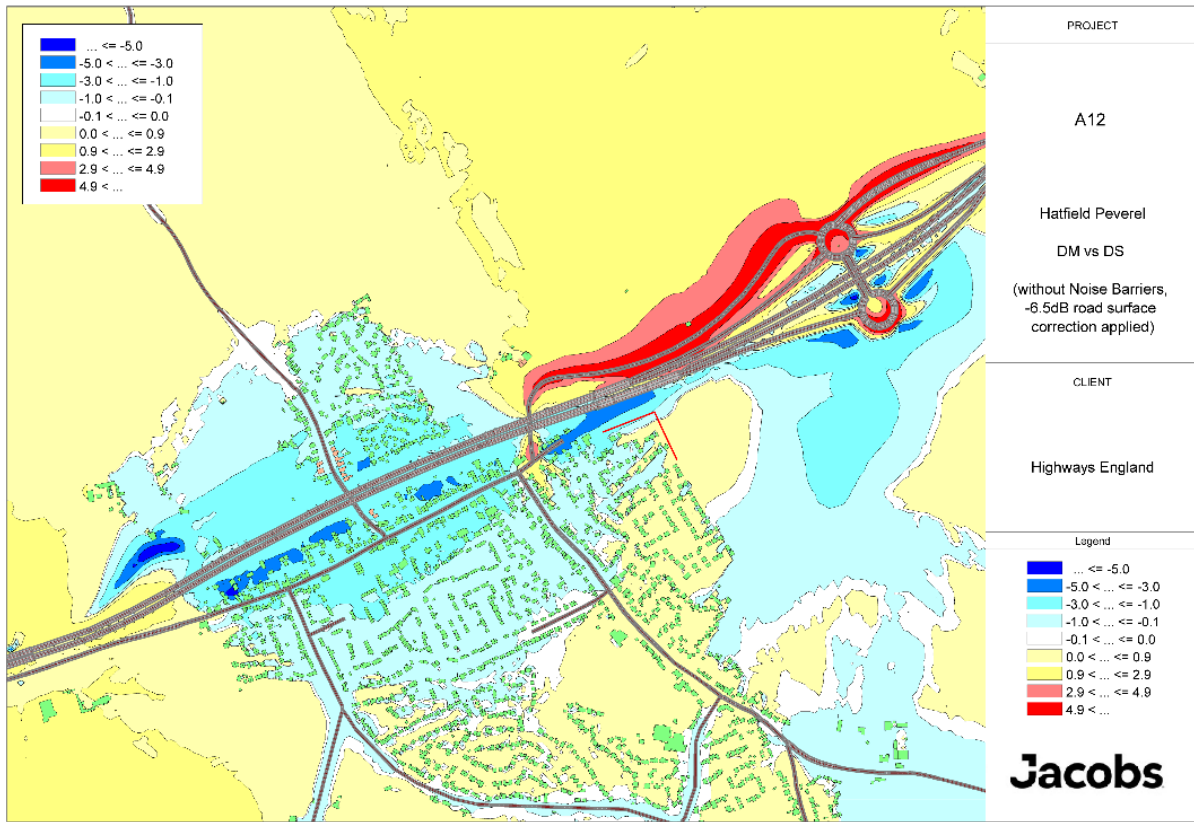


Plate 6.3 Cadent gas main, proposed scheme design, supplementary consultation

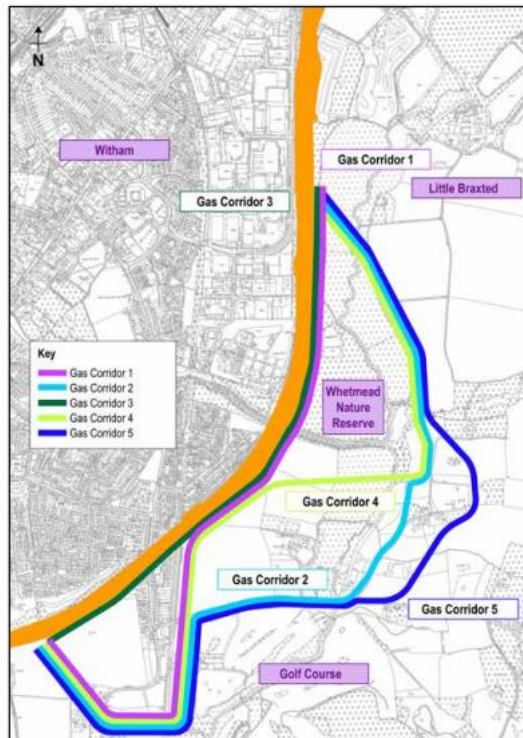


Plate 6.4 Inworth Road, proposed scheme design, supplementary consultation

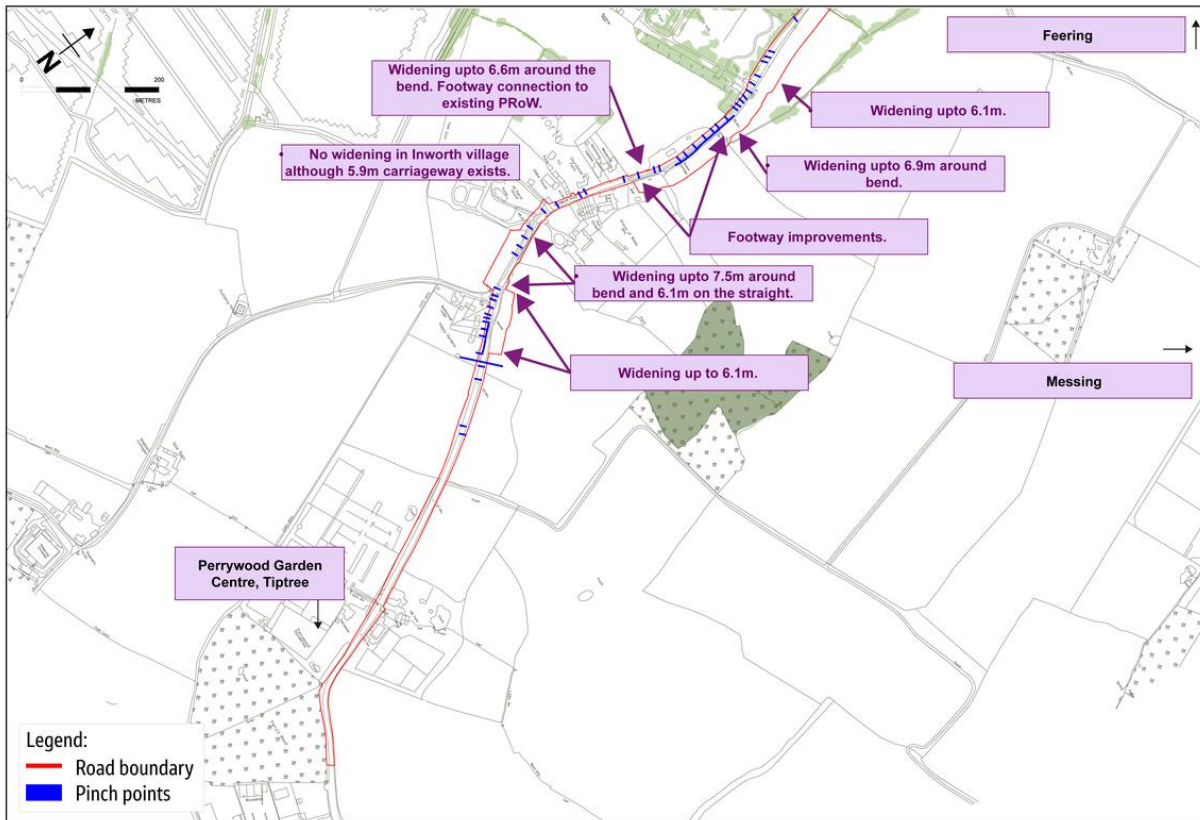
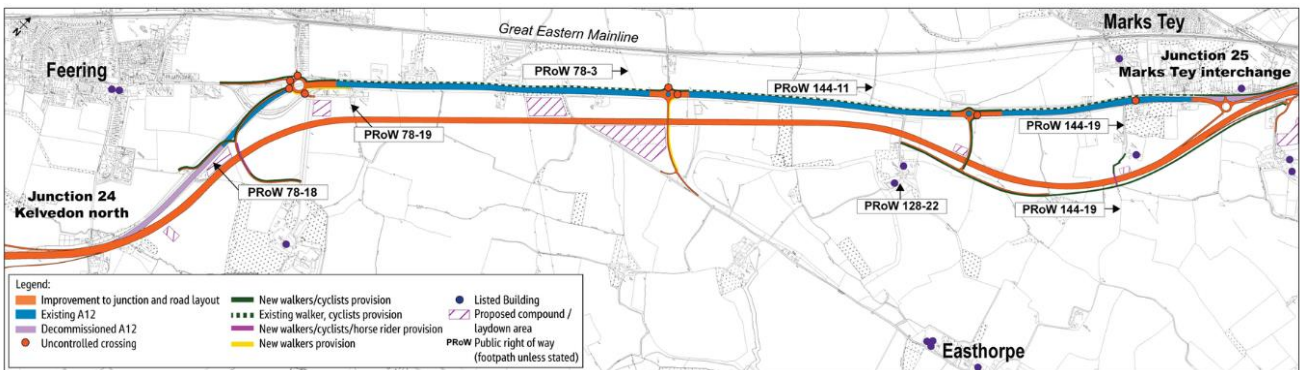


Plate 6.5 Easthorpe Road, proposed scheme design, supplementary consultation



6.1.8 People were invited to submit feedback to the Applicant by:

- completing the online feedback form on the proposed scheme’s website:
[REDACTED]
- emailing [REDACTED]
- writing to **Freepost A12 WIDENING**
- completing the response form and sending by post to the National Highways (Highways England at the time) office address.

6.2 Section 42 consultees (letters and consultation documents, supplementary consultation)

- 6.2.1 The Applicant delivered the supplementary consultation with Section 42 consultees in line with the requirements of the PA 2008. All supplementary consultation materials sent to Section 42 consultees were also available to the Planning Inspectorate similar to the requirement of Section 46 of the PA 2008.
- 6.2.2 The Applicant wrote formally to all consultees identified under Section 42 of the PA 2008, to notify them of the supplementary consultation for the proposed scheme. The consultation packs arrived with consultees on Tuesday 9 November 2021 and asked for them to reply to the consultation by Sunday 19 December 2021, a consultation period of 41 days.
- 6.2.3 The letters provided an overview of the proposed scheme, a summary of the consultation and any interests in land where appropriate. It also detailed all the consultation documents available and provided information on how to respond. Enclosed within the packs was a USB memory stick containing all consultation documentation, including the following:
- Consultation brochure (**Annex J2**)
 - Response form (**Annex J2**)
 - Environmental Report (Highways England, 2021g)
- 6.2.4 Local authorities identified under Section 42(1)(b) are shown in Plate 5.6.
- 6.2.5 All organisations identified under Section 42(1)(a) and (b) were provided with a copy of the supplementary consultation notice.
- 6.2.6 The Applicant wrote to the Planning Inspectorate on 9 November 2021 to provide formal notification of the commencement of the supplementary consultation for the proposed scheme. Enclosed with the email were copies of the consultation materials that were provided to consultees identified under Section 42 of the PA 2008. All consultation materials were also made available to the Planning Inspectorate through a Microsoft Teams channel.
- 6.2.7 The email sent to the Planning Inspectorate contained the same information provided to other consultees and was sent on the same day (9 November 2021). A copy of the email is provided in **Annex I**, and the accompanying consultation material is provided in **Annex J2**.

6.3 Section 47 consultees (local community consultation, supplementary consultation)

- 6.3.1 The Applicant conducted this supplementary consultation in accordance with paragraphs 10.1.1 and 10.1.2 in the SoCC provided in **Annex F**, as prescribed by Section 47(7) of the PA 2008.
- 6.3.2 The Applicant notified the local community about the consultation and provided information by the following methods:

- Writing directly to over 33,000 properties near the proposed scheme ahead of 9 November 2021, notifying them of the consultation. The mailout zone is shown in Plate 5.7. A copy of the letter issued can be found in **Annex H**.
- Organising public consultation events for people to attend, in line with the Government COVID-19 guidelines at the time. Details of these events are provided in Table 6.1.
- Updating the proposed scheme website ready for Tuesday 9 November to provide details about the consultation, including the following consultation materials:
 - Consultation brochure (**Annex J2**)
 - Response form (**Annex J2**)
 - Guide to map books (Highways England, 2021e)
 - Map books (Highways England, 2021f)
 - Environmental Report (Highways England, 2021g)
- Providing 15 pick-up point locations across the proposed scheme area for those who wanted hard copies of the consultation brochure and response form, or a copy of a USB memory stick with all of the supplementary consultation docs. These locations are detailed in Table 6.2.
- Issuing press releases to 112 journalists including those from national, local and trade outlets. The Applicant has records of 62 items of press coverage relating to the supplementary consultation. These can be found in **Annex K**.
- Contacting over 400 stakeholders and businesses detailing the launch of the supplementary consultation. Their details were gathered through a series of ongoing engagement sessions and forums to help inform, engage and seek their views on the proposed scheme. These emails can be seen in **Annex H**.
- Advertising in the following local newspapers, as detailed in Table 6.3 of this Report:
 - The Essex Chronicle
 - The Times
 - London Gazette
 - The Braintree and Witham Times
 - The Essex County Standard
 - The East Anglian Daily Times

- The Colchester Gazette
- The Maldon and Burnham Standard

6.4 Consultation methods

Virtual event space

- 6.4.1 The Applicant created a VES which was made available from Tuesday 9 November 2021, 24 hours a day and accessible through the proposed scheme webpage ([REDACTED]). Over 1,000 people visited the VES during the supplementary consultation. The exhibition panels for the VES can be seen in **Annex J2**.

Proposed scheme webpage

- 6.4.2 The proposed scheme website recorded 6,098 unique page views and the consultation page received 2,288 unique page views during the 41-day period when the supplementary consultation was open.

Online drop-in events

- 6.4.3 Three online webinar sessions were held in November and December 2021, where interested parties could register to attend. In total, 36 registered participants were taken through sections of the changes to the proposed scheme and had questions answered by experts across different areas such as design, traffic management, environment, safety, local roads, WCH improvements and construction. The online drop-in events were offered at a variety of times and dates as detailed below:
- Wednesday 17 November, 09:00 to 13:00
 - Monday 22 November, 14:00 to 18:00
 - Thursday 2 December, 16:00 to 20:00

Public information events

- 6.4.4 Three public information events were held at three locations across the area of the proposed scheme. The locations were focused on areas with Category 1 changes. The events gave local communities the chance to speak to experts on different areas of interest including environment, design, planning, local roads, traffic management, construction, safety and WCH improvements.

Table 6.1 Public information events – supplementary consultation

Location	Date/time	Attendance
Hatfield Peverel Village Hall Maldon Road, Hatfield Peverel, Chelmsford, CM3 2HW	Tuesday 23 November 2021 14:00–18:30	125
Messing Village Hall The St, Messing, Colchester, CO5 9TN	Thursday 25 November 16:00–18:30	76
Spring Lodge Community Centre Powers Hall End, Witham, CM8 2HE	Friday 26 November 15:30–19:00	36

Pick-up points

6.4.5 Fifteen pick-up point locations were used across the proposed scheme, where consultation brochures, response forms and technical documents such as map books were available on USB memory sticks. These consultation materials were regularly replenished throughout the six-week consultation period.

Table 6.2 Pick-up points – supplementary consultation

Location	Address	Opening hours
Braintree Library	Fairfield Road, Braintree, CM7 3YL	Monday 09:00–19:00, Tuesday to Friday 09:00–17:30, Saturday 09:00–17:00
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE	Monday to Friday 10:00–16:00
Colchester Library and Community Hub	Colchester Library, Trinity Square, Colchester, CO1 1JB	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Saturday 09:00–17:00, Sunday 13:00–16:00
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH	Monday to Friday 08:30–17:00
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP	Tuesday 14:00–19:00, Wednesday 09:00–13:00, Saturday 09:00–17:00
High Chelmer Shopping Centre	15A Exchange Way, Chelmsford CM1 1XB	Monday to Saturday 07:00–18:30, Sunday 09:30–17:00

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Location	Address	Opening hours
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday 14:00–17:30, Thursday 09:00–13:00, Saturday 09:00–17:00
Maldon Town Council	Market Hill, Maldon, CM9 4RL	Monday to Friday 09:00–16:00
Marks Tey Parish Hall	Old London Road, Marks Tey, Colchester, CO6 1EJ	Open for certain events
The Old Crown	Lodge Road, Messing, Colchester, CO5 9TU	Monday to Sunday 12:00–23:00
Oak Stores – Rivenhall	Church Road, Rivenhall, Witham, CM8 3PQ	Monday to Saturday 06:00–22:00, Sunday 07:00–22:00
Springfield Library	St Augustine's Way, Springfield, Chelmsford CM1 6GX	Tuesday, Thursday and Friday 13:00–17:00, Saturday 10:00–13:00
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester CO5 9HD	Open for certain events
Tiptree Library	Rectory Road, Tiptree, CO5 0SX	Monday 09:00–17:30, Thursday 14:00–19:00, Saturday 09:00–17:00
Witham Library	18 Newland Street, Witham, CM8 2AQ	Monday, Tuesday, Thursday and Friday 09:00–17:30, Wednesday 09:00–19:00, Saturday 09:00–17:00

6.4.6 Hard copy or accessible versions of the consultation materials were also available on request by calling the National Highways customer call centre or emailing the dedicated inbox for the proposed scheme.

6.4.7 Copies of the consultation materials, including the consultation brochure, map books and response form, were provided at the physical locations listed in Table 6.2 (plans were shown online for the webinars), and copies are provided within **Annex J**.

6.5 Supplementary consultation publicity notice

6.5.1 The names of the newspapers used to publicise the supplementary consultation are provided in Table 6.3.

Table 6.3 Newspaper notices table – supplementary consultation

Name	Date
National newspapers	
The London Gazette	09 November 2021
The Times	09 November 2021
Local newspapers	
East Anglian Daily Times	09 November 2021
Colchester Gazette	09 November 2021
Braintree & Witham Times	11 November 2021
The Maldon & Burnham Standard	11 November 2021
Essex Chronicle	11 November 2021

6.5.2 Copies of the newspaper notices as noted in Table 6.3 are provided within **Annex K**. The copies of notices clearly show the names and the dates of the publications.

6.6 Targeted consultation – February 2022

6.6.1 As a result of a modification to the proposed scheme's development boundary, the Applicant identified additional land interests. The Applicant consulted these parties under Section 42(1)(d) of the PA 2008 between Friday 11 February 2022 to Friday 18 March 2022. This provided a consultation period of 35 days.

6.6.2 Thirty newly identified land interests received a letter sent by the Applicant to arrive on 11 February 2022, the start of the consultation. The letter provided an overview of their interest, the proposed scheme and the consultation details.

6.6.3 The letters also explained how to provide feedback to the Applicant by the deadline of 18 March 2022 using the following channels:

- By post to **Freepost A12 WIDENING**
- By email to [REDACTED]

6.6.4 A USB memory stick containing the statutory consultation documents, the supplementary consultation documents and a Section 48 notice were enclosed with each letter. **Paragraphs 5.2.17 and 6.2.3** of this Report detail the contents of the USB memory sticks.

6.6.5 Copies of the letters sent are provided in **Annex H** of this Report.

6.6.6 The Applicant issued the same documents it issued for its statutory consultation to the newly identified contacts, including the PEIR (Highways England, 2021a), as the changes to the development boundary did not significantly alter the proposed scheme's scale or effects reported in the PEIR.

- 6.6.7 In addition, 372 residents were identified across the proposed scheme as being affected by a change to how the Applicant classifies the effects of noise. While predicted noise levels have mostly stayed the same, or in some instances gone up or down by a small amount compared to those predicted at the statutory consultation, more residents were considered to experience a likely significant effect due to this change in approach to classification of noise effects.
- 6.6.8 The Applicant consulted these parties under Section 42(1)(d) of the PA 2008 between 11 February 2022 to 18 March 2022. This provided a consultation period of 35 days.
- 6.6.9 As part of this targeted consultation, these 372 residents received a letter to inform them of what this proposed change would be and how, if possible, this would be mitigated. Depending on the location of the resident, a different letter was sent, with the specific information needed for that resident. All letters sent as part of this targeted consultation are provided in **Annex H** of this Report.
- 6.6.10 As part of this targeted consultation, the Applicant held one in-person event, as detailed in Table 6.4.

Table 6.4 Public information event – targeted consultation

Location	Date/time	Attendance
Boreham Village Hall Main Rd, Boreham, Chelmsford CM3 3JD	Monday 21 February 2022, 17:00–19:00	23

- 6.6.11 As part of this targeted consultation, the Applicant held two online drop-in events with members of the project team in attendance to discuss the changes with residents. These events were attended by six residents. These online events were held on the following dates:
- Monday 28 February 2022, 16:00 to 18:00
 - Thursday 10 March 2022, 12:00 to 14:00
- 6.6.12 Of the 372 residents consulted as part of this targeted consultation, 30 responses were received, details of which can be seen in Table 6.5.
- 6.6.13 Ten of the respondents were not consulted under Section 42(1)(d) of the PA 2008 and did not receive a consultation letter. As such, these consultation responses were considered within the report but as Section 47 responses.

Table 6.5 Targeted consultation responses by respondent type

Respondent type	Number of responses
Prescribed consultees (Section 42 (1)(a) and (b))	0
Persons with an interest in land (PILs) (Section 42(1)(d))	20
Public – local communities and other stakeholders (Section 47)	10

Respondent type	Number of responses
Total	30

6.6.14 Responses to the targeted consultation included comments on Market Lane, noise and Main Road.

6.6.15 The Applicant's responses to comments received during targeted consultation can be found in **Annex N**.

6.7 Engagement following supplementary consultation

6.7.1 Following supplementary consultation, the Applicant continued engagement with stakeholders to keep them updated about the Scheme. This took place in the form of meetings, workshops and forums.

6.7.2 Part of this engagement included two Environmental impact and mitigation workshops which were held with Essex County Council, Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council to provide further, detailed information on elements of the Scheme including:

- Noise and vibration
- Air quality
- Climate
- Landscape and visual
- Biodiversity

6.7.3 A traffic working group was set up with Essex County Council to share additional traffic data, meeting dates can be seen in **Annex P**.

6.7.4 On April 1, 2022, a 'Requirements' letter was received by Essex County Council. The details of this letter formed the basis of a Statement of Common Ground (SoCG) working group. The first meeting took place on 20 April 2022, with subsequent meetings taking place every two to three weeks, as shown in **Annex P**. These meetings are ongoing.

6.7.5 A formal response to Essex County Council's 'Requirements' letter was sent from the project team on 4 July 2022. This, and the 'Requirements' letter can be seen in **Annex S**.

6.7.6 To help support the working group, the Applicant provided the following to the Highways Authority:

- Access to the ProjectMapper system
- Shared AutoCAD (Computer Aided Design) models of side roads and junctions
- Draft copies of:
 - Borrow Pits Report
 - Classification of Roads Plans

- Design and Access Statement
- De-trunking and Stopping Up Plans
- Drainage Drawings
- Engineering Section Plan and Profile
- Environmental Statement Chapters 1 – 6, 8, 13 and 16
- General Arrangement Plans
- Interrelationship Document
- Land Plans
- Outline Construction and Traffic Management Plan (OCTMP)
- Environmental Management Plan (EMP)
- Register of Environmental Actions and Commitments (REAC)
- Street Rights of Way and Access Plans
- Structures Engineering Drawings
- Transport Assessment Plan
- Combined Modelling and Appraisal Report (COMA)

6.7.7 These documents were shared within a shared Teams Sharepoint site which enabled collaboration and the sharing of documents.

6.7.8 Statement of Common Ground working groups were also set up with each of the Local Planning Authorities, Braintree District Council, Chelmsford City Council, Colchester District Council and Maldon District Council.

6.7.9 To help support these working groups, the Applicant provided the following to the Local Planning Authorities:

- Access to ProjectMapper system
- Draft copies of:
 - Borrow Pits Report
 - Classification of Roads Plan
 - Design and Access Statement
 - De-trunking and Stopping Up Plans
 - Drainage Drawings
 - Engineering Section Plan and Profile
 - Environmental Statement Chapters 1-6, 8, 13 and 16
 - General Arrangement Plans
 - Interrelationship Document
 - Land Plans
 - Outline Construction Traffic Management Plan (OCTMP)
 - Environmental Management Plan (EMP)

- Register of Environmental Actions and Commitments (REAC)
- Street Rights of Way and Access Plans

- 6.7.10 The Applicant met with the following to discuss their responses to the supplementary consultation and provide further information on the project:
- Copford with Easthorpe Parish Council
 - Feering Parish Council
 - Hatfield Peverel Parish Council
 - Kelvedon Parish Council
 - Little Braxted Parish Council
 - Marks Tey Parish Council
 - Rivenhall Parish Council
 - Tiptree Parish Council
 - Witham Town Council
- 6.7.11 In addition to the above, three attempts were made to meet with Messing Cum Inworth Parish Council following the supplementary consultation. At the time of writing, it has not been possible to meet with Messing Cum Inworth Parish Council to discuss the supplementary consultation because the proposed meeting was postponed on two occasions by the Parish Council and on one occasion at the request of Essex County Council.
- 6.7.12 Following consultation feedback from Hatfield Peverel Parish Council, we held an additional in-person event on 19 July 2022 to provide construction information to local residents.
- 6.7.13 This event was held at Hatfield Peverel Village Hall, Maldon Road, Chelmsford, CM3 2HW between 15:00-19:00 and was attended by 120 people.
- 6.7.14 Project attendance at the event included members of the design, traffic, construction and stakeholder team.
- 6.7.15 An informational leaflet (National Highways, 2022i) and frequently asked question leaflet (National Highways, 2022j) were produced for the event. These have since been made available on the National Highways website for those who could not attend.
- 6.7.16 The project will continue to consider if further localised community events are required throughout the pre-examination and the examination period.
- 6.7.17 All engagement will continue throughout pre-examination and the examination period.
- 6.7.18 Prior to, during and following the statutory and supplementary consultations, the Applicant has been engaging with the local community and those with interests in land affected by the Scheme.
- 6.7.19 All meetings with stakeholders can be seen in **Annex P**.

7 Response to consultation to demonstrate how the Applicant has had regard to responses

7.1 Introduction

- 7.1.1 This chapter provides an overview of responses received to the Applicant's pre-application statutory consultation and supplementary consultation for the proposed scheme.
- 7.1.2 **Section 7.2** looks at the responses to the statutory consultation and **Section 7.3** looks at the responses to the supplementary consultation.
- 7.1.3 The Applicant's responses to the targeted consultation can be found in **Annex N**.
- 7.1.4 The statutory consultation for the proposed scheme was held between 22 June and 16 August 2021. More information about this is provided in **Chapter 5** of this Report.
- 7.1.5 The Applicant invited all consultees, including those identified under Section 42, Section 47 of the PA 2008, to submit feedback within the consultation period noted above.
- 7.1.6 All feedback the Applicant received was saved and logged so it could be analysed and reported on.
- 7.1.7 The consultation responses were analysed by independent consultation specialists Traverse. Their report on the statutory consultation can be seen in **Annex Q**.
- 7.1.8 Consultees were invited to provide feedback in a number of different ways which included the following:
- Completing an online copy of the consultation response form, on the proposed scheme's website:
[REDACTED]
[REDACTED]
 - Completing the consultation response form and sending it to **FREEPOST A12 WIDENING**
 - Emailing a consultation response form to the proposed scheme email address: [REDACTED]
- 7.1.9 A copy of the consultation response form is provided in **Annex J** of this Report.
- 7.1.10 Response forms submitted by post, email and online were received, processed and imported into a single database for analysis.
- 7.1.11 This section provides a breakdown by question of the feedback the Applicant received in response to its consultation response form. **Annex N** of this Report sets out how the Applicant has had regard to the comments received during the consultation.

- 7.1.12 Quantifiers such as ‘many’ or ‘a few’ have been used, as defined in Table 7.1, when summarising feedback, to give a sense of the frequency with which issues were raised. This helps to give a sense of proportion and balance and is an approach that follows good practice in reporting qualitative data from open questions. This approach follows good practice in reporting qualitative data from open questions.

Table 7.1 Quantifiers and frequency of response

Quantifier	Frequency of response
Few	<6%
Some	Between 6% and 25%
Many	Between 26% and 50%
Most	>50%

- 7.1.13 As question 1 of the consultation response form asks for personal details about the consultee providing feedback, these details are not being published in this Report. Analysis therefore begins at the first question about the proposed scheme, which is question 2.
- 7.1.14 Throughout this Report, reference will be made to the number of respondents to each question. This will be shown in brackets.

7.2 Analysis of responses to the statutory consultation

- 7.2.1 A total of 794 responses were received during the statutory consultation period. The format in which the responses were received is shown in Table 7.2. The number of responses for each respondent type according to the PA 2008 is provided in Table 7.3.

Table 7.2 Consultation responses received

Type of response	Number of responses
Online response form	442
Email	217
Hard copy response form or letter	135
Total	794

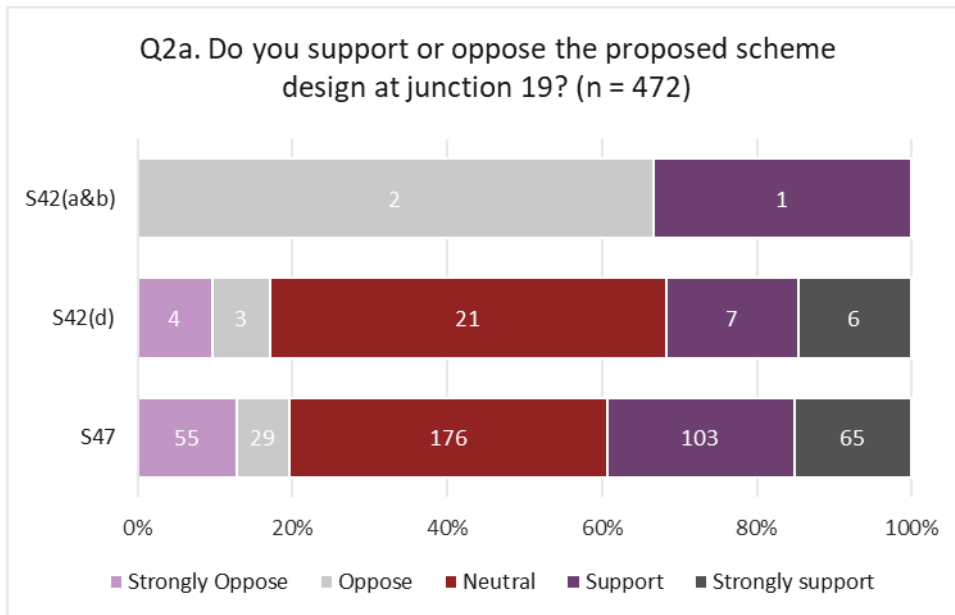
Table 7.3 Consultation responses by respondent type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	37
PILs (Section 42(d))	82
Public – local communities and other stakeholders (Section 47)	675
Total	794

Question 2a and 2b: Do you support or oppose the proposed scheme design at junction 19?

- 7.2.2 This question provided a series of tick box options (question 2a) and an area to write any free text comments (question 2b).
- 7.2.3 Plate 7.1 presents a summary of responses to the tick box options, and Table 7.4 summarises the free text responses for question 2b by stakeholder type.

Plate 7.1 Response to question 2a



7.2.4 Most respondents (197) were neutral towards the proposed scheme design at junction 19. A smaller number of respondents (111) supported the proposed scheme design. Even fewer respondents (59) strongly opposed the proposed scheme design.

Table 7.4 Number of comments received for question 2b by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	3
Section 42(d) – PILs	10
Section 47 – Public and local communities	167

7.2.5 In discussing junction 19, respondents expressed support for the design and the safety aspects of the proposals; the perceived benefit of improving traffic congestion; improvements to cycle paths, footbridges and bridleways; and the potential for improvements to safety and modal shift to non-car modes. Table 7.5 shows the frequency of comments and themes from question 2b.

Table 7.5 Frequency of comments and themes from question 2b

Comment coding	Frequency
2b: Junction 19 Concern congestion traffic modelling	11
2b: Junction 19 Concern congestion will not improve	18
2b: Junction 19 Concern congestion will worsen (Boreham interchange)	10
2b: Junction 19 Concern congestion will worsen (Boreham village)	29
2b: Junction 19 Concern congestion will worsen (general)	12
2b: Junction 19 Concern construction congestion	5
2b: Junction 19 Concern construction disruption	10
2b: Junction 19 Concern construction safety	3
2b: Junction 19 Concern design access	17
2b: Junction 19 Concern design effectiveness	13
2b: Junction 19 Concern design infrastructure	1
2b: Junction 19 Concern design land-take	4
2b: Junction 19 Concern design safety	19
2b: Junction 19 Concern design WCH/public transport	10
2b: Junction 19 Concern environment agriculture	1
2b: Junction 19 Concern environment air quality	10
2b: Junction 19 Concern environment climate change	6
2b: Junction 19 Concern environment cultural heritage	2
2b: Junction 19 Concern environment noise pollution	7
2b: Junction 19 Concern environment wildlife & ecology	7
2b: Junction 19 Concern lack of detail	24
2b: Junction 19 Concern people & communities impact on local businesses/services	2
2b: Junction 19 Concern people & communities impact on local communities	18
2b: Junction 19 Concern people & communities impact on properties/landowners	12

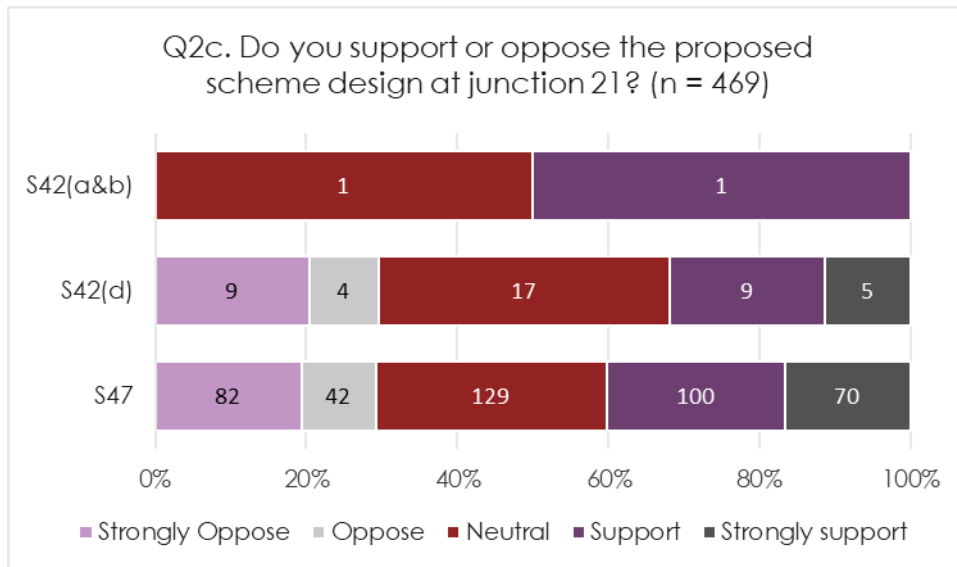
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Comment coding	Frequency
2b: Junction 19 Concern people & communities local development	1
2b: Junction 19 Suggestion congestion traffic modelling	1
2b: Junction 19 Suggestion construction	3
2b: Junction 19 Suggestion design access	3
2b: Junction 19 Suggestion design Boreham interchange	11
2b: Junction 19 Suggestion design general	6
2b: Junction 19 Suggestion design land use	2
2b: Junction 19 Suggestion design safety/traffic calming measures	13
2b: Junction 19 Suggestion design WCH/public transport	7
2b: Junction 19 Suggestion environment hydrology	4
2b: Junction 19 Suggestion environment wildlife & ecology	9
2b: Junction 19 Support congestion	28
2b: Junction 19 Support design access	1
2b: Junction 19 Support design general	37
2b: Junction 19 Support design land-take	1
2b: Junction 19 Support design safety	11
2b: Junction 19 Support design WCH/public transport	11
2b: Junction 19 Support economy	1
2b: Junction 19 Support environment air quality	1
2b: Junction 19 Support environment wildlife & ecology	2
2b: Junction 19 Support support with caveats	2

- 7.2.6 Statutory consultee Chelmsford City Council expressed support for the proposed design of junction 19 because they believed it would have no direct impact on local wildlife, in particular water voles living in ditches to the south of junction 19.
- 7.2.7 Many of the people with an interest in land (PILs) believed the proposed design for junction 19 had been well considered and would make the road safer and more efficient for locals.

- 7.2.8 Many members of the community (Section 47 respondents) expressed support for the proposed junction 19 design because they felt this would alleviate traffic congestion, particularly during peak times, and result in fewer road accidents. The proposed improvements to cycle paths, footbridges and bridleways across the junction were supported by some respondents, particularly the proposed link to the new railway station, which they felt could encourage local people to use other modes of transport to access the railway and improve safety for pedestrians, cyclists and horse riders.
- 7.2.9 Key areas of concern identified by respondents included the following:
- A lack of impact on traffic congestion, or that this may worsen, with impacts on air quality, noise and the health of local communities
 - Negative impacts on local people, businesses and wildlife during construction from noise impacts, poorer air quality and environmental disruption
 - The proposed use of land for compounds would isolate areas and potentially impact future development
 - The proposed controlled crossings and footbridge and widening of the B1337 would increase risk to safety for all road users
 - The proposed changes would affect access to land, journey times and local businesses
 - Lack of provision for walkers and cyclists
 - A lack of detail in the information provided
- 7.2.10 Suggestions made by respondents include additional measures to protect local wildlife during construction, potential improvements for WCH, additional safety measures, design changes to reduce current congestion, future proofing, and specific changes to minimise impacts and disruption.
- 7.2.11 All responses can be seen in **Annex N**.
- Question 2c and 2d: Do you support or oppose the proposed scheme design at junction 21?**
- 7.2.12 This question provided a series of tick box options (question 2c) and an area to write any free text comments (question 2d).
- 7.2.13 Plate 7.2 presents a summary of responses to the tick box options, and Table 7.6 summarises the free text responses for question 2d by stakeholder type.

Plate 7.2 Response to question 2c



7.2.14 Most respondents (147) were neutral towards the proposed scheme design at junction 21. A smaller number of respondents (110) supported the proposed scheme design. Fewer respondents (91) strongly opposed the proposed scheme design.

Table 7.6 Number of comments received for question 2d by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	7
Section 42(d) – PILs	27
Section 47 – Public and local communities	256

7.2.15 Respondents expressed support for the potential of the junction 21 design to alleviate congestion, improve safe access to the A12, improve safety and measures to mitigate impacts on local people and the environment. In some cases, this support was caveated by requests to provide a bypass between the A12 and Maldon Road and the number of crossings required for walkers and cyclists to get across the junction. Table 7.7 shows the frequency of comments and themes from question 2d.

Table 7.7 Frequency of comments and themes from question 2d

Comment coding	Frequency
2d: Junction 21 Concern congestion traffic modelling	18
2d: Junction 21 Concern congestion will not improve (general)	8
2d: Junction 21 Concern congestion will not improve (local traffic)	20
2d: Junction 21 Concern congestion will not improve (long distance traffic)	4
2d: Junction 21 Concern congestion will worsen (B1137 Main Road)	52
2d: Junction 21 Concern congestion will worsen (general)	47
2d: Junction 21 Concern congestion will worsen (Hatfield Peverel)	56
2d: Junction 21 Concern congestion will worsen (local traffic)	38
2d: Junction 21 Concern construction disruption	11
2d: Junction 21 Concern construction noise pollution	3
2d: Junction 21 Concern design access (general)	23
2d: Junction 21 Concern design access (reduced access points)	20
2d: Junction 21 Concern design access (services)	9
2d: Junction 21 Concern design complex/confusing	4
2d: Junction 21 Concern design general	6
2d: Junction 21 Concern design infrastructure	14
2d: Junction 21 Concern design journey time	16
2d: Junction 21 Concern design land-take	7
2d: Junction 21 Concern design necessity	6
2d: Junction 21 Concern design safety (access)	7
2d: Junction 21 Concern design safety (general)	10
2d: Junction 21 Concern design safety (increased congestion)	14
2d: Junction 21 Concern design safety (maintenance/lighting)	6
2d: Junction 21 Concern design safety (WCH)	8
2d: Junction 21 Concern design WCH/public transport	19
2d: Junction 21 Concern environment agriculture	4
2d: Junction 21 Concern environment air quality (Boreham)	10
2d: Junction 21 Concern environment air quality (general)	13
2d: Junction 21 Concern environment air quality (Hatfield Peverel)	20

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Comment coding	Frequency
2d: Junction 21 Concern environment air quality (mitigation)	4
2d: Junction 21 Concern environment climate change	5
2d: Junction 21 Concern environment cultural heritage	3
2d: Junction 21 Concern environment hydrology	4
2d: Junction 21 Concern environment landscape & visual impact	8
2d: Junction 21 Concern environment light pollution	8
2d: Junction 21 Concern environment noise pollution (Boreham)	7
2d: Junction 21 Concern environment noise pollution (general)	6
2d: Junction 21 Concern environment noise pollution (Hatfield Peverel)	8
2d: Junction 21 Concern environment noise pollution (mitigation)	25
2d: Junction 21 Concern environment wildlife & ecology	13
2d: Junction 21 Concern lack of detail	35
2d: Junction 21 Concern people & communities impact on local businesses/services	1
2d: Junction 21 Concern people & communities impact on local communities (Boreham)	20
2d: Junction 21 Concern people & communities impact on local communities (general)	9
2d: Junction 21 Concern people & communities impact on local communities (Hatfield Peverel)	18
2d: Junction 21 Concern people & communities impact on properties/landowners (blight)	12
2d: Junction 21 Concern people & communities impact on properties/landowners (daily life)	26
2d: Junction 21 Concern people & communities local development	7
2d: Junction 21 Suggestion congestion traffic modelling	3
2d: Junction 21 Suggestion construction	14
2d: Junction 21 Suggestion design access	16
2d: Junction 21 Suggestion design access roads	7
2d: Junction 21 Suggestion design alternative design	9
2d: Junction 21 Suggestion design Hatfield Peverel bypass/Maldon relief road	51

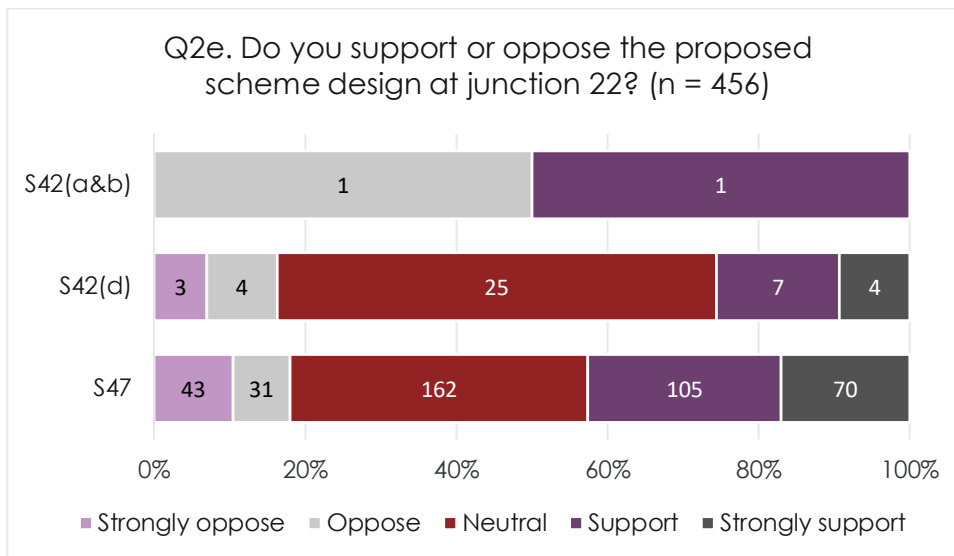
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Comment coding	Frequency
2d: Junction 21 Suggestion design infrastructure	5
2d: Junction 21 Suggestion design retain junction 20a/b	36
2d: Junction 21 Suggestion design safety/traffic calming measures	18
2d: Junction 21 Suggestion design WCH/public transport	15
2d: Junction 21 Suggestion environment agriculture	1
2d: Junction 21 Suggestion environment landscape & visual impact	2
2d: Junction 21 Suggestion environment noise pollution	28
2d: Junction 21 Suggestion environment wildlife & ecology	9
2d: Junction 21 Suggestion people & communities impact on properties/landowners	4
2d: Junction 21 Support congestion	26
2d: Junction 21 Support design access	12
2d: Junction 21 Support design general	37
2d: Junction 21 Support design safety	38
2d: Junction 21 Support design WCH/public transport	2
2d: Junction 21 Support environment landscape & visual impact	1
2d: Junction 21 Support environment noise pollution	2
2d: Junction 21 Support people & communities impact on properties/landowners	2
2d: Junction 21 Support support with caveats	9

- 7.2.16 Statutory consultees Chelmsford City Council and Maldon District Council supported the proposed design for junction 21 because they believed it would alleviate traffic congestion.
- 7.2.17 The proposed provision of a new bridge for walkers and cyclists was supported by Essex County Council, but they requested further information on how routes at this junction would connect with routes along the whole of the A12.
- 7.2.18 Braintree District Council supported the design of this route as it would consolidate existing junctions, which would prevent unnecessary journeys through Hatfield Peverel and Witham.
- 7.2.19 Most PILs supported the proposed design of a new junction 21 because they believed that this would improve safe access to the A12 and alleviate congestion for Witham and Hatfield Peverel. A few PILs supported the construction compound at junction 21 only requiring temporary possession of land. A few other PILs supported the removal of junction 20b, without further explanation.

- 7.2.20 Some members of the community (Section 47 respondents) expressed support for the replacement of junctions 20a and 20b with a new junction 21 because they felt this would alleviate traffic congestion on the A12 and through neighbouring areas, such as Hatfield Peverel and Witham. These respondents also felt the proposed changes would make the road safer for all road users joining the A12 at this junction.
- 7.2.21 Key areas of concern included the following:
- Increased congestion along the B1337 and impacts on journey times, in particular from the removal of junctions 20a and 20b
 - Impacts from potential noise, light and air pollution
 - Lack of detail in the information presented
 - Restricted access for local people and emergency vehicles
 - Impacts on safety from construction traffic
 - Disruption during construction and the length of the construction phase
 - Impacts on local wildlife, cultural heritage and emissions
 - Impacts on safety from increased congestion on local roads
- 7.2.22 Respondents suggested a bypass between Maldon Road and junction 21, the inclusion of further environmental and noise mitigation measures, traffic calming measures, improvements to routes for walkers and cyclists and alternative design options, including the retention of junctions 20a and 20b.
- 7.2.23 All responses can be seen in **Annex N**.
- Question 2e and 2f: Do you support or oppose the proposed scheme design at junction 22?**
- 7.2.24 This question provided a series of tick box options (question 2e) and an area to write any free text comments (question 2f).
- 7.2.25 Plate 7.3 presents a summary of responses to the tick box options, and Table 7.8 summarises the free text responses for question 2f by stakeholder type.

Plate 7.3 Response to question 2e



7.2.26 Most respondents (187) were neutral towards the proposed scheme design at junction 22. A smaller number of respondents (113) were in support for the proposed scheme design and 74 strongly supported the proposals. Far fewer respondents (46) strongly opposed the proposed scheme design.

Table 7.8 Number of comments received for question 2f by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	7
Section 42(d) – PILs	12
Section 47 – Public and local communities	139

7.2.27 Respondents expressed general support for the proposed improvements to junction 22, with some identifying potential reductions in traffic congestion along the A12 and improved access and overall safety. Table 7.9 shows the frequency of comments and themes from question 2f.

Table 7.9 Frequency of comments and themes from question 2f

Comment coding	Frequency
2f: Junction 22 Concern congestion traffic modelling	6
2f: Junction 22 Concern congestion will not improve	6
2f: Junction 22 Concern congestion will worsen (Kelvedon)	2
2f: Junction 22 Concern congestion will worsen (Little Braxted)	9
2f: Junction 22 Concern congestion will worsen (other)	8
2f: Junction 22 Concern congestion will worsen (Tiptree)	7

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Comment coding	Frequency
2f: Junction 22 Concern design A120	6
2f: Junction 22 Concern design access (Braxted Road)	2
2f: Junction 22 Concern design access (existing A12)	4
2f: Junction 22 Concern design access (general)	5
2f: Junction 22 Concern design access (Little Braxted (Lane)/Witham)	19
2f: Junction 22 Concern design access (Rivenhall End)	4
2f: Junction 22 Concern design borrow pits	1
2f: Junction 22 Concern design complex/confusing	4
2f: Junction 22 Concern design land-take	9
2f: Junction 22 Concern design maintenance	2
2f: Junction 22 Concern design necessity	7
2f: Junction 22 Concern design safety	14
2f: Junction 22 Concern design WCH/public transport	5
2f: Junction 22 Concern environment agriculture	1
2f: Junction 22 Concern environment air quality	3
2f: Junction 22 Concern environment climate change	1
2f: Junction 22 Concern environment general	1
2f: Junction 22 Concern environment noise pollution	6
2f: Junction 22 Concern environment wildlife & ecology	10
2f: Junction 22 Concern lack of detail	16
2f: Junction 22 Concern people & communities impact on local businesses/services	13
2f: Junction 22 Concern people & communities impact on local communities	7
2f: Junction 22 Concern people & communities impact on properties/landowners	6
2f: Junction 22 Suggestion congestion traffic modelling	2
2f: Junction 22 Suggestion design access	7
2f: Junction 22 Suggestion design alternative design	8
2f: Junction 22 Suggestion design safety/traffic calming measures	6
2f: Junction 22 Suggestion design upgrade Appleford Bridge	15

Comment coding	Frequency
2f: Junction 22 Suggestion design WCH/public transport	6
2f: Junction 22 Suggestion environment hydrology	1
2f: Junction 22 Suggestion environment landscape & visual impact	1
2f: Junction 22 Suggestion environment light pollution	1
2f: Junction 22 Suggestion environment noise pollution	4
2f: Junction 22 Suggestion environment wildlife & ecology	6
2f: Junction 22 Suggestion people & communities impact on local businesses	2
2f: Junction 22 Support congestion	14
2f: Junction 22 Support design access	18
2f: Junction 22 Support design general	28
2f: Junction 22 Support design safety	27
2f: Junction 22 Support design WCH/public transport	7

- 7.2.28 Statutory consultees Little Braxted Parish Council and Rivenhall Parish Council expressed support for the proposed improvements at junction 22 and felt that the projected traffic increase is acceptable. Braintree District Council expressed support for the proposed improvement in principle.
- 7.2.29 Some PILs expressed general support for the proposals at junction 22, without specifying further.
- 7.2.30 Most members of the community (Section 47 respondents) expressed general support for the proposed improvements at junction 22. These respondents felt this would reduce traffic congestion along the A12 and provide improved access to Rivenhall, Witham and Tiptree. These respondents also felt the removal of the existing junction 22 southbound slip road would improve overall safety for all road users. A few respondents voiced general support for the proposed footbridge between Witham and Little Braxted Lane.
- 7.2.31 Key areas of concern included the following:
- Potential for heavy goods vehicles to enter Little Braxted
 - Confusion for road users
 - A lack of clarity regarding junction 22 and pedestrian connections
 - Loss of woodland
 - Risk of crime associated with the proposed compound
 - Environmental impacts, including loss of land, noise and air pollution, and impacts on local ecology and wildlife

- Worsening local congestion, in particular from increased heavy goods vehicle traffic
- Impacts on access, in particular Little Braxted Lane, Braxted Road, Rivenhall End and the existing A12
- A lack of improvement to the safety of the junction
- A lack of detail in the information provided.

7.2.32 Respondents suggested design amendments to provisions for cyclists, to ease traffic congestion (including limiting heavy goods vehicle access), to improve safety and minimise environmental impacts.

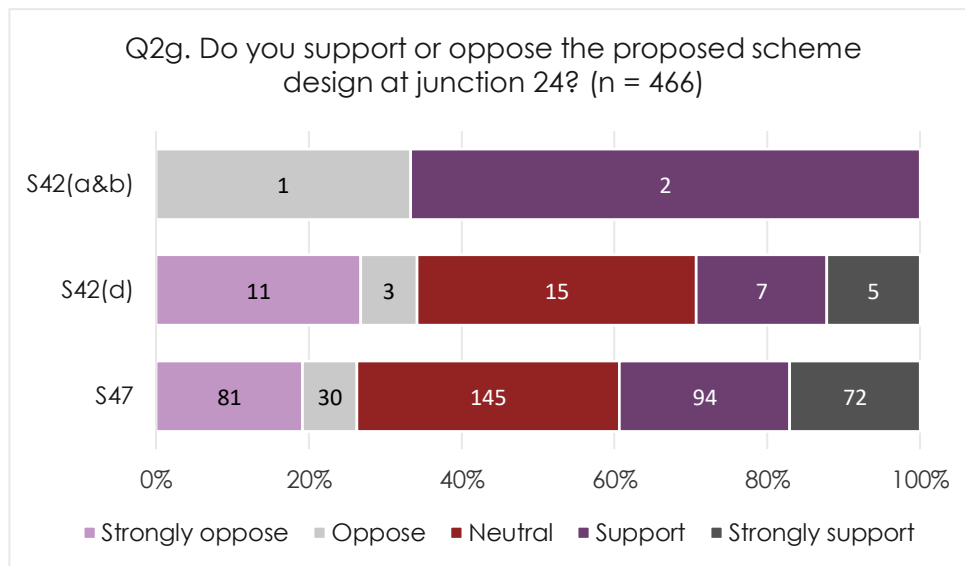
7.2.33 All responses can be seen in **Annex N**.

Question 2g and 2h: Do you support or oppose the proposed scheme design at junction 24?

7.2.34 This question provided a series of tick box options (question 2g) and an area to write any free text comments (question 2h).

Plate 7.4 presents a summary of responses to the tick box options, and Table 7.10 summarises the free text responses for question 2h by stakeholder type.

Plate 7.4 Response to question 2g



7.2.35 Most respondents (160) were neutral towards the proposed scheme design at junction 24. A smaller number of respondents (101) supported the proposals. A slightly smaller number of respondents (92) strongly opposed the proposed scheme design.

Table 7.10 Number of comments received for question 2h by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	9
Section 42(d) – PILs	21
Section 47 – Public and local communities	250

7.2.36 Respondents who expressed support for the proposals identified potential reductions in congestion, improvements to safety and access to Kelvedon and Tiptree, and minimal impacts on local properties. Table 7.11 shows the frequency of comments and themes from question 2h.

Table 7.11 Frequency of comments and themes from question 2h

Comment coding	Frequency
2h: Junction 24 Concern congestion traffic modelling	18
2h: Junction 24 Concern congestion will not improve	9
2h: Junction 24 Concern congestion will worsen (Church Road/Tiptree)	21
2h: Junction 24 Concern congestion will worsen (existing A12)	2
2h: Junction 24 Concern congestion will worsen (general)	15
2h: Junction 24 Concern congestion will worsen (Inworth/B1023)	158
2h: Junction 24 Concern congestion will worsen (Kelvedon/Feering)	12
2h: Junction 24 Concern congestion will worsen (Messing)	10
2h: Junction 24 Concern construction disruption	3
2h: Junction 24 Concern design access	16
2h: Junction 24 Concern design general	29
2h: Junction 24 Concern design infrastructure	28
2h: Junction 24 Concern design journey time	16
2h: Junction 24 Concern design land-take	7
2h: Junction 24 Concern design Messing-cum-Inworth Parish Council proposed road	10
2h: Junction 24 Concern design necessity	6
2h: Junction 24 Concern design safety (B1023)	38
2h: Junction 24 Concern design safety (other)	18
2h: Junction 24 Concern design WCH/public transport	18

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Comment coding	Frequency
2h: Junction 24 Concern economy	1
2h: Junction 24 Concern environment agriculture	5
2h: Junction 24 Concern environment air quality	18
2h: Junction 24 Concern environment climate change	6
2h: Junction 24 Concern environment cultural heritage	8
2h: Junction 24 Concern environment general	15
2h: Junction 24 Concern environment hydrology/flood risk	9
2h: Junction 24 Concern environment landscape & visual impact	6
2h: Junction 24 Concern environment light pollution	5
2h: Junction 24 Concern environment littering	1
2h: Junction 24 Concern environment noise pollution (general)	9
2h: Junction 24 Concern environment noise pollution (Inworth)	11
2h: Junction 24 Concern environment noise pollution (Kelvedon/Feering)	6
2h: Junction 24 Concern environment wildlife & ecology	9
2h: Junction 24 Concern lack of detail	11
2h: Junction 24 Concern people & communities impact on local businesses/services	7
2h: Junction 24 Concern people & communities impact on local communities (Inworth)	23
2h: Junction 24 Concern people & communities impact on local communities (other)	10
2h: Junction 24 Concern people & communities impact on properties/landowners (blight)	3
2h: Junction 24 Concern people & communities impact on properties/landowners (daily life)	22
2h: Junction 24 Concern people & communities local development	6
2h: Junction 24 Suggestion design alternative design	43
2h: Junction 24 Suggestion design infrastructure	5
2h: Junction 24 Suggestion design land-take	1
2h: Junction 24 Suggestion design Messing-cum-Inworth Parish Council proposed road	110
2h: Junction 24 Suggestion design safety/traffic calming measures	9

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Comment coding	Frequency
2h: Junction 24 Suggestion design upgrade Appleford Bridge	8
2h: Junction 24 Suggestion design WCH/public transport	11
2h: Junction 24 Suggestion environment hydrology	2
2h: Junction 24 Suggestion environment littering	1
2h: Junction 24 Suggestion environment noise pollution	5
2h: Junction 24 Suggestion environment wildlife & ecology	3
2h: Junction 24 Suggestion people & communities impact on properties/landowners	2
2h: Junction 24 Support congestion	31
2h: Junction 24 Support design access	24
2h: Junction 24 Support design general	24
2h: Junction 24 Support design safety	10
2h: Junction 24 Support environment air quality	1
2h: Junction 24 Support environment noise pollution	1
2h: Junction 24 Support people & communities impact on properties/landowners	1
2h: Junction 24 Support support with caveats	8

- 7.2.37 Statutory consultees Essex County Council and (Wood Group UK limited on behalf of) The Crown Estate expressed general support for proposed design of junction 24. Braintree District Council expressed support for the proposal on the grounds that it would reduce two-way and strategic traffic.
- 7.2.38 Many PILs expressed support for the proposed junction 24 because they felt the design was reasonable and would reduce traffic congestion through Kelvedon and Feering.
- 7.2.39 Many members of the community (Section 47 respondents) expressed support for the proposed junction 24 because they felt it would reduce traffic congestion, improve safety and provide direct access, particularly between the A12 and the surrounding areas of Kelvedon and Tiptree. These respondents also supported the proposed design because they felt it would have minimal impact on local properties and reduce road noise for residents.
- 7.2.40 Key areas of concern included the following:
- Potential negative impacts on the villages of Inworth and Messing, including access issues
 - Increased congestion, including impacts on listed buildings along the B1023, or a lack of impact on current congestion

- Impacts on existing roads, including the grade 2 listed Hinds Bridge
- The proposed permanent and temporary land acquisition
- Impacts during construction
- Impact on nearby properties from air pollution and noise during construction
- Noise, light and air pollution
- Impacts on safety for local people
- Impacts on access to properties along the B1023
- Poor value for money
- A lack of detail in the information provided, including local transport provision, environmental mitigation and potential upgrades to Inworth Road

7.2.41 Respondents suggested amendments to the design of the proposals, including the following:

- An additional link to the former railway line between Tiptree and the proposed junction 24
- Further noise mitigation measures
- Minimising land acquisition
- Moving footpaths and cycleways away from the main carriageway
- Measures to reduce risk of flooding

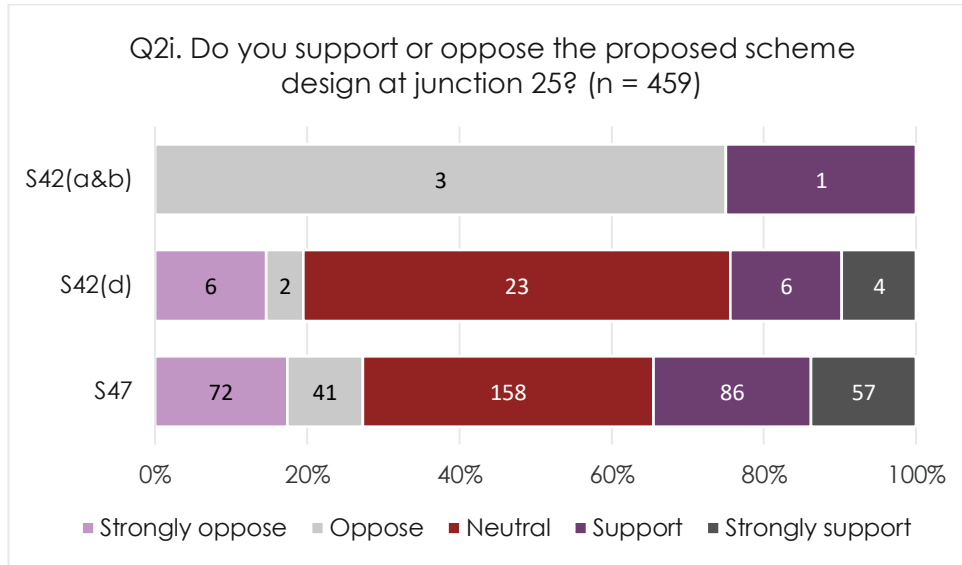
7.2.42 All responses can be seen in **Annex N**.

Question 2i and 2j: Do you support or oppose the proposed scheme design at junction 25?

7.2.43 This question provided a series of tick box options (question 2i) and an area to write any free text comments (question 2j).

7.2.44 Plate 7.5 presents a summary of responses to the tick box options, and Table 7.12 summarises the free text responses for question 2j by stakeholder type.

Plate 7.5 Response to question 2i



7.2.45 Most respondents (181) were neutral towards the proposed scheme design at junction 25. A smaller number of respondents (93) supported the proposed scheme design. Fewer respondents (78) strongly opposed the proposed scheme design.

Table 7.12 Number of comments for question 2j by stakeholder type

Stakeholder type	Number of respondents
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	8
Section 42(d) – PILs	12
Section 47 – Public and local communities	127

7.2.46 Respondents expressed support for the proposed improvements to junction 25 based on the potential improved local access; improvements to WCH routes; reductions in congestion; and improvements to safety. Table 7.13 shows the frequency of comments and themes from question 2j.

Table 7.13 Frequency of comments and themes from question 2j

Comment coding	Frequency
2j: Junction 25 Concern congestion traffic modelling	13
2j: Junction 25 Concern congestion will not improve	7
2j: Junction 25 Concern congestion will worsen (A120)	9
2j: Junction 25 Concern congestion will worsen (Copford)	4
2j: Junction 25 Concern congestion will worsen (general)	11
2j: Junction 25 Concern congestion will worsen (London Road)	3

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Comment coding	Frequency
2j: Junction 25 Concern congestion will worsen (Marks Tey)	3
2j: Junction 25 Concern design A120	21
2j: Junction 25 Concern design access	10
2j: Junction 25 Concern design complex/confusing	17
2j: Junction 25 Concern design general	5
2j: Junction 25 Concern design necessity	2
2j: Junction 25 Concern design safety	14
2j: Junction 25 Concern design WCH/public transport	13
2j: Junction 25 Concern environment agriculture	4
2j: Junction 25 Concern environment air quality	21
2j: Junction 25 Concern environment climate change	6
2j: Junction 25 Concern environment cultural heritage	1
2j: Junction 25 Concern environment general	4
2j: Junction 25 Concern environment hydrology	5
2j: Junction 25 Concern environment landscape & visual impact	8
2j: Junction 25 Concern environment light pollution	2
2j: Junction 25 Concern environment noise pollution	12
2j: Junction 25 Concern environment wildlife & ecology	8
2j: Junction 25 Concern lack of detail	17
2j: Junction 25 Concern people & communities impact on local businesses/services	3
2j: Junction 25 Concern people & communities impact on local communities (Easthorpe)	4
2j: Junction 25 Concern people & communities impact on local communities (general)	6
2j: Junction 25 Concern people & communities impact on local communities (Marks Tey)	21
2j: Junction 25 Concern people & communities impact on properties/landowners	6
2j: Junction 25 Concern people & communities local development	5
2j: Junction 25 Suggestion congestion traffic modelling	4
2j: Junction 25 Suggestion design A12 footbridge (general)	17

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Comment coding	Frequency
2j: Junction 25 Suggestion design A12 footbridge (London Road)	8
2j: Junction 25 Suggestion design A120	9
2j: Junction 25 Suggestion design access	14
2j: Junction 25 Suggestion design alternative design	14
2j: Junction 25 Suggestion design London roundabout	17
2j: Junction 25 Suggestion design Old Rectory roundabout	9
2j: Junction 25 Suggestion design safety/traffic calming measures	5
2j: Junction 25 Suggestion design WCH/public transport (general)	15
2j: Junction 25 Suggestion environment hydrology	4
2j: Junction 25 Suggestion environment landscape & visual impact	8
2j: Junction 25 Suggestion environment wildlife & ecology	4
2j: Junction 25 Support congestion	11
2j: Junction 25 Support design access	7
2j: Junction 25 Support design general	26
2j: Junction 25 Support design safety	8
2j: Junction 25 Support design WCH/public transport	1

- 7.2.47 Statutory consultees Essex County Council, Colchester Borough Council, and Marks Tey Parish Council expressed general support for the proposals on the basis that access between the existing A12 and new A12 would be improved. These respondents also welcomed the proposed provisions for WCH routes.
- 7.2.48 Many PILs expressed general support for the proposals on the grounds that they could alleviate traffic congestion and improve access to properties adjacent to junction 25. These respondents also voiced support for the proposed improvements for walkers and cyclists, such as the controlled crossing at Marks Tey Roundabout and the footbridge over the A12.
- 7.2.49 Some members of the community (Section 47 respondents) expressed general support for the proposals as they felt that the proposals would ease traffic congestion and improve safety for all road users. These respondents also welcomed the additional controlled pedestrian crossings as they believed these would allow walkers and cyclists to navigate the junction more easily.

- 7.2.50 Concerns expressed by respondents included the following:
- Loss of local access
 - Impacts on local residents resulting from increased noise, declining air quality and loss of land
 - That traffic modelling information is outdated
 - Worsening traffic congestion
 - A lack of improvements to pedestrian access
 - Environmental impacts, including impacts on the water supply, noise and light pollution, decreasing air quality, and loss of visual amenity and countryside
 - Complex design resulting in congestion and confusion for road users
- 7.2.51 Respondents made suggestions about maintaining access, in particular for sustainable transport modes, further environmental mitigation (including relocating location of mitigation), minimising access impacts during construction, improving pedestrian access to local amenities, and encouraging greater sustainable travel.
- 7.2.52 All responses can be seen in **Annex N**.
- Question 2k: Please provide any comments you have on other parts of the design, such as the sections between the junctions on the proposed new road.**
- 7.2.53 This question asked people to provide any comments on other parts of the design not specifically related to junctions, such as sections between the junctions on the proposed new road.
- 7.2.54 There were 135 responses to the open question, which is shown by stakeholder type in Table 7.14.

Table 7.14 Number of responses received for question 2k by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	7
Section 42(d) – PILs	13
Section 47 – Public and local communities	115

- 7.2.55 Respondents' comments in support for other parts of the design included access improvements at junctions 22 and 24 and the removal of junction 23, improvements to safety, reductions in congestion and encouraging use of non-motorised travel modes. Table 7.15 shows the frequency of comments and themes from question 2k.

Table 7.15 Frequency of comments and themes from question 2k

Comment coding	Frequency
2k: Other parts of the design inc. sections between junctions Concern congestion traffic modelling	9
2k: Other parts of the design inc. sections between junctions Concern congestion will not improve	3
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (Boreham)	10
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (general)	20
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (local development)	5
2k: Other parts of the design inc. sections between junctions Concern construction borrow pits	3
2k: Other parts of the design inc. sections between junctions Concern construction disruption	8
2k: Other parts of the design inc. sections between junctions Concern cost	5
2k: Other parts of the design inc. sections between junctions Concern design A120	1
2k: Other parts of the design inc. sections between junctions Concern design access	18
2k: Other parts of the design inc. sections between junctions Concern design J23	2
2k: Other parts of the design inc. sections between junctions Concern design maintenance	3
2k: Other parts of the design inc. sections between junctions Concern design safety	18
2k: Other parts of the design inc. sections between junctions Concern design service stations	1
2k: Other parts of the design inc. sections between junctions Concern design WCH/public transport	9
2k: Other parts of the design inc. sections between junctions Concern environment air quality	16
2k: Other parts of the design inc. sections between junctions Concern environment climate change	5
2k: Other parts of the design inc. sections between junctions Concern environment general	3

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Comment coding	Frequency
2k: Other parts of the design inc. sections between junctions Concern environment landscape & visual impact	14
2k: Other parts of the design inc. sections between junctions Concern environment light pollution	2
2k: Other parts of the design inc. sections between junctions Concern environment littering	3
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (general)	12
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (Hatfield Peverel)	7
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (mitigation)	11
2k: Other parts of the design inc. sections between junctions Concern environment wildlife & ecology	11
2k: Other parts of the design inc. sections between junctions Concern lack of detail	7
2k: Other parts of the design inc. sections between junctions Concern people & communities impact on local communities	15
2k: Other parts of the design inc. sections between junctions Concern people & communities impact on properties/landowners	17
2k: Other parts of the design inc. sections between junctions Concern people & communities local development	9
2k: Other parts of the design inc. sections between junctions Suggestion congestion	5
2k: Other parts of the design inc. sections between junctions Suggestion design A120	16
2k: Other parts of the design inc. sections between junctions Suggestion design access	10
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Hatfield Peverel/Witham)	9
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Marks Tey)	4
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (other)	4
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Rivenhall End/Kelvedon)	9
2k: Other parts of the design inc. sections between junctions Suggestion design safety/traffic calming measures	13

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Comment coding	Frequency
2k: Other parts of the design inc. sections between junctions Suggestion design WCH/public transport	11
2k: Other parts of the design inc. sections between junctions Suggestion environment air quality	2
2k: Other parts of the design inc. sections between junctions Suggestion environment hydrology	1
2k: Other parts of the design inc. sections between junctions Suggestion environment landscape & visual impact	6
2k: Other parts of the design inc. sections between junctions Suggestion environment light pollution	1
2k: Other parts of the design inc. sections between junctions Suggestion environment littering	3
2k: Other parts of the design inc. sections between junctions Suggestion environment noise pollution	26
2k: Other parts of the design inc. sections between junctions Suggestion environment wildlife & ecology	5
2k: Other parts of the design inc. sections between junctions Suggestion people & communities impact on properties/landowners	1
2k: Other parts of the design inc. sections between junctions Support construction disruption	1
2k: Other parts of the design inc. sections between junctions Support design general	9
2k: Other parts of the design inc. sections between junctions Support design safety	8
2k: Other parts of the design inc. sections between junctions Support design WCH/public transport	4

7.2.56 Concerns expressed by respondents included the following:

- Lack of improvement in, or increased, traffic congestion, with associated environmental impacts from noise and declining air quality on local communities and wildlife
- Impacts on access between local villages and to properties along the route
- Permanent land acquisition
- Impacts on quality of life due to visual impacts and disruption during construction
- Impacts on property prices

- Impacts on safety for all road users from increased congestion
- Maintenance of the old A12, the removal of junction 23 and lack of service stations
- Lack of detail, in particular about impacts on local communities

7.2.57 Respondents suggested the following:

- Alternative design suggestions, including the inclusion of bypasses for Hatfield Peverel and Hinds Bridge and a straight-line bypass between Witham and Kelvedon
- Further environmental and noise mitigation to protect wildlife and local communities
- Extending the public transport expressway to Colchester
- Further traffic surveys

7.2.58 All responses can be seen in **Annex N**.

Question 3a: Please provide us with any comments you may have on the Preliminary Environmental Information Report (PEIR) or the Non-Technical Summary. This includes any additional potential environmental ideas, which you would like to see delivered for the proposed scheme.

7.2.59 This question asked people to provide any comments in relation to the environment.

7.2.60 There were 289 responses to the open question, which is shown by stakeholder type in Table 7.16.

Table 7.16 Number of responses received for question 3a by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	19
Section 42(d) – PILs	35
Section 47 – Public and local communities	235

7.2.61 Respondents expressed support for the structure and scope of the PEIR (Highways England, 2021a) and the range of environmental assessments and consideration of potential environmental impacts, including protected species, the water environment and health (including mental health). They also supported the proposed mitigation measures, referencing those to protect the historic environment, and consideration of biodiversity net gain. Table 7.17 shows the frequency of comments and themes from question 3a.

Table 7.17 Frequency of comments and themes from question 3a

Comment coding	Frequency
3a: Environmental impacts Concern congestion traffic modelling	3
3a: Environmental impacts Concern congestion will worsen	14
3a: Environmental impacts Concern design land-take	5
3a: Environmental impacts Concern design WCH/public transport	7
3a: Environmental impacts Concern environment agriculture	23
3a: Environmental impacts Concern environment air quality	108
3a: Environmental impacts Concern environment climate change	128
3a: Environmental impacts Concern environment cultural heritage	16
3a: Environmental impacts Concern environment cumulative impacts	5
3a: Environmental impacts Concern environment environmental surveys	2
3a: Environmental impacts Concern environment general	18
3a: Environmental impacts Concern environment hydrology/flood risk	32
3a: Environmental impacts Concern environment landscape & visual impact	29
3a: Environmental impacts Concern environment light pollution	20
3a: Environmental impacts Concern environment littering	5
3a: Environmental impacts Concern environment noise pollution	93
3a: Environmental impacts Concern environment wildlife & ecology	88
3a: Environmental impacts Concern lack of detail	29
3a: Environmental impacts Concern PEIR Easthorpe Road	37
3a: Environmental impacts Concern PEIR misleading/lack of detail	58
3a: Environmental impacts Concern PEIR too much information	2
3a: Environmental impacts Concern people & communities impact on local communities	15
3a: Environmental impacts Concern people & communities impact on properties/landowners	21
3a: Environmental impacts Suggestion construction	4
3a: Environmental impacts Suggestion design alternative design	6
3a: Environmental impacts Suggestion design charging infrastructure	5
3a: Environmental impacts Suggestion design WCH/public transport	17

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Comment coding	Frequency
3a: Environmental impacts Suggestion environment agriculture	1
3a: Environmental impacts Suggestion environment air quality	9
3a: Environmental impacts Suggestion environment climate change	7
3a: Environmental impacts Suggestion environment cultural heritage	21
3a: Environmental impacts Suggestion environment cumulative impacts	1
3a: Environmental impacts Suggestion environment gather advice	6
3a: Environmental impacts Suggestion environment hydrology	16
3a: Environmental impacts Suggestion environment landscape & visual impact	14
3a: Environmental impacts Suggestion environment light pollution	5
3a: Environmental impacts Suggestion environment noise pollution	52
3a: Environmental impacts Suggestion environment wildlife & ecology	71
3a: Environmental impacts Suggestion PEIR assessments	60
3a: Environmental impacts Suggestion PEIR Environmental Statement	31
3a: Environmental impacts Suggestion people & communities impact on local communities	7
3a: Environmental impacts Suggestion people & communities impact on properties/landowners	5
3a: Environmental impacts Support environment air quality	12
3a: Environmental impacts Support environment cultural heritage	7
3a: Environmental impacts Support environment general	4
3a: Environmental impacts Support environment hydrology	4
3a: Environmental impacts Support environment landscape & visual impact	1
3a: Environmental impacts Support environment mitigation measures	21
3a: Environmental impacts Support environment noise pollution	4
3a: Environmental impacts Support general	10
3a: Environmental impacts Support PEIR general	9
3a: Environmental impacts Support PEIR methodology	22
3a: Environmental impacts Support PEIR support with caveats	7

- 7.2.62 Where respondents expressed concerns about the PEIR (Highways England, 2021a) and wider environmental elements, these included the following:
- A lack of detail and inconsistencies relating to environmental impacts, including flood risk, light pollution and plans to culvert watercourses
 - Cumulative impacts
 - The methodology of assessments and the resulting forecast impacts
 - Impacts on cultural heritage and the landscape
 - Potential negative impacts of the proposed scheme, such as increased air pollution, nitrogen dioxide levels, noise and vibration, and impacts on wildlife and habitats
 - Impacts on local communities, including access to health care and planned demolitions
 - The effectiveness of proposed mitigation measures

7.2.63 Respondents suggested additional assessments or additional information and data that should be considered in the Environmental Statement; additional mitigation measures or approaches to minimise impact on the local environment and local communities; and additional provisions for WCH and to support local businesses.

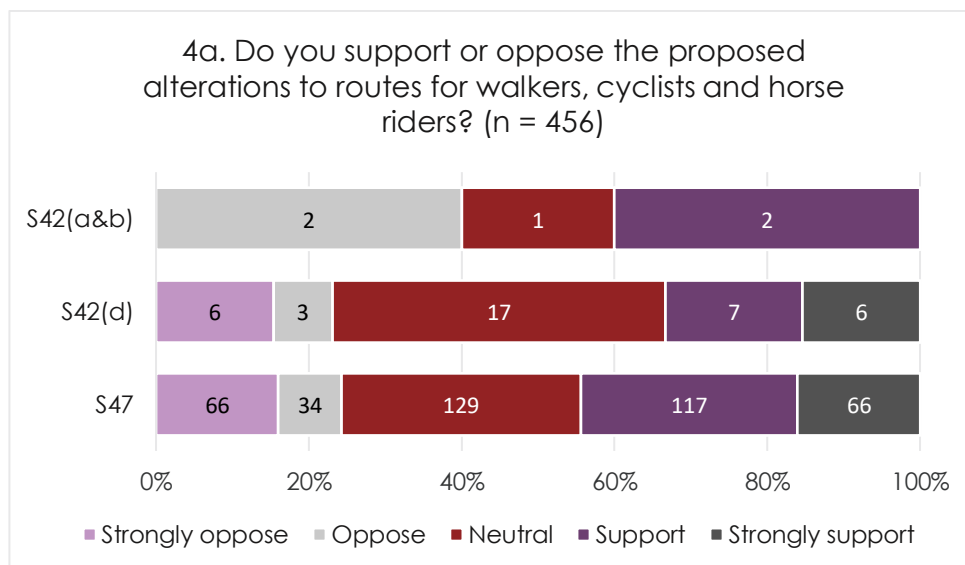
7.2.64 All responses can be seen in **Annex N**.

Question 4a and 4b: Do you support or oppose the proposed alterations to routes for walkers, cyclists and horse riders?

7.2.65 This question provided a series of tick box options (question 4a) and an area to write any free text comments (question 4b).

7.2.66 Plate 7.6 presents a summary of responses to the tick box options, and Table 7.18 summarises the free text responses for question 4b by stakeholder type.

Plate 7.6 Responses to question 4a



7.2.67 Many respondents (147) were neutral towards the proposed alterations to routes for WCH. A smaller number of respondents (126) supported the proposed alterations. The same number of respondents (72) strongly supported the proposed alterations as strongly opposed them.

Table 7.18 Number of responses received for question 4b by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	7
Section 42(d) – PILs	15
Section 47 – Public and local communities	218

7.2.68 Respondents' comments in support of the proposals identified potential benefits to WCH, including the access created by the proposed design and the potential to encourage more sustainable and active travel. Respondents also supported the potential for the design to enhance safety for non-motorised road users. Table 7.19 shows the frequency of comments and themes from question 4b.

Table 7.19 Frequency of comments and themes from question 4b

Comment coding	Frequency
4b: WCH Concern congestion will worsen	12
4b: WCH Concern cost	2
4b: WCH Concern design access	30
4b: WCH Concern design effectiveness	32
4b: WCH Concern design maintenance	2
4b: WCH Concern design necessity	12
4b: WCH Concern design safety (crossings)	6
4b: WCH Concern design safety (Easthorpe Road)	49
4b: WCH Concern design safety (general)	16
4b: WCH Concern design safety (Hatfield Peverel)	7
4b: WCH Concern design safety (Inworth)	3
4b: WCH Concern design safety (Marks Tey)	2
4b: WCH Concern design surfacing	1
4b: WCH Concern doubt implementation	3
4b: WCH Concern environment air quality	5
4b: WCH Concern environment landscape & visual impact	4
4b: WCH Concern environment noise pollution	1

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Comment coding	Frequency
4b: WCH Concern lack of detail	16
4b: WCH Concern people & communities impact on local amenities	1
4b: WCH Concern people & communities impact on properties/landowners	1
4b: WCH Suggestion design access	15
4b: WCH Suggestion design accessibility	14
4b: WCH Suggestion design bridges	11
4b: WCH Suggestion design bridleways	17
4b: WCH Suggestion design infrastructure	8
4b: WCH Suggestion design restrict access to WCH	7
4b: WCH Suggestion design safety/traffic calming measures	15
4b: WCH Suggestion design walking/cycle paths	12
4b: WCH Suggestion design walking/cycle paths (B1023)	6
4b: WCH Suggestion design walking/cycle paths (Boreham)	7
4b: WCH Suggestion design walking/cycle paths (existing A12)	9
4b: WCH Suggestion design walking/cycle paths (Hatfield Peverel)	1
4b: WCH Suggestion design walking/cycle paths (Kelvedon/Feering)	7
4b: WCH Suggestion design walking/cycle paths (DfT (2020) Cycle Infrastructure Design –Local Transport Note 1/20)	14
4b: WCH Suggestion design walking/cycle paths (Marks Tey)	5
4b: WCH Suggestion design walking/cycle paths (Rivenhall)	2
4b: WCH Suggestion design walking/cycle paths (Witham)	6
4b: WCH Suggestion environment air quality	1
4b: WCH Suggestion environment wildlife & ecology	4
4b: WCH Suggestion funding	1
4b: WCH Support design access	23
4b: WCH Support design general	38
4b: WCH Support design J19	3
4b: WCH Support design safety	25
4b: WCH Support design Wellington Bridge	2
4b: WCH Support environment air quality	1
4b: WCH Support environment noise pollution	1
4b: WCH Support people & communities encourage WCH	13

- 7.2.69 Statutory consultees Essex County Council and Suffolk County Council expressed general support for the design, because they felt it would provide benefits to WCH. More specifically, Essex County Council expressed support for the access created by the proposed design. They favoured both new and widened bridges, particularly the new Easthorpe Road overbridge, and the reconnection of the historic public rights of way (PRoWs) to provide a north-south connection. The restoration and maintenance of the ability to travel between Marks Tey and Feering from Easthorpe Road was welcomed.
- 7.2.70 Some PILs expressed support for the proposed WCH route between Hatfield Peverel and Witham as they felt it would be important for sustainable travel between the communities. They also felt the increasing populations due to new housing developments would rely more heavily upon this access to travel between settlements for access to amenities such as the train station, shops and schools. Additionally, they believed that the proposed additional capacity on local roads would improve access to sustainable travel via the de-trunked road.
- 7.2.71 Some members of the community (Section 47 respondents) expressed general support for the proposed design, with some of these giving broad, overarching support for the planned improvements. More specifically, a few respondents were pleased to see consideration being given to WCH, while a further few respondents deemed the segregation of these users from fast-moving traffic to be positive. A few respondents supported the shared use of new and existing bridges, footbridges and crossings, and the relinking of footpaths. A few respondents stated that any new routes would be useful, a few others observed that the detours did not seem excessive, and a few others expressed positive views that access to the countryside would be improved. A few respondents welcomed the controlled crossing west of Paynes Lane, and a few others stated that dedicated new bridges were a good idea.
- 7.2.72 Respondents' concerns about the proposals included the following:
- Impacts on local footpaths, with the location of the planned footbridge at Paynes Lane being identified
 - Safety concerns about the potential interactions between motorised and non-motorised users
 - That sufficient consideration has been given to non-motorised access to local amenities
 - The impact of potential increases in congestion on WCH
 - That the design does not sufficiently promote WCH and does not align with local plans and wider standards
 - Overlooked locations such as Inworth, Easthorpe, junction 24 and junction 25
 - That proposals mitigate potential negative consequences without providing additional benefits and that the wider proposals may discourage WCH

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- That the design of the proposed scheme and its WCH provisions may cause access issues
- The design and cost of the proposed scheme, including surfacing of the proposed routes, as well as doubts about the improvements being delivered and some doubts that the proposals are needed
- Impacts on local communities and property owners
- Lack of detail about the proposals, including access, whether separate routes will be provided for WCH and provisions during construction

7.2.73 Respondents made a wide range of specific suggestions in relation to improving access, accessibility and safety, covering both planned and existing WCH routes. These included segregation of the three user types, maintaining access during construction, ensuring that the routes form a cohesive network, providing suitable lighting, and traffic calming measures in areas of shared use with motorised road-users.

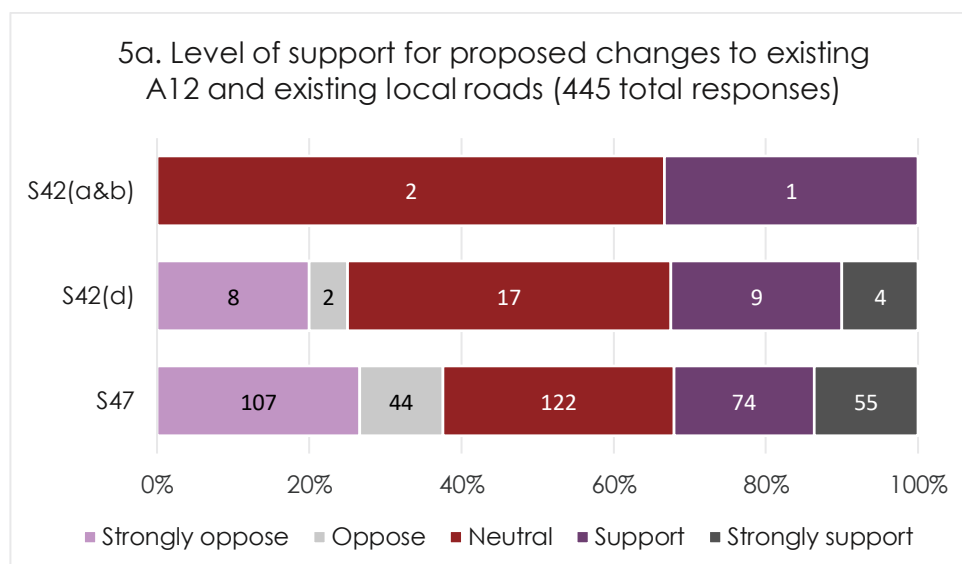
7.2.74 All responses can be seen in **Annex N**.

Question 5a and 5b: Level of support for proposed changes to existing A12 and existing local roads.

7.2.75 This question provided a series of tick box options (question 5a) and an area to write any free text comments (question 5b).

7.2.76 Plate 7.7 presents a summary of responses to the tick box options, and Table 7.20 summarises the free text responses for question 5b by stakeholder type.

Plate 7.7 Responses to question 5a



7.2.77 Many respondents (141) were neutral towards the proposed changes to the existing A12 and existing local roads. Fewer respondents (115) strongly opposed the proposed changes, while fewer still (84) supported the proposed changes.

Table 7.20 Response to question 5b by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	6
Section 42(d) – PILs	17
Section 47 – Public and local communities	225

7.2.78 Comments in support of the proposed changes and improvements to the existing A12 road and local roads identified the potential for improved access and connectivity, safety and reduced disruption from congestion, particularly for Rivenhall End and Marks Tey. Table 7.21 shows the frequency of comments and themes from question 5b.

Table 7.21 Frequency of comments and themes from question 5b

Comment coding	Frequency
5b: Bypass routes and other side roads Concern congestion traffic modelling	51
5b: Bypass routes and other side roads Concern congestion will not improve	16
5b: Bypass routes and other side roads Concern congestion will worsen (Easthorpe)	122
5b: Bypass routes and other side roads Concern congestion will worsen (other)	40
5b: Bypass routes and other side roads Concern construction disruption	2
5b: Bypass routes and other side roads Concern cost	30
5b: Bypass routes and other side roads Concern design access	44
5b: Bypass routes and other side roads Concern design borrow pits	3
5b: Bypass routes and other side roads Concern design general	18
5b: Bypass routes and other side roads Concern design journey time	2
5b: Bypass routes and other side roads Concern design land-take	2
5b: Bypass routes and other side roads Concern design maintenance	13
5b: Bypass routes and other side roads Concern design necessity	15
5b: Bypass routes and other side roads Concern design safety	112
5b: Bypass routes and other side roads Concern design WCH/public transport	24
5b: Bypass routes and other side roads Concern environment agriculture	1
5b: Bypass routes and other side roads Concern environment air quality	15

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Comment coding	Frequency
5b: Bypass routes and other side roads Concern environment climate change	7
5b: Bypass routes and other side roads Concern environment general	11
5b: Bypass routes and other side roads Concern environment hydrology/flood risk	16
5b: Bypass routes and other side roads Concern environment landscape & visual impact	24
5b: Bypass routes and other side roads Concern environment light pollution	5
5b: Bypass routes and other side roads Concern environment noise pollution	18
5b: Bypass routes and other side roads Concern environment wildlife & ecology	14
5b: Bypass routes and other side roads Concern lack of detail	9
5b: Bypass routes and other side roads Concern people & communities impact on local communities	26
5b: Bypass routes and other side roads Concern people & communities impact on properties/landowners	47
5b: Bypass routes and other side roads Concern people & communities local development	14
5b: Bypass routes and other side roads Suggestion design A120	5
5b: Bypass routes and other side roads Suggestion design access	10
5b: Bypass routes and other side roads Suggestion design additional improvements	19
5b: Bypass routes and other side roads Suggestion design alternative design	1
5b: Bypass routes and other side roads Suggestion design existing A12	29
5b: Bypass routes and other side roads Suggestion design restrict/discourage access to Easthorpe Road	81
5b: Bypass routes and other side roads Suggestion design safety/traffic calming measures	10
5b: Bypass routes and other side roads Suggestion design WCH/public transport	28
5b: Bypass routes and other side roads Suggestion environment noise pollution	4
5b: Bypass routes and other side roads Suggestion environment wildlife & ecology	9
5b: Bypass routes and other side roads Suggestion funding	2

Comment coding	Frequency
5b: Bypass routes and other side roads Suggestion people & communities impact on properties/landowners	3
5b: Bypass routes and other side roads Support congestion	10
5b: Bypass routes and other side roads Support design access	13
5b: Bypass routes and other side roads Support design general	14
5b: Bypass routes and other side roads Support design safety	8
5b: Bypass routes and other side roads Support design WCH/public transport	6
5b: Bypass routes and other side roads Support environment general	1
5b: Bypass routes and other side roads Support people & communities impact on local communities	6
5b: Bypass routes and other side roads Support people & communities impact on properties/landowners	4
5b: Bypass routes and other side roads Support support with caveats	1

- 7.2.79 Statutory consultees Rivenhall Parish Council, Feering Parish Council and Essex County Council expressed support for the proposals because they felt that the designs for the existing A12 and local roads were 'sensible'. These respondents also believed that the proposals would increase local connectivity, particularly near Rivenhall End, and generally improve safety for pedestrians and cyclists. Braintree District Council also expressed support, but only on the condition that traffic calming measures were taken on the existing A12.
- 7.2.80 The proposals for existing roads and local roads were supported by a few PILs because they believed the designs would improve overall safety for all road users and provide general connectivity benefits for Rivenhall End.
- 7.2.81 Some members of the community (Section 47 respondents) expressed general support for the proposals because they felt it would improve road safety overall and provide improved local access. These respondents also believed the proposals would reduce disruption from traffic congestion for residents of Rivenhall End and Marks Tey. These respondents mentioned support for the closing of access to Oak Road.
- 7.2.82 Concerns expressed by respondents included the following:
- The proposed design would not improve, or may worsen, traffic congestion, particularly along Easthorpe Road
 - Potential negative impacts on residential access and pedestrian and cyclist safety on Easthorpe Road

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- A lack of detail in the consultation document on environmental mitigation measures, timescale and traffic data
- Environmental impacts, including decreased air quality, light and noise pollution, visual impacts, wildlife impacts from the removal of trees and risk of flooding

7.2.83 Respondents suggested further improvements for walkers and cyclists additional traffic calming, noise and environmental mitigation, design changes to reduce congestion through Easthorpe, economic and environmental impacts and impacts on local communities.

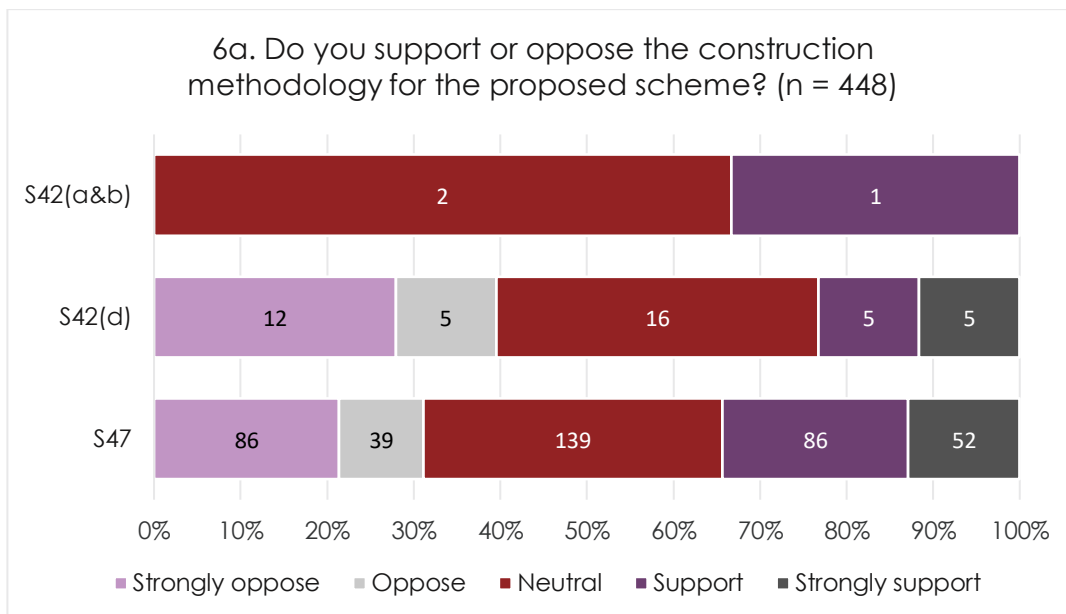
7.2.84 All responses can be seen in **Annex N**.

Question 6a and 6b: Do you support or oppose the construction methodology for the proposed scheme?

7.2.85 This question provided a series of tick box options (question 6a) and an area to write any free text comments (question 6b).

7.2.86 Plate 7.8 presents a summary of responses to the tick box options, and Table 7.22 summarises the free text responses for question 6b by stakeholder type.

Plate 7.8 Responses to question 6a



7.2.87 Many respondents (157) were neutral towards the construction methodology for the proposed scheme. A smaller number of respondents (98) strongly opposed the methodology. Slightly fewer respondents (92) supported the construction methodology for the proposed scheme.

Table 7.22 Response to question 6b by stakeholder type

Stakeholder type	Number of responses
Section 42(a) and (b) – Statutory consultee (prescribed consultees and local authorities)	14
Section 42(d) – PILs	27
Section 47 – Public and local communities	163

7.2.88 Comments in support of the proposed construction methodology for the proposed scheme identified the attention to sustainable construction, maintaining the functionality of the A12 during construction, thoughtful attention to mitigating impacts during construction, and the approach to obtaining land for compounds. Table 7.23 shows the frequency of comments and themes from question 6b.

Table 7.23 Frequency of comments and themes from question 6b

Comment coding	Frequency
6b: Construction Concern congestion	37
6b: Construction Concern cost	3
6b: Construction Concern design access	48
6b: Construction Concern design borrow pits	5
6b: Construction Concern design safety	24
6b: Construction Concern disruption	31
6b: Construction Concern environment air quality	26
6b: Construction Concern environment cultural heritage	2
6b: Construction Concern environment hydrology/flood risk	5
6b: Construction Concern environment landscape & visual impact	18
6b: Construction Concern environment light pollution	14
6b: Construction Concern environment noise pollution	51
6b: Construction Concern environment wildlife & ecology	7
6b: Construction Concern lack of detail	22
6b: Construction Concern people & communities impact on communities	27
6b: Construction Concern people & communities impact on local businesses/services	9
6b: Construction Concern people & communities impact on properties/landowners	33

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Comment coding	Frequency
6b: Construction Concern quality/compliance	7
6b: Construction Suggestion access	16
6b: Construction Suggestion alternative design	10
6b: Construction Suggestion communication	16
6b: Construction Suggestion compensation	6
6b: Construction Suggestion mitigation measures	24
6b: Construction Suggestion permissions/licences/responsibilities	3
6b: Construction Suggestion restore land post-construction	5
6b: Construction Suggestion restrict access to Easthorpe Road	29
6b: Construction Suggestion safety	3
6b: Construction Suggestion security	2
6b: Construction Suggestion sustainability	4
6b: Construction Suggestion timescale	9
6b: Construction Support design construction infrastructure	5
6b: Construction Support disruption	7
6b: Construction Support environment noise reduction measures	1
6b: Construction Support general	16
6b: Construction Support support with caveats	2
6b: Construction Support timing	3

- 7.2.89 Statutory consultee Essex County Council expressed support for the intention to use sustainable materials and the production of a site waste management plan. Chelmsford City Council expressed support for the commitment to maintain the functionality of the A12 throughout the construction phase.
- 7.2.90 Many PILs expressed support for the proposed construction plans as they felt mitigation principles had been thoughtfully considered and that some disruption would be acceptable.
- 7.2.91 Some members of the community (Section 47 respondents) believed that the construction plans had been well thought out and that, based on their experience of delivering previous road improvements, such as the A14 scheme, National Highways could be trusted to carry out the proposed work. A few respondents expressed general support for the commitment to sustainability.
- 7.2.92 Concerns expressed by respondents included the following:
- Potential negative impacts on the village of Hatfield Peverel resulting from road users seeking alternative routes

- Increased congestion and resulting delays for road users
- Disruption during construction to local property owners, communities and businesses
- Safety impacts from additional construction traffic, in particular on narrow roads in the area
- Respondents suggested ensuring communication and engagement with those likely to be impacted, alternative routes to maintain access and suitable routes for construction traffic and diversion routes

7.2.93 All responses can be seen in **Annex N**.

Regard to responses (in accordance with Section 49 of PA 2008)

- 7.2.94 Section 49 of the PA 2008 imposes a duty on the Applicant to have regard to any relevant responses received under Section 42, Section 47 or Section 48 of the PA 2008 within the specified deadline.
- 7.2.95 The Applicant considers that the responses to the closed questions included in the consultation response form provided as part of the consultation support the submitted application.
- 7.2.96 In response to question 2a, most respondents (197) answered 'neutral' towards the proposed scheme design at junction 19.
- 7.2.97 In response to question 2c, most respondents (185) answered that they either 'support' or 'strongly support' the proposed scheme design at junction 21.
- 7.2.98 In response to question 2e, many respondents (187) stated they either 'support' or 'strongly support' the proposed scheme design at junction 22.
- 7.2.99 In response to question 2g, many respondents (180) selected either 'support' or 'strongly support' when asked about the proposed scheme design at junction 24.
- 7.2.100 In response to question 2i, many respondents (181) were 'neutral' towards the proposed scheme design at junction 25.
- 7.2.101 In response to question 4a, many respondents (198) answered 'support' or 'strongly support' in response to the proposed alterations in routes for WCH.
- 7.2.102 In response to question 5a, many respondents (1161) answered 'oppose' or 'strongly oppose' in response to the proposed change to existing A12 and existing local roads.
- 7.2.103 In response to question 6a, many respondents (157) were 'neutral' towards the construction methodology for the proposed scheme.
- 7.2.104 The Applicant has shown regard to all other issues raised during the statutory consultation, in accordance with Section 49 of the PA 2008. This is reported in detail in **Annex N**, which summarises (in a series of tables) relevant written consultation responses and explains what regard has been had to them.

7.2.105 In **Annex N**, tables are included for each group of statutory consultees (Section 42(1)(a) and Section 42(1)(b), Section 42(1)(d), Section 47 and Section 48).

7.3 Analysis of responses to supplementary consultation

7.3.1 The supplementary consultation for the proposed scheme was between 9 November and 19 December 2021. More information about this is provided in **Chapter 6** of this Report.

7.3.2 The Applicant invited all consultees, including those identified under Section 42, Section 47 and Section 48 of the PA 2008, to submit feedback within the consultation period noted above.

7.3.3 All feedback the Applicant received was saved and logged so it could be analysed and reported on.

7.3.4 The consultation responses were analysed by independent consultation specialists Traverse. Their report on the supplementary consultation can be seen in **Annex Q**.

7.3.5 Consultees were invited to provide feedback by the following methods:

- Completing an online copy of the consultation response form, on the proposed scheme's website: [REDACTED]
- Completing the consultation response form and sending it to **FREEPOST A12 WIDENING**
- Emailing a consultation response form to the proposed scheme email address: [REDACTED]

7.3.6 A copy of the consultation response form is provided in **Annex J** of this Report.

7.3.7 Response forms submitted by post, email and the online were received, processed and imported into a single database for analysis.

7.3.8 This section provides a breakdown by question of the feedback the Applicant received in response to its consultation response form. **Annex N** of this Report sets out how the Applicant has had regard to the comments received during the consultation.

7.3.9 Quantifiers such as 'many' or 'a few' have been used, as defined in Table 7.24, when summarising feedback, to give a sense of the frequency with which issues were raised. This helps to give a sense of proportion and balance and is an approach that follows good practice in reporting qualitative data from open questions. This approach follows good practice in reporting qualitative data from open questions.

Table 7.24 Quantifiers and frequency of response

Quantifier	Frequency of response
Few	<6%
Some	Between 6% and 25%

Many	Between 26% to 50%
Most	>50%

- 7.3.10 As consultation response form question 1 asks for personal details about the consultee providing feedback, details about those responses are not published in this Report. Analysis therefore begins at the first question about the proposed scheme, which is question 2.
- 7.3.11 A total of 384 responses were received during the supplementary consultation period. The format in which the responses were received is shown in Table 7.25. The number of responses for each respondent type according to the PA 2008 is provided in Table 7.26.

Table 7.25 Supplementary consultation responses received

Type of response	Number of responses
Online response form	246
Email	109
Hard copy response form or letter	29
Total	384

Table 7.26 Supplementary consultation responses by respondent type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	26
PILs (Section 42(d))	42
Public – local communities and other stakeholders (Section 47)	316
Total	384

**Question 2: Junction 21 – southern link road removal (Hatfield Peverel).
Please let us know any comments you may have on this aspect.**

- 7.3.12 This question provided an area to write any free text comments.
- 7.3.13 Table 7.27 summarises the free text responses for question 2 by stakeholder type.

Table 7.27 Responses to question 2 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	6
PILs (Section 42(d))	10
Public – local communities and other stakeholders (Section 47)	82

- 7.3.14 Statutory consultee Braintree District Council expressed support for the proposed southern link road removal, subject to the detail of environmental impact studies. The council supported the re-routing of traffic via Wellington Bridge on the basis that it would address previous concerns raised regarding various types of pollution and their impact on physical and mental health.
- 7.3.15 Table 7.28 shows the frequency of comments and themes from the responses made to question 2.

Table 7.28 Frequency of comments and themes from question 2

Comment coding	Frequency
2 - Junction 21 - southern link road removal Concern Construction Disruption	8
2 - Junction 21 - southern link road removal Concern Environment Air pollution	1
2 - Junction 21 - southern link road removal Concern Environment Climate change/carbon emissions	3
2 - Junction 21 - southern link road removal Concern Environment Impact on health	1
2 - Junction 21 - southern link road removal Concern Environment Light pollution	1
2 - Junction 21 - southern link road removal Concern Environment Noise pollution	5
2 - Junction 21 - southern link road removal Concern Environment Wildlife and ecology	3
2 - Junction 21 - southern link road removal Concern General Objection/non-specific concern	5
2 - Junction 21 - southern link road removal Concern Highways Access	9
2 - Junction 21 - southern link road removal Concern Land management Impact on properties/landowners	3
2 - Junction 21 - southern link road removal Concern National highways Cost	2
2 - Junction 21 - southern link road removal Concern Stakeholder Request further information/review	4
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow	21
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow (Boreham specific)	26
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow (Hatfield Peverel specific)	6

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Comment coding	Frequency
2 - Junction 21 - southern link road removal Concern WCH/Safety Safety	12
2 - Junction 21 - southern link road removal Concern WCH/Safety WCH	10
2 - Junction 21 - southern link road removal Suggestion Environment Noise pollution	4
2 - Junction 21 - southern link road removal Suggestion Highways Access	10
2 - Junction 21 - southern link road removal Suggestion Highways Alternative design	19
2 - Junction 21 - southern link road removal Suggestion Highways Bypass road	2
2 - Junction 21 - southern link road removal Suggestion Highways Restore Southern Link Road	6
2 - Junction 21 - southern link road removal Suggestion Stakeholder Request further information/engagement	5
2 - Junction 21 - southern link road removal Suggestion Traffic and Economics Public transport	1
2 - Junction 21 - southern link road removal Suggestion Traffic and Economics Traffic calming measures	11
2 - Junction 21 - southern link road removal Suggestion WCH/Safety Safety	6
2 - Junction 21 - southern link road removal Suggestion WCH/Safety WCH	8
2 - Junction 21 - southern link road removal Support Construction Disruption	1
2 - Junction 21 - southern link road removal Support General	20
2 - Junction 21 - southern link road removal Support Highways Access	5
2 - Junction 21 - southern link road removal Support Highways Infrastructure	1
2 - Junction 21 - southern link road removal Support Land management Impact on properties/landowners	1
2 - Junction 21 - southern link road removal Support Land management Land-take	1
2 - Junction 21 - southern link road removal Support National highways Cost	1
2 - Junction 21 - southern link road removal Support Traffic and Economics Traffic flow	6
2 - Junction 21 - southern link road removal Support WCH/Safety WCH	2

- 7.3.16 Some PILs were supportive of this proposal, with many preferring this to the proposals made in the statutory consultation. Some others supported the proposals on the basis that it would:
- improve traffic flow and access in the local area
 - reduce cost and land-take by eliminating the need for separate link roads on either side of the A12
 - improve safety for WCH by providing them with a safer route of travel via the northern link road
- 7.3.17 Many members of the community (Section 47 respondents) were in support of the proposals and commented positively on this now being an all-movements junction and improving access for residents.
- 7.3.18 Concerns expressed by respondents included the following:
- The potential restriction of agricultural vehicles
 - Increased traffic on roads that are perceived as ill-equipped for use as diversion routes, including a single-track bridge over the River Chelmer and Church Road in Hatfield Peverel
 - The recommissioning of PRowS such as PRow 213_45 and PRow 213_23, which they believe could lead to an increase in illegal parking on the B1137 unless restrictions are introduced.
- 7.3.19 Suggestions from respondents included the following:
- Ensuring that residents from the Gleneagles Way estate have suitable access to The Street
 - Introducing mini-roundabouts or signalling in areas where a T-junction would not allow for reasonable access for residents
 - Utilising Bury Lane for station traffic instead of putting a temporary car park behind the Vineyards to reduce inconvenience for residents
 - Re-routing compound traffic via the Witham South junction instead of junction 21a
 - Future-proofing the design to allow for a potential bypass from junction 21 to Maldon to support progressive expansion
 - Introducing a pedestrian crossing at the southern end of Wellington Bridge to allow for an alternative safe access route to the north end of The Street
 - Keeping the north link road well-lit between Hatfield Peverel and the Vineyards
- 7.3.20 All responses can be seen in **Annex N**.

Question 3: Improved road surfacing and removal of noise barrier (Hatfield Peverel). Please let us know any comments you may have on this aspect.

7.3.21 This question provided an area to write any free text comments.

7.3.22 Table 7.29 summarises the free text responses for question 3 by stakeholder type.

Table 7.29 Responses to question 3 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	3
PILs (Section 42(d))	10
Public – local communities and other stakeholders (Section 47)	68

7.3.23 Statutory consultee Copford with Easthorpe Parish Council noted that the reduction in noise would be positive.

7.3.24 **Table 7.30** shows the frequency of comments and themes from the responses made to question 3.

Table 7.30 Frequency of comments and themes from question 3

Comment coding	Frequency
3 - Improved road surfacing and removal of noise barrier Concern Construction Disruption	3
3 - Improved road surfacing and removal of noise barrier Concern Environment General	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Impact on health	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Landscape and visual impact	2
3 - Improved road surfacing and removal of noise barrier Concern Environment Light pollution	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Noise pollution	13
3 - Improved road surfacing and removal of noise barrier Concern Environment Wildlife and ecology	2
3 - Improved road surfacing and removal of noise barrier Concern Highways Effectiveness	9
3 - Improved road surfacing and removal of noise barrier Concern Highways Insufficient area	5

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Comment coding	Frequency
3 - Improved road surfacing and removal of noise barrier Concern Highways Maintenance/longevity	13
3 - Improved road surfacing and removal of noise barrier Concern Highways Removal of noise barriers	11
3 - Improved road surfacing and removal of noise barrier Concern Land management Impact on properties/landowners	2
3 - Improved road surfacing and removal of noise barrier Suggestion Construction Materials	2
3 - Improved road surfacing and removal of noise barrier Suggestion Environment Wildlife and ecology	5
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Alternative design	4
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Improve additional areas of road	12
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Keep noise barrier	17
3 - Improved road surfacing and removal of noise barrier Suggestion National Highways De-trunking	1
3 - Improved road surfacing and removal of noise barrier Suggestion Traffic and Economics Compensation	2
3 - Improved road surfacing and removal of noise barrier Suggestion Traffic and Economics Traffic calming measures	3
3 - Improved road surfacing and removal of noise barrier Support Construction Disruption	1
3 - Improved road surfacing and removal of noise barrier Support Environment Noise pollution	7
3 - Improved road surfacing and removal of noise barrier Support General	26

7.3.25 A few PILs were supportive of this proposal, welcoming any improvement to noise reduction.

7.3.26 Some members of the community (Section 47 respondents) were in support of the proposals and commented positively on improvements to noise reduction.

7.3.27 Concerns expressed by respondents included the following:

- The removal of trees and vegetation flanking the north side of the A12, which currently act as a sound barrier, would increase noise levels

- The likelihood of the improved road surface deteriorating due to its continual use.
- Suggestions from respondents included the following:
 - Use of the best noise reduction materials for road surfacing
 - Retention of trees along the A12 through Hatfield Peverel
 - Extension of the improved road surfacing beyond the Hatfield Peverel road cutting.

7.3.28 All responses can be seen in **Annex N**.

Question 4: Gas main (Witham). Please let us know any comments you may have on this aspect.

7.3.29 This question provided an area to write any free text comments.

7.3.30 Table 7.31 summarises the free text responses for question 4 by stakeholder type.

Table 7.31 Responses to question 4 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	7
PILs (Section 42(d))	4
Public – local communities and other stakeholders (Section 47)	115

7.3.31 Statutory consultees Essex County Council, Historic England and Maldon District Council all supported option 3.

7.3.32 **Table 7.32** shows the frequency of comments and themes from the responses made to question 4.

Table 7.32 Frequency of comments and themes from question 4

Comment coding	Frequency
4 - Gas main Concern Environment Climate change/carbon emissions	2
4 - Gas main Concern Environment Cultural heritage	2
4 - Gas main Concern Environment Hydrology/flood risk	1
4 - Gas main Concern Environment Landscape and visual impact	4
4 - Gas main Concern Environment Wildlife and ecology	9
4 - Gas main Concern Highways Access	2
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Construction Disruption	2

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Comment coding	Frequency
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Air pollution	2
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Climate change/carbon emissions	9
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Cultural heritage	37
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment General	16
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Hydrology/flood risk	8
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Impact on health	5
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Land pollution	10
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Landscape and visual impact	33
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Wildlife and ecology	81
4 - Gas main Concern Non-preferred routes (2, 4 & 5) General - no reason specified	17
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Land management Impact on properties/landowners	14
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Traffic and Economics Impact on local businesses/services	14
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Traffic and Economics Traffic flow	1
4 - Gas main Concern Non-preferred routes (2, 4 & 5) WCH/safety WCH	16
4 - Gas main Concern Preferred routes (1 & 3) Construction Disruption	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Hydrology/flood risk	2
4 - Gas main Concern Preferred routes (1 & 3) Environment Impact on health	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Landscape and visual impact	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Noise pollution	2
4 - Gas main Concern Preferred routes (1 & 3) General	1

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Comment coding	Frequency
4 - Gas main Concern Preferred routes (1 & 3) Traffic and Economics Impact on business/services	2
4 - Gas main Concern Preferred routes (1 & 3) Traffic and Economics Traffic flow	1
4 - Gas main Concern Preferred routes (1 & 3) WCH/Safety WCH	1
4 - Gas main Concern Stakeholder Gas pipe route selection process	10
4 - Gas main Concern Traffic and Economics Traffic flow	1
4 - Gas main Suggestion Alternative approach Reduce demand	1
4 - Gas main Suggestion Alternative approach Use existing gas pipeline	2
4 - Gas main Suggestion Alternative approach Use renewable energy instead	1
4 - Gas main Suggestion Construction Access	2
4 - Gas main Suggestion Construction Method	4
4 - Gas main Suggestion Construction Minimise disruption	1
4 - Gas main Suggestion Environment Cultural heritage	1
4 - Gas main Suggestion Environment Hydrology/flood risk	1
4 - Gas main Suggestion Environment Wildlife and ecology	7
4 - Gas main Suggestion Highways Gas infrastructure (Cadent-specific)	1
4 - Gas main Suggestion Land management Alternative design	1
4 - Gas main Suggestion Stakeholder Gas pipeline route selection process	7
4 - Gas main Suggestion Stakeholder Listen to locals	1
4 - Gas main Suggestion Stakeholder Request further information/engagement	5
4 - Gas main Suggestion WCH/Safety WCH	1
4 - Gas main Support General	6
4 - Gas main Support Non-preferred option (route 2, 4 & 5)	3
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Construction Disruption	14
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Cultural heritage	9
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment General	5

Comment coding	Frequency
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Landscape and visual impact	10
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Wildlife and ecology	25
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) General	13
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) National highways Cost	2
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Support with caveats	9

7.3.33 A few PILs expressed support for option 1, on the basis that it seemed most cost-effective and likely to have the least negative impact on the local community. A few other PILs expressed support for option 3, also on the basis that it would be likely to have the least negative impact on the local community.

7.3.34 Many members of the community (Section 47 respondents) expressed support for the proposal in general terms, accepting the necessity of the gas pipeline work or stating that they have no issues to raise.

7.3.35 Concerns expressed by respondents included the following:

- Enjoyment of the garden and home during and post-construction
- Perceived need for remedial works to the land, and the related cost
- Potential damage to wildlife-proof fencing
- Impact on the landscape such as ancient oak trees and a large lake

7.3.36 Respondents made suggestions including the following:

- Using the route of the existing gas pipeline to cause the least environmental damage
- Reducing demand and usage rather than providing extra capacity
- Investing in renewable energy infrastructure instead

7.3.37 All responses can be seen in **Annex N**.

Question 5: Market Lane noise barrier (Witham). Please let us know any comments you may have on this aspect.

7.3.38 This question provided an area to write any free text comments.

7.3.39 Table 7.33 summarises the free text responses for question 5 by stakeholder type.

Table 7.33 Responses to question 5 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	4
PILs (Section 42(d))	1
Public – local communities and other stakeholders (Section 47)	23

7.3.40 Many respondents expressed support for the proposal in general terms, on the grounds that the proposed scheme would only temporarily remove the noise barrier and it would reduce noise pollution in the long term.

7.3.41 **Table 7.34** shows the frequency of comments and themes from the responses made to question 5.

Table 7.34 Frequency of comments and themes from question 5

Comment coding	Frequency
5 - Market Lane noise barrier Concern Construction Disruption	5
5 - Market Lane noise barrier Concern Environment Climate change/carbon emissions	2
5 - Market Lane noise barrier Concern Environment Impact on health	1
5 - Market Lane noise barrier Concern Environment Noise pollution	7
5 - Market Lane noise barrier Concern Environment Wildlife and ecology	6
5 - Market Lane noise barrier Suggestion Construction Discourage road use	3
5 - Market Lane noise barrier Suggestion Construction Method	1
5 - Market Lane noise barrier Suggestion Construction Reinststate noise barrier	5
5 - Market Lane noise barrier Suggestion Environment Climate change/carbon emissions	2
5 - Market Lane noise barrier Suggestion Environment Noise pollution	1
5 - Market Lane noise barrier Suggestion Highways Access	1
5 - Market Lane noise barrier Support General	7

7.3.42 Concerns expressed by respondents included the following:

- Areas such as Boreham, Gershwin Boulevard and Hatfield Peverel have not received the same proposed noise mitigation as Market Lane
- The belief that the noise mitigation proposed is insufficient
- Uncertainty about the length of time the noise barrier would be removed

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- The road surface would, in time, disintegrate and subsequently be unable to mitigate against noise resulting from an increase in traffic
- Whether there has been an exploration of alternatives to removing the noise barrier

7.3.43 Many respondents suggested discouraging road use and prioritising both active travel and public transport rather than building additional road lanes. These respondents opposed the construction of new roads as this would encourage increased traffic, leading to increased carbon emissions at a time of climate emergency. These respondents argued that this could contradict the climate goals of central and local governments.

7.3.44 All responses can be seen in **Annex N**.

Question 6: Inworth Road. Please let us know any comments you may have on this aspect.

7.3.45 This question provided an area to write any free text comments.

7.3.46 Table 7.35 summarises the free text responses for question 6 by stakeholder type.

Table 7.35 Responses to question 6 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	8
PILs (Section 42(d))	7
Public – local communities and other stakeholders (Section 47)	84

7.3.47 Statutory consultee Essex County Council supported a detailed flood assessment in relation to the proposals at Inworth Road.

7.3.48 **Table 7.36** shows the frequency of comments and themes from the responses made to question 6.

Table 7.36 Frequency of comments and themes from question 6

Comment coding	Frequency
6 - Inworth Road Concern Construction Disruption	5
6 - Inworth Road Concern Environment Air pollution	13
6 - Inworth Road Concern Environment Cultural heritage	7
6 - Inworth Road Concern Environment General	11
6 - Inworth Road Concern Environment Hydrology/flood risk	2
6 - Inworth Road Concern Environment Impact on health	9
6 - Inworth Road Concern Environment Landscape and visual impact	1

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Comment coding	Frequency
6 - Inworth Road Concern Environment Noise pollution	8
6 - Inworth Road Concern Environment Wildlife and ecology	10
6 - Inworth Road Concern General	18
6 - Inworth Road Concern Highways Access	8
6 - Inworth Road Concern Highways Bypass road	2
6 - Inworth Road Concern Highways Infrastructure	22
6 - Inworth Road Concern Land management Impact on properties/landowners	7
6 - Inworth Road Concern Land management Land-take	8
6 - Inworth Road Concern National highways Cost	5
6 - Inworth Road Concern People & communities Impact on local communities (general)	4
6 - Inworth Road Concern Traffic and Economics Impact on local businesses/services	6
6 - Inworth Road Concern Traffic and Economics Traffic flow	61
6 - Inworth Road Concern WCH/Safety Safety	20
6 - Inworth Road Concern WCH/Safety WCH	10
6 - Inworth Road Suggestion Environment Air pollution	6
6 - Inworth Road Suggestion Environment Cultural heritage	1
6 - Inworth Road Suggestion Environment Hydrology/flood risk	2
6 - Inworth Road Suggestion Environment Light pollution	3
6 - Inworth Road Suggestion Environment Wildlife and ecology	2
6 - Inworth Road Suggestion Highways Access	5
6 - Inworth Road Suggestion Highways Alternative design	35
6 - Inworth Road Suggestion Highways Hinds bridge	6
6 - Inworth Road Suggestion Highways Infrastructure	3
6 - Inworth Road Suggestion Highways Messing-cum-Inworth Parish Council proposed road	9
6 - Inworth Road Suggestion Land management Impact on properties/landowners	1
6 - Inworth Road Suggestion Land management Land-take	1

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Comment coding	Frequency
6 - Inworth Road Suggestion Stakeholder Request further information/engagement	10
6 - Inworth Road Suggestion Traffic and Economics Public transport	1
6 - Inworth Road Suggestion Traffic and Economics Traffic calming measures	11
6 - Inworth Road Suggestion WCH/Safety Safety	4
6 - Inworth Road Suggestion WCH/Safety WCH	7
6 - Inworth Road Support Environment Hydrology/flood risk	1
6 - Inworth Road Support General	14
6 - Inworth Road Support Traffic and Economics Traffic flow	1
6 - Inworth Road Support WCH/Safety Safety	1

7.3.49 Many respondents expressed general support for the proposals, on the grounds that the suggested widening would improve the road conditions. One respondent expressed support for the proposals as they felt that they would improve safety for WCH on a currently narrow and dangerous road. Another respondent commented positively on the proposals, as they suggested that this would improve traffic flow and congestion on Kelvedon High Street.

7.3.50 Concerns expressed by respondents included the following:

- Raising the roundabout out of its natural dip would intensify noise impact
- While peak noise levels would not see a significant change, the increase in traffic would increase the duration of this noise impact for local residents
- Traffic modelling has not differentiated between types of vehicles and has therefore not fully considered the noise arising from greater heavy goods vehicle movements in particular
- Construction work to widen the road and introduce flooding and drainage mitigation measures could cause disturbance to local residents

7.3.51 Suggestions from respondents included the following:

- Including a dedicated active travel route to link pavements across Inworth, Feering and Tiptree, such as between Threshelfords Business Park and Kelvedon railway station
- Cycle routes with signalled crossings
- Balancing ponds should be fenced-in to prevent unauthorised use
- Secure the local access road into the A12 with secured locked gates

- Retaining the existing location of junction 24 to prevent an increase in traffic through Tiptree
- Introducing traffic lights at the Feering Hill junction
- A speed limit of 30mph along Inworth Road to ensure the safety of all road and active travel users
- Introducing a weight limit on the B1023 to reduce the need for road widening and prevent congestion
- General improvements to the junction at B1024 and Inworth Road
- Reducing artificial lighting around the proposed roundabout
- Increasing planting of trees, vegetation, and an earth bank to mitigate noise and air pollution impacts on local residents
- Following Messing-cum-Inworth Parish Council's suggestion of a 'Community Bypass', including re-instating the link road from the Northern Dumbbell Roundabout to Threshelfords Industrial Estate along the old railway, to avoid introducing a roundabout onto the B1023 and increasing traffic along Hinds Bridge
- Improving the Braxted Park Road route to disincentivise the use of junction 24
- Using the space on existing roads for pavement improvements instead of widening the roads
- Improving the route to Appleford Bridge

7.3.52 All responses can be seen in **Annex N**.

Question 7: Easthorpe Road closure. Please let us know any comments you may have on this aspect.

7.3.53 This question provided an area to write any free text comments.

7.3.54 Table 7.37 summarises the free text responses for question 7 by stakeholder type.

Table 7.37 Responses to question 7 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	4
PILs (Section 42(d))	5
Public – local communities and other stakeholders (Section 47)	76

7.3.55 Statutory consultees Copford with Easthorpe Parish Council and Essex County Council were supportive of the proposal to close Easthorpe Road.

7.3.56 **Table 7.38** shows the frequency of comments and themes from the responses made to question 7.

Table 7.38 Frequency of comments and themes from question 7

Comment coding	Frequency
7 - Easthorpe Road closure Concern Environment Climate change/carbon emissions	1
7 - Easthorpe Road closure Concern General Objection	5
7 - Easthorpe Road closure Concern Highways Access	9
7 - Easthorpe Road closure Concern Highways Infrastructure	4
7 - Easthorpe Road closure Concern Traffic and Economics Traffic flow	9
7 - Easthorpe Road closure Concern Traffic and Economics Traffic flow (Messing specific)	7
7 - Easthorpe Road closure Concern WCH/Safety Safety	4
7 - Easthorpe Road closure Concern WCH/Safety WCH	4
7 - Easthorpe Road closure Suggestion Environment Climate change/carbon emissions	2
7 - Easthorpe Road closure Suggestion Highways Access	5
7 - Easthorpe Road closure Suggestion Highways Alternative design	2
7 - Easthorpe Road closure Suggestion Highways Bypass road	2
7 - Easthorpe Road closure Suggestion Stakeholder Request further information/engagement	1
7 - Easthorpe Road closure Suggestion WCH/Safety safety	1
7 - Easthorpe Road closure Suggestion WCH/Safety WCH	3
7 - Easthorpe Road closure Support General	38
7 - Easthorpe Road closure Support Highways Access	1
7 - Easthorpe Road closure Support Traffic and Economics Traffic calming measures	13
7 - Easthorpe Road closure Support WCH/Safety Safety	14
7 - Easthorpe Road closure Support WCH/Safety WCH	3

7.3.57 Many members of the community (Section 47 respondents) were in support of the proposals and commented positively on the proposed changes.

7.3.58 Feering Parish Council expressed concern about the proposal to close Easthorpe Road, commenting that it would be a backwards step for the local road network and suggesting that it should remain open for use by the public.

- 7.3.59 Some respondents opposed the proposed closure of Easthorpe Road in general terms, without providing further explanation.
- 7.3.60 Suggestions from respondents included the following:
- Introduction of a community bypass of Messing
 - Introduction of provisions to ensure there is no unauthorised access to Easthorpe Road, such as gates that can be kept secure
 - Positioning the roundabout in such a way that access to Old London Road is discouraged.
 - Easthorpe Road could be made green and used as a country park or a cycleway

7.3.61 All responses can be seen in **Annex N**.

Question 8: Category 2 and 3 changes. Please let us know any comments you may have on these aspects.

7.3.62 This question provided an area to write any free text comments.

7.3.63 Table 7.39 summarises the free text responses for question 8 by stakeholder type.

Table 7.39 Responses to question 8 by stakeholder type

Respondent type	Number of responses
Prescribed consultees (Section 42(a) and (b))	6
PILs (Section 42(d))	25
Public – local communities and other stakeholders (Section 47)	61

7.3.64 Maldon District Council expressed support for the Category 2 changes, on the basis that the updated design would result in less significant environmental impacts. They further expressed support for additional ecological mitigation land and better-integrated landscaping, to meet the provision for 10% biodiversity net gain in the Environment Act 2021.

7.3.65 **Table 7.40** shows the frequency of comments and themes from the responses made to question 8.

Table 7.40 Frequency of comments and themes from question 8

Comment coding	Frequency
8 - Category 2 and 3 changes Concern Environment Air pollution	7
8 - Category 2 and 3 changes Concern Environment Climate change/carbon emissions	5
8 - Category 2 and 3 changes Concern Environment Cultural heritage	1
8 - Category 2 and 3 changes Concern Environment General	4

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Comment coding	Frequency
8 - Category 2 and 3 changes Concern Environment Hydrology/flood risk	4
8 - Category 2 and 3 changes Concern Environment Land pollution	1
8 - Category 2 and 3 changes Concern Environment Light pollution	2
8 - Category 2 and 3 changes Concern Environment Noise pollution	14
8 - Category 2 and 3 changes Concern Environment Wildlife and ecology	4
8 - Category 2 and 3 changes Concern General Objection/non-specific concern	6
8 - Category 2 and 3 changes Concern Highways Access	22
8 - Category 2 and 3 changes Concern Highways Footbridge	3
8 - Category 2 and 3 changes Concern Highways Freight	1
8 - Category 2 and 3 changes Concern Highways Infrastructure	5
8 - Category 2 and 3 changes Concern Land management Impact on properties/landowners	8
8 - Category 2 and 3 changes Concern Land management Land-take	15
8 - Category 2 and 3 changes Concern Stakeholder Request further information/review	6
8 - Category 2 and 3 changes Concern Traffic and Economics Impact on local businesses/services	12
8 - Category 2 and 3 changes Concern Traffic and Economics Traffic flow	12
8 - Category 2 and 3 changes Concern WCH/Safety Safety	9
8 - Category 2 and 3 changes Concern WCH/Safety WCH	5
8 - Category 2 and 3 changes Suggestion Construction Access	1
8 - Category 2 and 3 changes Suggestion Construction Security	3
8 - Category 2 and 3 changes Suggestion Environment Drainage considerations (other projects)	1
8 - Category 2 and 3 changes Suggestion Environment Hydrology/flood risk	1
8 - Category 2 and 3 changes Suggestion Environment Landscape and visual impact	1
8 - Category 2 and 3 changes Suggestion Environment Mitigation measures	8
8 - Category 2 and 3 changes Suggestion Environment Noise pollution	1
8 - Category 2 and 3 changes Suggestion Environment Sustainability	1

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Comment coding	Frequency
8 - Category 2 and 3 changes Suggestion Environment Wildlife and ecology	5
8 - Category 2 and 3 changes Suggestion Highways Access	4
8 - Category 2 and 3 changes Suggestion Highways Alternative design	13
8 - Category 2 and 3 changes Suggestion Highways Infrastructure	1
8 - Category 2 and 3 changes Suggestion Land management Impact on properties/landowners	5
8 - Category 2 and 3 changes Suggestion Stakeholder Request further information/engagement	6
8 - Category 2 and 3 changes Suggestion Traffic and Economics Compensation	1
8 - Category 2 and 3 changes Suggestion Traffic and Economics Impact on local businesses/services	2
8 - Category 2 and 3 changes Suggestion Traffic and Economics Traffic calming measures	9
8 - Category 2 and 3 changes Suggestion WCH/Safety Safety	4
8 - Category 2 and 3 changes Suggestion WCH/Safety WCH	3
8 - Category 2 and 3 changes Support Environment Hydrology/flood risk	1
8 - Category 2 and 3 changes Support General	7
8 - Category 2 and 3 changes Support Highways Access	3

7.3.66 A few respondents expressed general support for the Category 2 and 3 changes, describing them as a 'good idea'.

7.3.67 A few respondents expressed other concerns, including the following:

- Air pollution due to construction dust, and the impact this could have on the health of local landowners
- Light pollution, particularly along Paynes Lane, increasing the risk of theft and break-ins
- Increases in noise impact, particularly at the Southern Dumbbell Roundabout, that would impact local landowners' leisure time and health
- The impact on local businesses including Lumen Technologies, Tarmac Trading Limited, Gershwin Park, Braxted Business Park, Braxted Park Estate, Prested Hall Hotel, and Premier Inn Sites in Boreham and Springfield
- The impact on footbridges across the A12

- How the school run would be impacted by the changes
- Whether 24/7 access to the A12 would be maintained for shift workers
- How access to areas like Tiptree and Maldon would be maintained while changes to junction 22 and 23 take place.

7.3.68 Suggestions from respondents included the following:

- Including a new roundabout and highway by Gershwin Boulevard as this could improve access to Olivers Bridge and reduce traffic
- Maintaining continued access to community and emergency facilities during the replacement of Station Road Bridge
- Maintaining continued access through Braxted Park Road
- Introducing fencing or barriers to shield properties from the road
- Conducting a survey of the potential impacts arising from increased traffic, and a cumulative impact survey to assess the impact of these in addition to those arising from the dualling of the A120
- Compensation for residents impacted
- Implementing security measures to prevent access to the balancing pond, such as a fence or locked gate
- Introduction of traffic calming measures, including traffic lights and speed restrictions to improve safety and access, and speed bumps and weight restrictions at the junction 24 roundabout to prevent the use of local roads for traffic
- A new active travel route linking Gershwin Boulevard with the B1018 to provide a safer crossing of Maltings Lane for schoolchildren
- Introducing a noise-attenuating earth bank, trees and vegetation planting to mitigate noise and light impacts
- Using the existing four lanes between Kelvedon and Marks Tey to create a linear park
- Using Hatfield Peverel railway station car park as the temporary car park for works vehicles instead of the proposed field, and should the field be used, it should be restored following construction
- Moving the roundabout north of the A12, rather than to the south
- Moving the junction 24 access road south of Inworth, to allow for increased capacity
- Maintaining junction 20a to allow for a direct route between Hatfield Peverel and the A12 that does not go through Boreham

- Connecting the north side of Station Road to new housing developments
- Providing a new, widened bridge and road alignment on Braxted Road over the River Blackwater
- Creating a roundabout to replace the sharp turn from Gershwin Boulevard onto Maltings Lane
- Ensuring that the EIA includes alternative proposals, such as a 'do nothing' scenario, spending the money on improved public and sustainable transport provision, or dividing the proposed six lanes into separate corridors for local and long-distance traffic.

7.3.69 All responses can be seen in **Annex N**.

7.4 Summary of proposed scheme changes as a result of consultation

7.4.1 Table 7.41 sets out the design changes made to the proposed scheme as a result of responses received during the statutory and supplementary consultation.

Table 7.41 Changes to the proposed scheme as a result of consultation

No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
1	Payne's Lane Bridge, request for change to design.	Redesign of WCH provision. Works proposed at Paynes Lane include the construction of a new walking, cycling and horse-riding bridge and the upgrade of Paynes Lane.
2	Junction 19 – concern over land-take.	One large pond south of J19 has been completely removed and one pond north of J19 has been reduced in size, provided reduction in land-take.
3	South of junction 19 –concern from landowner resulting in request for a single, large mitigation area linking important ditch networks.	Reduction in size of the mitigation area, and the subsequent creation of a smaller, secondary area, located further south along another part of the ditch network.
4	East of junction 19 – landowner request to reduce overall land-take.	The footprint of the attenuation pond was reconfigured, allowing enough space to relocate the mitigation area into its immediate surroundings, and thereby reducing the overall land required in this area.
5	The southern compound, to the south-west of Boreham House, is adjacent to mature trees, hedgerows	The compound previously identified has been removed and its new location sits within a plot of

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
	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.	land between the A12 and the B1137 to the east of Paynes Lane.
6	Speed limits on Main Road	The speed limit on Main Road between Hatfield Peverel and junction 19 is proposed to be reduced to 40mph outside Boreham (where it is currently the national speed limit) and 30mph within Boreham (where it is currently 40mph).
7	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.	Since consultation, the proposed scheme has reconfigured how walkers and cyclists interact with J19, to improve directness and limit the impact to Boreham Bridge.
8	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 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.	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.
9	Sniveller's Lane – need to replace farm access track and access to Sniveller's Lane to maintain the telecommunications mast.	Private track design to be replaced with Highway Maintainable at Public Expense to ensure access to all interested parties to existing railway is maintained.
10	Road noise from the A12 around junction 19.	Following further modelling and detailed assessment it is proposed to resurface the

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
		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.
11	Stakeholder request for additional planting on the northern part of the ecology mitigation area, to reflect the parkland character of this land historically and give additional screening.	Individual trees added along Main Road to offset any losses and future proof the scheme as many of the existing trees are in poor condition. Tree planting on the northern part of the ecology mitigation area, to reflect the parkland character of this land historically and give additional screening.
12	Existing junction 20a, northbound carriageway – landowner access to field.	Access into field for the landowner to be maintained
13	Existing junction 20a, northbound carriageway – potential reduction of landscaping, moving access track and therefore reducing red line boundary.	The red line boundary was reduced, and the access track moved in the proposed scheme design.
14	Landowner request to remove section of woodland planting near existing junction 20b.	Vegetation would be removed.
15	Next to existing junction 20b, northbound carriageway – remove from red line boundary where possible and reduce permanent land-take for this landowner who has planning permission to build a house. Access also required into land not required for the proposed scheme.	Reduction of land-take.
16	Junction 21 - two drainage ponds and woodland planting are in the way of B1019 Link Road.	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.
17	Access to junction 21.	Noise modelling of the proposed southern link between Hatfield Peverel and the new junction 21 identified that some receptors would

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
		experience significant effects from the proposed scheme. The strategy of a walking and cycling link to the north and a link for vehicles to the south has been replaced with a walking and cycling link to the south and a link for vehicles (including provision for walkers and cyclists) to the north.
18	Junction 21 – land-take at Teardrop field.	Environmental mitigation redefined following the potential commercial use of Teardrop field.
19	Removal of the barrier of trees at Hatfield Peverel and putting up a sound barrier on the A12.	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 removes the need for a noise barrier and will reduce construction impacts
20	Junction 21, close to the new eastern roundabout – fishing lakes will need access to land.	Access track for land and pond extended to reach The Street, Hatfield Peverel.
21	Junction 21 (south of A12 corridor) – concern raised regarding possible future use of the land.	A single, large mitigation area was proposed to the south-west of the proposed new J21, adjacent to proposed attenuation ponds. Due to concern raised, the mitigation area was relocated to the south-east of J21.
22	Junction 21 (north of A12 corridor) – concern raised regarding land-take.	A single, large mitigation area was proposed to the north-east of the proposed new J21, sited between an attenuation pond and borrow pit E. Due to feedback, this area was significantly reduced in size, with the lost habitat footprint relocated elsewhere within the same land ownership. As a result, two new areas were formed in land parcels located to the west of J21. The first site makes partial use of a field located between the existing A12 and railway line, immediately east of Terling Hall Road, and the second area would be located north of Bury Lane, in a triangular patch of land adjacent to the railway line.
23	South of Witham. Landowner concern regarding land-take.	The current proposal has removed the plot completely from the field on the western side of Howbridge Hall Road and has increased the area to the east as much as possible by re-aligning

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
		the access track within this land parcel (around the proposed attenuation pond). Not all the ecological mitigation could be accommodated within this space however, so through discussions with the landowner, an alternative part of their field – located slightly further south – which was of a suitable size would be used to make up the shortfall.
24	South of Witham, southbound carriageway – concern from landowner to relocate access track.	Pond access track relocated to north, adjacent to widened A12 to reduce land sterilisation.
25	North of junction 21 – access from the proposed pond all the way to the railway bridge.	Access to be maintained.
26	Junction 21, south of Latney's Kennel – concern over land-take.	Attenuation Pond southeast to J21 and south of Latney's Kennel has been optimised providing reduction in land-take.
27	South of Witham, southbound carriageway, next to River Brain – access to this land to be retained for farm vehicles down Blackwater Lane. Access to willow trees required two to three times per year for grass cutting.	Access to be maintained.
28	Junction 22, land-take at Colemans Reservoir.	Development plans have been realigned and no longer impact this reservoir.
29	Junction 22 – landowner requested this field parcel be left clear of proposed scheme works as far as possible.	Proposed scheme looked to have land available within the trapped land between the old and new A12 alignments (north-east of the dumbbell roundabouts around the proposed attenuation ponds) to accommodate the area required for mitigation purposes, albeit as two areas rather than one. However, these new areas had been earmarked as soil storage locations, so these have had to be relocated back into the original field parcel. These are, however, only temporary works.
30	Junction 22, Eastways junction – make the verge temporary land-take.	Changed to make this temporary land-take as requested.

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
31	Junction 22 – request to move the area as far away from their property as possible.	An alternative layout has therefore been designed, whereby the mitigation area has been relocated to the north-east, into a land parcel contained between the old and new A12 corridors. It creates two plots either side of a proposed attenuation pond, with the new A12 alignment separating the areas from the quarry.
32	Junction 22 – south of Braxted Road – concern over land-take.	One attenuation pond south of Braxted Road moved inside land available between new Braxted Road and Henry Dixon Road, second attenuation pond (east to Little Braxted Lane) moved to west – these changes provided reduction in land-take.
33	Junction 22 – Braxted Road. Access to yard.	Access to the yard referred to has been reworked following consultation and discussions with the landowner.
34	Little Braxted Footbridge – request for a long ramp be provided with chicanes/offsets at intervals to slow cyclist speed.	A long ramp to be provided with chicanes/offsets at intervals to slow cyclist speed.
35	A number of the consultees wanted to ensure appropriate restrictions were in place to protect the Little Braxted Lane Bridge and restrict HGV access	The access to J22 from Little Braxted will be maintained. This restriction would be kept in place in a way that is compatible with the relocated quarry access. This will restrict heavy goods vehicles from accessing Little Braxted Lane.
36	Rivenhall End – tree to be kept.	Change to design, tree to remain.
37	New Rivenhall End West Roundabout, existing A12 – access required into land.	Access to be maintained.
38	South-east of Rivenhall End – request to remove the southern portion of this mitigation area.	The mitigation area was split into two smaller areas, with the removed footprint from the original area relocated into an area on the northern side of the Rivenhall Brook. A further request was received to free as much of the original land parcel as possible, so the remaining area to the south has been pushed eastwards and reconfigured to sit around the proposed attenuation pond.

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
39	Next to existing junction 23, southbound carriageway, land on the east of the Essex County Fire and Rescue Service Headquarters – access required.	Access to be maintained.
40	Existing junction 23, southbound carriageway – access required to this parcel of land.	Access to be maintained.
41	South of the existing junction 23.	A single, large mitigation area was proposed running parallel to the new Essex County Fire and Rescue Service Headquarters access road on the southern side of the A12. A landowner request was made to relocate this plot to allow for better use of their property. The mitigation area was therefore pushed to the south-east side of the land parcel and is now located running along the edge of the River Blackwater willow plantation, wrapping up the north-east side around a proposed attenuation pond.
42	Flooding on Inworth Road.	Improvements to Inworth Road in the form of new drainage attenuation ponds and flood mitigation areas have been included within the proposed scheme.
43	Pinch-points on Inworth Road.	Due to the increased desirability of Inworth Road for traffic based on the proposed junction 24 location, the Applicant has sought to widen Inworth Road at a number of pinch-points to allow heavy goods vehicles to more safely pass one another than they do currently.
44	Request for extension to PRoW at Highfields Lane.	To connect the Highfields Lane realignment and WCH proposal to the PRoW 92_25 at Ewell Chase.
45	Access to New Lane, Feering to and from the fields north of the A12 and east of New Lane.	Access to New Lane from the fields north of the A12 and east of New Lane.
46	Junction 24 – concern over land-take.	Reduced land-take for attenuation ponds through design optimisation.
47	New junction 24, close to western roundabout – can this be temporary	To be changed to temporary possession of land and permanent acquisition of right.

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
	possession of land and permanent acquisition of rights.	
48	Landowner request, east of Highfield Bridge, west of J24 to remove the tree planting immediately south of the pond.	Remove the tree planting immediately south of the pond and add alongside A12.
49	Near Prested Hall – request for this to be temporary possession of land and permanent acquisition of rights.	To be changed to temporary possession of land and permanent acquisition of rights.
50	Prested Hall Hotel – request for signage from the new A12.	New signage to be installed.
51	Prested Hall.	A single mitigation area was proposed adjacent to Prested Hall. A request was made to look at the extent of land-take across the wider Prested Hall setting. As the mitigation area would be permanent land-take, it was decided to move this to the field parcel closer to the A12 corridor, freeing up the majority of the field parcel closest to Prested Hall.
52	The long, tree-lined driveway to Prested Hall would be severed by the proposed scheme.	Merging the Prested Hall access with the Threshelfords access road further to the west. The new Prested Hall access road would be provided from the existing J24 using part of the existing A12 northbound carriageway. It would then join with the Threshelfords access road before crossing the A12 via a new Threshelfords overbridge.
		Threshelford bridge access road (Crown Estate) – Attenuation Pond moved to southeast (now located on existing A12) provided reduction in land-take.
53	Traffic flow on Easthorpe Road.	The northern connection between Easthorpe Road and the existing A12 which is planned to be de-trunked is now proposed to be open only for walkers and cyclists and authorised vehicles.
54	Junction 25 – staggered cycle crossing across A120 arms and old A12 arm at new Station Road crossroads.	Pedestrian guardrail will not be installed by default. The use of pedestrian guardrail at detailed design will not be by default.

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No.	Element of the proposed scheme and issue raised in consultation	Design change as a result of consultation response
55	Junction 25. Access to Tarmac's entrance drive off North Lane.	Access to be maintained.
56	Junction 25, southbound carriageway – land-take be changed from blue to green.	Land-take to be changed from temporary possession of land and permanent acquisition of rights to temporary possession of land.
57	Land-take around Roman River culvert/pond to be reduced – turn into hedge rather than woodland belt to give as much land back to landowner as possible.	Change in Order Limits for minor design change to landscape design.
58	Roman River - The landowner requested that ownership of this land parcel reverts to them after completion of works. This would be possible with agreement from the landowner in place.	A single mitigation area is proposed by the Roman River for the inclusion of wildlife boxes (e.g. bat and bird boxes).
59	South-west of Doggetts Lane and east of Doggetts Farm – review of land-take.	A single, large mitigation area was proposed south-west of Doggetts Lane, on the northern side of the proposed A12. An initial amendment transferred half of the mitigation area to land on the southern side of the proposed A12, but a second review removed the whole of the mitigation area from its original location across to the new location (adjacent to Wishing Well Farm). A second single, large mitigation area was proposed in a field parcel adjacent to the proposed A12, on the southern side, east of Doggetts Farm.
60	Access required into land parcels at Wood End Farm.	Access to be maintained.
61	Anglian Water objects to the proposal to permanently acquire the Hatfield Hill Sewer Pumping Station.	Changed the land parcel to temporary possession of land but leave the current red line boundary as it is.

8 Land interest additional consultation

- 8.1.1 Following the statutory and supplementary consultations in 2021, further engagement with stakeholders and the progression of the Scheme design, a number of changes were made to the Scheme. Some of these changes represented new or different impacts for the affected land interests to what was presented at previous consultations.
- 8.1.2 The Applicant consulted these parties under Section 42(1)(d) of the PA 2008 between Friday 13 May 2022 to Sunday 12 June 2022. This provided a consultation period of 35 days.
- 8.1.3 196 newly identified land interests received a letter sent by the Applicant to arrive on Friday 13 May 2022, the start of the consultation. The letter provided an overview of their interest, the proposed scheme and the consultation details.
- 8.1.4 The letters also explained how to provide feedback to the Applicant by the deadline of 12 June 2022 using the following channels:
- By post to **Freepost A12 WIDENING**
 - By email to [REDACTED]
- 8.1.5 Copies of the letters sent are provided in **Annex H** of this Report.
- 8.1.6 Of the 196 residents consulted as part of this targeted consultation, 23 responses were received, details of which can be seen in Table 8.1.

Table 8.1 Landowner consultation responses by respondent type

Respondent type	Number of responses
Prescribed consultees (Section 42 (1)(a) and (b))	0
Persons with an interest in land (PILs) (Section 42(1)(d))	23
Public – local communities and other stakeholders (Section 47)	0
Total	23

- 8.1.7 Responses to the land interest consultation included comments on land-take, construction and traffic.
- 8.1.8 The Applicant's responses to comments received during the land interest consultation can be found in **Annex N**.

9 Conclusion

9.1 Compliance with advice and guidance

- 9.1.1 The Applicant has undertaken a consultation process which complies with the DCLG's (2015) guidance on the pre-application process, as well as relevant advice from the Planning Inspectorate.
- 9.1.2 Table 1.1 of this Report summarises the Applicant's consultation and engagement activity for the proposed scheme.
- 9.1.3 Between 23 January 2017 and 1 December 2019, the Applicant held various options consultation. The purpose of this early engagement was to seek views on outline proposals and give stakeholders the opportunity to inform the design of the proposed scheme.
- 9.1.4 Between 22 June 2021 and 16 August 2021, the Applicant held pre-application statutory consultation under the PA 2008 for the proposed scheme. **Chapter 5** of this Report provides information about how the Applicant complied with Section 42, Section 47 and Section 48 of the PA 2008.
- 9.1.5 **Chapter 7** of this Report summarises the feedback received by the Applicant to the pre-application statutory consultation, and the changes it has made to the proposed scheme as a result of the comments received. **Annex N** explains how the Applicant has had regard to the comments received during the consultation.
- 9.1.6 **Annex O** details how the proposed scheme has complied with the PA 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, EIA Regulations and DCLG (2015) guidance on the pre-application process.
- 9.1.7 Table 9.1 shows how the Applicant has complied with the DCLG (2015) guidance on the pre-application process.

Table 9.1 Compliance with DCLG (2015) guidance on the pre-application process

Paragraph	Requirement	Evidence of compliance
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	<p>Documents produced as part of the consultation were clear about their status. Letters issued to consultees as part of the Section 42 consultation, and materials created to consult the community under Section 47, set out that they contained details of the statutory consultation.</p> <p>Copies of the letters issued to Section 42 stakeholders as part of the statutory consultation are provided in Annex H of this Report.</p> <p>Copies of the letters issued to Section 42 stakeholders as part of the supplementary consultation are provided in Annex H of this Report.</p> <p>Copies of the documents created to consult the local community are provided in Annex J.</p>
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	<p>The Applicant held a stage of non-statutory options consultation for the proposed scheme between 23 January 2017 and October 2019. This consultation gave the local community, businesses and stakeholders the opportunity to have their say on the early proposals for the proposed scheme, before they reached an advanced stage. Chapter 2 of this Report provides more detail about this consultation and the feedback received.</p> <p>Table 2.6 in this Report shows ongoing engagement with local authorities and statutory consultees.</p>
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the six months examination period have been identified, considered, and – as	<p>The Applicant has conducted a thorough consultation process which has allowed it to identify, consider and, as far as possible, seek to reach agreement on issues likely to arise during the six-month examination.</p> <p>The early engagement and options consultation set out in Chapter 2 of this Report provided the Applicant with the opportunity to identify and consider issues early in the development of the proposed scheme.</p>

Paragraph	Requirement	Evidence of compliance
	far as possible – that applicants have sought to reach agreement on those issues.	The statutory consultation set out in Chapter 5 this Report built on this understanding and further identified and considered issues likely to arise. Annex N includes evidence of how the Applicant has considered issues raised through the consultation. Where appropriate, the Applicant has prepared Statements of Common Ground with relevant statutory consultees to demonstrate areas of agreement.
20	<p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> • based on accurate information that gives consultees a clear view of what is proposed including any options; • shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and • engaging and accessible in style, encouraging consultees to react and offer their views. 	<p>For both the options consultation and statutory consultation, the Applicant shared information at an early enough stage to allow the design of the proposed scheme to be influenced, while being sufficiently developed to provide some detail on what is being produced.</p> <p>In each consultation, the Applicant developed a clear scope for what could be influenced by consultees. For the options consultation, this was to provide feedback on the four route options. For the statutory consultation, this was to provide feedback on the design of the proposed scheme, including the location, layout of junctions, WCH provision, and environmental impact and mitigation. For the supplementary consultation, it was to provide feedback following design changes based on feedback received during the statutory consultation.</p> <p>For each consultation, the Applicant published a consultation brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views.</p> <p>A copy of the brochure produced for the options consultation is included in Annex A.</p> <p>A copy of the brochure produced for the statutory consultation is included in Annex J.</p> <p>A copy of the brochure produced for the supplementary consultation is included in Annex J.</p>

Paragraph	Requirement	Evidence of compliance
24	<p>The requirements of the Planning Act and associated Regulations form the framework for the pre-application consultation process. The Government recognises that major infrastructure projects and the communities and environment in which they are located will vary considerably. A 'one-size-fits-all' approach is not, therefore, appropriate. Instead, applicants, who are best placed to understand the detail of their specific project, and the relevant local authorities, who have a unique knowledge of their local communities, should as far as possible work together to develop plans for consultation. The aim should be to ensure that the consultation is appropriate to the scale and nature of the project and where its impacts will be experienced.</p>	<p>The Applicant has worked closely with relevant local authorities throughout the process, including the development of the SoCC which was developed following discussion and feedback from the local authorities.</p> <p>A full list of engagement can be found in Annex P of the Consultation Report. This includes a number of forums and workshops to share information and engagement with communities to help inform the design of the Scheme.</p>
25	<p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals</p>	<p>The Applicant considers that it has conducted a thorough, effective and proportionate statutory consultation. It also considers that it acted appropriately to extend the consultation period in light of the unprecedented impacts of COVID-19 restrictions.</p> <p>A consultation period of 56 days (eight weeks) was provided for statutory consultation under Section 42, Section 47 and Section 48 of the PA 2008. This was greater than the 28 calendar days required to be provided for comments as prescribed by Section 45(2) of the PA 2008. Based on the Applicant's experience in developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the proposed scheme.</p>

Paragraph	Requirement	Evidence of compliance
	<p>will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>The Applicant has also been conscious of the need to be sufficiently flexible to respond to the needs and requirements of consultees. The Applicant provided a variety of means to respond to the statutory consultation, including completing a response form online, completing and returning a hard copy of the response form and submitting comments by letter. Feedback submitted by email was also acknowledged by the Applicant and considered.</p> <p>The Applicant also provided a variety of means of obtaining information about the proposal, including attending one of six in-person consultation events, looking on the consultation website, visiting one of two engagement van events, attending the virtual event room or attending one of six online webinars held across the consultation period. Chapter 5 of this Report explains how the Applicant notified consultees.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage, but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant's statutory duty to consult local communities. In addition, applicants may</p>	<p>The Applicant has identified and consulted with parties prescribed by Section 42, Section 43 and Section 44 of the PA 2008, as well as the local community as prescribed in Section 47 of the PA 2008 and defined in the published SoCC, which can be seen in Annex F.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the PA 2008 are set out in Chapter 5 of this Report.</p>

Paragraph	Requirement	Evidence of compliance
	also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.	
27	<p>The Planning Act and Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants</p>	<p>The Applicant has identified and consulted with parties prescribed by Section 42, Section 43 and Section 44 of the PA 2008, as well as the local community prescribed in Section 47 of the PA 2008 and defined in the SoCC, as shown in Annex F.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the PA 2008 are set out in Chapter 5 of this Report. The list of prescribed consultees identified and consulted by the Applicant is provided in Annex G of this Report.</p> <p>The Consents, Licences and Agreements Position Statement [TR010060/APP/3.3] sets out the consents and associated agreements expected to be required and the intended strategy for obtaining them.</p>

Paragraph	Requirement	Evidence of compliance
	are therefore encouraged to consult widely on project proposals.	
28	From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the Secretary of State will not expect strict compliance with the statutory requirements. Applicants should identify any successor body and consult with them in the same manner as they would have with the original body. Where there is no obvious successor, applicants should seek the advice of the Inspectorate, who may be able to identify an appropriate alternative consultee. Whether or not an alternative is identified, the consultation report should briefly note any cases where compliance with statutory requirements was impossible and the reasons why.	<p>The Applicant reviewed the consultee list on a regular basis to ensure that contact details were up to date.</p> <p>At each consultation round the list of consultees was updated by contacting GAtticca to update undertakers and the register of companies house https://www.gov.uk/government/organisations/companies-house to check if the company is still trading</p>
29	Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of	<p>The Applicant sought technical input from relevant expert bodies at the options, statutory and supplementary consultations.</p> <p>A variety of technical documents were available during the consultation period:</p> <ul style="list-style-type: none"> • PEIR (Highways England, 2021a) • PEIR Non-Technical Summary (Highways England, 2021b) • Traffic Modelling Report for Consultation (Highways England, 2021d) • Map books (Highways England, 2021c)

Paragraph	Requirement	Evidence of compliance
	<p>having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>The Applicant has also continued engagement with relevant organisations outside of consultation periods. Please see Annex P for more information.</p>
36	<p>Even where it is intended that a development would take place within a single local authority area, it is possible that its impacts could be significantly wider than just the local authority's area – for example if the development was located close to a neighbouring authority. Where an applicant decides to consult people living in a wider area who could be affected by the project (e.g. through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the Statement of Community Consultation.</p>	<p>The Applicant prepared a draft SoCC which set out how the Applicant proposed to consult the community. Further details on preparing the SoCC can be found in Chapter 4 of the Consultation Report.</p> <p>The Applicant consulted with all local authorities in whose area the proposed scheme lies.</p>
37	<p>In its role as a consultee on the Statement of Community Consultation, the local authority should focus on how the applicant should consult people in its area. The comments that a local authority provides on the Statement of Community Consultation are separate from any views that authority may have on the merits of the proposals. They are also distinct from 'adequacy of</p>	<p>Chapter 4 of the Consultation Report sets out the Applicant's approach to the preparation of the SoCC.</p> <p>The Applicant sent the draft SoCC to local authorities requesting comments on the best way to consult the local community. How the Applicant considered this feedback can be seen in Chapter 4.</p>

Paragraph	Requirement	Evidence of compliance
	<p>consultation' responses. The Planning Act requires local authorities to respond to the applicant's consultation on their proposed Statement of Community Consultation within 28 days of receipt of the request. However, prior to submitting their draft Statement of Community Consultation applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An applicant is therefore likely to need to engage in discussions with local authorities over a longer period than the minimum requirements set out in the Act.</p>	
38	<p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough,</p>	<p>The Applicant engaged early with host local authorities to seek expertise on these issues.</p> <p>As prescribed by Section 47 of the PA 2008, the Applicant prepared a SoCC setting out how it proposed to consult people living in the vicinity of the land that would be affected by the proposed scheme. The Applicant also set out how it proposed to consult with hard to reach groups. In accordance with Section 47 of the PA 2008, the Applicant consulted the required bodies on this to seek their views on the content of the statement.</p> <p>Chapter 4 of this Report details how and when the Applicant consulted stakeholders on the draft SoCC, the feedback it received and how it had regard to the comments made.</p>

Paragraph	Requirement	Evidence of compliance
	accessible and effective consultation exercise about the proposed project.	
39	<p>Topics for consideration at such pre-consultation discussions might include:</p> <ul style="list-style-type: none"> • the size and coverage of the proposed consultation exercise (including, where appropriate, consultation which goes wider than one local authority area); • the appropriateness of various consultation techniques, including electronic-based ones; • the design and format of consultation materials; • issues which could be covered in consultation materials; • suggestions for places/timings of public events as part of the consultation; • local bodies and representative groups who should be consulted; and • timescales for consultation. 	Chapter 4 of the Consultation Report sets out how the Applicant consulted with relevant local authorities on the consultation approach and development of the SoCC.
41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their	The regard the Applicant had to responses received as part of the consultation on the draft SoCC is set out in Table 4.1 of this Report.

Paragraph	Requirement	Evidence of compliance
	course of action to the Secretary of State when they submit their application.	
42	Where a local authority decides that it does not wish to respond to a consultation request on the Statement of Community Consultation, the applicant should make reasonable efforts to ensure that all affected communities are consulted. If the applicant is unsure how to proceed, they are encouraged to seek advice from the Inspectorate. However, it is for the applicant to satisfy themselves that their consultation plan allows for as full public involvement as is appropriate for their project and, once satisfied, to proceed with the consultation. Provided that applicants can satisfy themselves that they have made reasonable endeavours to consult with all those who might have a legitimate interest or might be affected by a proposed development, it would be unlikely that their application would be rejected on grounds of inadequate public consultation.	The Applicant is satisfied that it has made reasonable efforts to consult with all those who may have a legitimate interest or might be affected by the proposed scheme.
43	Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local	Local authorities have been consulted and engaged with throughout the development of the proposed scheme. This includes during the non-statutory route options consultation for the proposed scheme from 23 January 2017 to 3 Mar 2017 and 21 October 2019 to 1 December 2019, as can be seen in Chapter 2 of the Consultation Report. They were also consulted at the statutory

Paragraph	Requirement	Evidence of compliance
	area are understood and considered prior to the application being submitted to the Secretary of State.	consultation and the subsequent supplementary consultation. This ongoing engagement can be seen in Annex P .
49	Applicants will also need to identify and consult people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make a claim for compensation. This will give such parties early notice of projects, and an opportunity to express their view regarding them.	The Applicant consulted both informally and formally under Section 42 (and, by extension, Section 44) of the Planning Act 2008 with individuals who own, occupy or have another interest in the land in question. By engaging with land interests early in the process, the Applicant has been able to take on board a significant number of the comments received.
50	It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up to date at the time of submission.	The Applicant has diligently sought to identify all land interests and ensure that the Book of Reference [TR010060/APP/4.3] remains up to date.
51	However, it is understood that land interests change over time and that new or additional interests may emerge after an applicant has concluded statutory consultation but just before an application is submitted. In such a situation, the applicant should provide a proportionate opportunity to any new person identified with a land interest to make their	<p>Any newly identified landowner was afforded adequate opportunity to consider and respond to the proposals throughout the application process.</p> <p>A full description of all additional consultations with landowners is included within Chapters 5, 6 and 7 of the Consultation Report.</p> <p>Where new interests in land were identified very shortly before the intended submission of the application, the Applicant wrote to these new interests to inform them of their identified interest and to explain that the next opportunity to</p>

Paragraph	Requirement	Evidence of compliance
	views known on the application. Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.	comment on the proposed scheme would be when the application is accepted and representations on the proposed scheme could be made.
52	Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	Any newly identified landowner was afforded adequate opportunity to consider and respond to the proposals throughout the pre-application process. The Applicant carried out further consultation as a result of new interests in land that came light through regular checks of the Land Registry. A full description of all additional engagement with landowners is included within Chapters 5, 6 and 7 of the Consultation Report.
53	Local people have a vital role to play at the pre-application stage. People should have as much influence as is realistic and possible over decisions that shape their lives and communities. It is therefore critical that they are engaged with project proposals at an early stage. Because they live, work and socialise in the affected area, local people are particularly well placed to comment on what the impact of proposals	The Applicant committed to early and meaningful engagement with local communities in the areas affected by the proposed scheme. Chapters 2, 4 and 5 of the Consultation Report set out how the Applicant consulted with the local community.

Paragraph	Requirement	Evidence of compliance
	on their local community might be; or what mitigating measures might be appropriate; or what other opportunities might exist for meeting the project's objectives.	
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.	The Applicant has adopted an inclusive approach to consultation to ensure that everyone had the opportunity to participate and that no one was disadvantaged in the process. This includes supporting the participation of hard to reach groups by providing accessible versions of consultation material. The Applicant consulted local authorities on its SoCC prior to statutory consultation, as set out in Chapter 4 of this Report. Table 4.1 of this Report set how the Applicant has had regard to the comments received.
55	Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such	<p>For each consultation, the Applicant published a consultation brochure written in an engaging and accessible style, setting out what it was possible to influence at the stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views.</p> <p>The brochure produced for the options consultation is included in Annex A of this Report.</p> <p>The brochure produced for the statutory consultation is included in Annex J of this Report.</p> <p>The brochure produced for the supplementary consultation is included in Annex J of this Report.</p>

Paragraph	Requirement	Evidence of compliance
	documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.	Copies of consultation materials were available in alternative formats on request. No requests for alternative formats were made during the statutory or supplementary consultations.
56	Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals (e.g. through visual impacts or increased traffic flow).	The Applicant set out how it proposed to consult with local communities and those living within the vicinity of the land in the SoCC. This is detailed in Chapter 4 of the Consultation Report.
57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at	The Applicant included a framework for community consultation in the SoCC, including where details and dates of events would be published. The SoCC was made available on the proposed scheme's website, at all public information events and placed at all pick-up point locations. The SoCC is included in Annex F of this Report.

Paragraph	Requirement	Evidence of compliance
	appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.	
58	Applicants are required to publicise their proposed application under Section 48 of the Planning Act and Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.	<p>The Applicant publicised the proposed scheme under Section 48 of the PA 2008, for the statutory consultation, by publishing notices in the following:</p> <ul style="list-style-type: none"> • London Gazette • The Times • East Anglian Daily Times • Colchester Gazette • Braintree and Witham Times • The Maldon and Burnham Standard • Essex Chronicle • Essex County Standard <p>Details of this can be seen in Table 5.4 of this Report.</p> <p>This was the period immediately preceding the beginning of statutory consultation. These notices are provided in Annex K of this Report.</p>
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.	<p>For the options consultation, statutory consultation and supplementary consultation, the Applicant shared information at an early stage to allow the proposed scheme to be influenced, while being sufficiently developed to provide enough information on what is being proposed to enable consultees to recognise and understand its impacts.</p> <p>In each consultation, the Applicant developed a clear scope for what could be influenced by consultees. For the options consultation, this was to feedback on</p>

Paragraph	Requirement	Evidence of compliance
		<p>the four route options. For the statutory consultation, this was to provide feedback on the design of the proposed scheme, including the location, layout of junctions WCH provisions and environmental impact and mitigation. For the supplementary consultation, this was to provide feedback on further design proposals following statutory consultation.</p> <p>For each consultation, the Applicant published a consultation brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to offer their views.</p> <p>The brochure produced for the options consultation is included in Annex A of this Report.</p> <p>The brochure produced for the statutory consultation is included in Annex J of this Report.</p> <p>The brochure produced for the supplementary consultation is included in Annex J of this Report.</p>
69	<p>Applicants will often also require detailed technical advice from consultees and it is likely that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.</p>	<p>The Applicant involved consultees and the local community in the development of its proposals from the earliest stages. The non-statutory consultation on the route options took place from 23 January 2017 to 3 March 2017 and 21 October 2019 to 1 December 2019.</p> <p>Statutory consultation was held between 22 June 2021 and 16 August 2021.</p> <p>The supplementary consultation ran from 9 November 2021 until 19 December 2021.</p> <p>Further details of the non-statutory route options consultation can be seen in Chapter 2 of the Consultation Report.</p>

Paragraph	Requirement	Evidence of compliance
70	To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods. For example, applicants might wish to consider undertaking non-statutory early consultation at a stage where options are still being considered. This will be helpful in informing proposals and assisting the applicant in establishing a preferred option on which to undertake statutory consultation.	The Applicant carried out significant levels of engagement and additional formal and informal consultation throughout the process of developing the proposed scheme. A non-statutory route options consultation was carried out which helped inform the Applicant in deciding on the preferred option to take to statutory consultation.
71	Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their proposals in sufficient detail to identify affected land interests.	The Applicant involved landowners in the consultation process from the earliest points at which it was identified that their land would fall within the Order Limits. This can be seen in Chapter 5 of the Consultation Report. Information on further land consultation can be seen in Chapter 8 of the Consultation Report.
72	The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is	A consultation period of 56 days was provided for the statutory consultation under Section 42, Section 47 and Section 48 of the PA 2008. This was greater than the 28 calendar days required to be provided for comments as prescribed by Section 45(2) or the PA 2008. Based on the Applicant's experience in developing highways schemes, and due to the impacts of COVID-19, it

Paragraph	Requirement	Evidence of compliance
	<p>expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>considered this period of comment proportionate to the scale and complexity of the proposed scheme.</p> <p>In addition, a consultation period of 41 days was provided for the supplementary consultation under Section 42, Section 47 and Section 48 of the PA 2008. This was greater than the 28 calendar days required to be provided for comments as prescribed by Section 45(2) or the PA 2008.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change,</p>	<p>The Applicant made changes to the proposed scheme after the statutory consultation, in response to the feedback it received. Due to the degree of the changes made, a supplementary consultation was held between 9 November 2021 and 19 December 2021.</p> <p>Details of the supplementary consultation can be seen in Chapter 6 of this Report.</p> <p>The Applicant has also undertaken targeted statutory consultation between 11 February 2022 and 18 March 2022 with newly identified land interests, now affected by the proposed scheme as a result of a modification to its development boundary.</p>

Paragraph	Requirement	Evidence of compliance
	the effect on the local community and the level of public interest as guiding factors.	
74	Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned. In such cases, applicants should undertake further re-consultation on the new proposals, and should supply consultees with sufficient information to enable them to understand the nature of the change and any likely significant impacts (but not necessarily the full suite of consultation documents), and allow at least 28 days for consultees to respond.	The supplementary consultation held between 9 November 2021 and 19 December 2021 was held for longer than the statutory minimum requirement of 28 days, as detailed in Chapter 6 of the Consultation Report.
75	If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change the application of material changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected	The Applicant carried out an additional targeted consultation, details of which can be seen in Chapter 6 of the Consultation Report. An additional land owner consultation can be seen in Chapter 8 of the Consultation Report.

Paragraph	Requirement	Evidence of compliance
	statutory consultees and local communities are informed of the changes.	
76	In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.	<p>The Applicant undertook targeted consultation outside of the statutory consultation period.</p> <p>A supplementary consultation was held from 9 November 2021 until 19 December 2021, details of which can be seen in Chapter 6 of the Consultation Report.</p> <p>A targeted consultation ran from 11 February 2022 until 18 March 2022, details of which can be seen in Chapter 6 of the Consultation Report.</p>
77	Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	<p>The Applicant has sought to ensure that the consultation process is proportionate to the impacts of the proposed scheme in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p> <p>Formal comments from local authorities on the SoCC prior to statutory consultation are provided in Table 4.1 of this Report.</p>
80	Therefore, the consultation report should:	The Consultation Report has been drafted to ensure that these elements are addressed and reflected. To summarise each point, the rows below show how

5.1 Consultation Report

Paragraph	Requirement	Evidence of compliance
		each of these points has been addressed in the relevant chapters and annexes of the Consultation Report:
	provide a general description of the consultation process undertaken, which can helpfully include a timeline;	See Chapter 1 of the Consultation Report.
	set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance, or advice published by Government or the Inspectorate;	See Chapters 3, 4, 5, 6 and 9 of the Consultation Report.
	set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation;	See Chapter 4 of the Consultation Report.
	set out a summary of relevant responses to the consultation (but not a complete list of responses);	See Chapter 7 and Annex N of the Consultation Report.
	provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;	See Chapters 7 and 8 and Annex N of the Consultation Report.

Paragraph	Requirement	Evidence of compliance
	provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts;	See Annex N of the Consultation Report.
	where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and	See Annex N of the Consultation Report.
	be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.	See Chapter 5 of the Consultation Report.
81	It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.	<p>The Applicant has sought to provide consultees, local communities and anyone with an interest in the proposals with information throughout the process.</p> <p>The project website has been regularly updated at each stage of the consultation and includes all consultation materials.</p> <p>Social media has also been utilised to update communities following each stage of the consultation.</p> <p>Regular meetings with stakeholders have continued throughout the proposed scheme to keep stakeholders updated. This can be seen in Section 2.6 of the Consultation Report.</p>

5.1 Consultation Report

Paragraph	Requirement	Evidence of compliance
83	The consultation report may not be the most appropriate format in which to respond to the points raised by various consultees groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.	<p>Details of the regard that the Applicant has had in consultation responses is set out in Annex N. Where appropriate, the Applicant has undertaken further engagement with consultees.</p> <p>Engagement has continued with community groups and forum members to discuss any concerns and respond to any queries.</p>
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	<p>The Applicant is satisfied that this Report and supporting annexes provide sufficient detail in response to the relevant impacts identified in response to consultation.</p> <p>Details of the regard that the Applicant has had in consultation responses is set out in Annex N. Where appropriate, the Applicant has undertaken further engagement with consultees.</p> <p>The Applicant deemed that, following design changes on its proposals following statutory consultation, a supplementary consultation should be held to gain further views from consultees. Details of the supplementary consultation can be seen in Chapter 6 of this Report.</p> <p>Since the supplementary consultation, further engagement with some newly identified land interests has been undertaken. See Chapter 7 of this Report for further information.</p>
93	For the pre-application consultation process, applicants are advised to include sufficient preliminary environmental	The Applicant produced a Preliminary Environmental Information Report (PEIR). The Non-Technical Summary was provided in paper copy at all public events and was available for download from the project website during the statutory

Paragraph	Requirement	Evidence of compliance
	<p>information to enable consultees to develop an informed view of the project. The information required may be different for different types and sizes of projects. It may also vary depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement. However, if the applicant considers this to be appropriate (and more cost-effective), it can be presented in this way. The key issue is that the information presented must provide clarity to all consultees. Applicants should be careful not to assume that non-specialist consultees would not be interested in any technical environmental information. It is therefore advisable to ensure access to such information is provided during all consultations. The applicant's Statement of Community Consultation must include a statement about how the applicant intends to consult on preliminary environmental information.</p>	<p>consultation. It remains available on the project website. The SoCC set out how to access the PEIR, either online, in paper copy, or upon request.</p>
95	<p>When considering whether a project has the potential to significantly affect the integrity of certain European protected wildlife sites, the applicant must provide a report which should include the site(s) that may be affected, together with sufficient information</p>	<p>The Applicant has undertaken consultation in line with this recommendation and has engaged with a wide range of stakeholders. Further information on this can be seen in Annex G of the Consultation Report.</p>

Paragraph	Requirement	Evidence of compliance
	to enable the Secretary of State, as decision-maker, to conclude whether an appropriate assessment is required, and, if so, to undertake such an assessment.	
96	It is the applicant's responsibility to consult with the relevant statutory bodies and, if they consider it necessary, with any relevant non-statutory nature conservation bodies, in order to gather evidence for such a report (to support a Habitats Regulations Assessment). This consultation should take place as early as possible in the pre-application process. One way of doing this is for an applicant to agree an evidence plan. The Planning Inspectorate can also comment on the applicant's draft report in advance of formal submission of the application if it is provided in good time. Further advice on Habitats Regulations Assessments for major infrastructure projects is available from the Inspectorate's Advice Note 10.	As noted above, the Applicant undertook early consultation with relevant bodies.

9.1.8 The Applicant has also considered the advice given in the Planning Inspectorate's (2021b) Advice Note Fourteen: Compiling the Consultation Report (version 3). Details of compliance with this is included in Table 9.2.

Table 9.2 Compliance with the Planning Inspectorate’s Advice Note Fourteen: Compiling the Consultation Report

Advice	Evidence of compliance
<p>The Consultation Report should include information and evidence about:</p> <ul style="list-style-type: none"> • Who was consulted and how the consultation was carried out; • how, and when, the project was publicised; and • how the responses were taken into account. 	<p>Chapter 5 looks at who was consulted and how the statutory consultation was carried out. Information on non-statutory consultation can be seen in Chapter 2.</p> <p>How and when the project was publicised can be seen in Chapter 5.</p> <p>Chapter 7 also details comments which have led to changes in the proposals.</p>
<p>The Consultation Report must explain how the Applicant has complied with the pre-application consultation requirements set down in the PA2008; in particular:</p> <ul style="list-style-type: none"> • The requirement to consult with prescribed consultees (section 42); • the requirement to consult with the community (section 47); • the requirement to publicise the proposed application (section 48); and • the requirement to have regard to consultation responses (section 49). 	<p>Chapter 7 of this Report looks at how the Applicant has complied with the pre-application consultation requirements. Including:</p> <ul style="list-style-type: none"> • S42 prescribed consultees (including S43 and S44) • S47 community consultees • S48 responses to statutory publicity <p>Chapter 7 also details comments which have led to changes in the proposals.</p> <p>Annex N of this Report details the specific points made in the feedback received.</p>
<p>The report should also explain non-statutory consultation that takes place outside the requirements of the PA2008 so that the Secretary of State is given an understanding of all the consultation activity relevant to a particular project.</p>	<p>Chapter 2 of this Report details non-statutory consultation which took place.</p>
<p>Applicants should additionally use the Consultation Report to demonstrate compliance with section 50 of the PA2008 (the duty to have regard to any statutory guidance issued by the Secretary of State) by illustrating how relevant statutory guidance has been followed. Where an applicant has diverged from any guidance this should be robustly justified in the Consultation Report.</p>	<p>Details of compliance with guidance can be seen in the Compliance Checklist in Annex O.</p>
<p>Introductory text should provide an overview including:</p>	<p>Chapter 1 provides an overview of the activities that have taken place and a table to summarise both statutory and non-statutory consultation in chronological order.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<ul style="list-style-type: none"> • A summary of the consultation activities undertaken; and • a table or timeline summarising both statutory and non-statutory consultation in chronological order. 	
<p>Many Nationally Significant Infrastructure Projects (NSIP) evolve over an extended period of time with previous proposals that may have been consulted on then abandoned; in which case, a brief description of any historic consultation activity, including any information available about the scale and nature of the response at that time, would be of interest.</p>	<p>All consultation activity is detailed in Chapter 1 of this Report.</p>
<p>Where the pre-application consultation included more than one stage of statutory consultation then it is usually helpful to reflect this in the structure of the report. In this way, each stage of consultation can be presented and explained chronologically in a separate chapter or section of the report, including any non-statutory consultation that took place. This can also include separate summary schedules of consultation responses.</p>	<p>All consultation, both non-statutory and statutory are detailed within this Report in chronological order.</p>
<p>The report should include a list of all persons and bodies that were consulted, and when they were consulted.</p>	<p>Annex G provides a list of all prescribed consultees.</p> <p>Chapter 5 of this Report details when consultees were consulted as part of the statutory consultation.</p>
<p>The list of the prescribed organisations should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations). Any variations between the Applicant’s list of prescribed consultees and the list of organisations set out in Schedule 1 of the APFP Regulations should be robustly justified.</p>	<p>Annex G provides a list of all prescribed consultees.</p>
<p>Where relevant, the list of prescribed consultees should also include the Marine Management Organisation – s42(1)(aa) and the Greater London Authority – s42(1)(c).</p>	<p>This can be seen in Chapter 5 of this Report.</p> <p>Annex G provides a list of all prescribed consultees.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<p>A short description of how s43 of the PA2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p>	<p>This is provided in Chapter 5 of this Report.</p>
<p>The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under s44 of the PA2008 and to ensure that an up to date Book of Reference is submitted. In that context, it is useful to set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).</p>	<p>This is set out in the Book of Reference [TR010060/APP/4.3].</p>
<p>The Consultation Report should explain how many persons with an interest in land were consulted, under which category and when. It is not necessary to list the names of all individuals identified in the Book of Reference.</p>	<p>This is outlined in Chapters 5 and 6 of this Report.</p>
<p>If additional persons with an interest in land were added and consulted following changes to the project boundary during the Pre-application stage, it is useful to describe:</p> <ul style="list-style-type: none"> • How many additional persons with an interest in land were consulted; • when they were consulted; • how they were consulted; and • what information they were consulted with. 	<p>This is outlined in Chapter 6 of this Report.</p>
<p>The Secretary of State needs to be satisfied that the Applicant has complied with the Statement of Community Consultation (SoCC) preparation process. Evidence should be submitted as part of the Consultation Report which shows:</p> <ul style="list-style-type: none"> • Which local authorities were consulted about the content of the draft SoCC; • what the local authorities' comments were; • confirmation that the local authorities were given 28 days to provide their comments; and 	<p>Chapter 4 of this Report details the preparation process of the SoCC.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<ul style="list-style-type: none"> a description about how the Applicant had regard to the local authorities' comments. 	
<p>Following the coming into force of The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations) Applicants no longer need to place paper copies of the SoCC on deposit at locations in the vicinity of the Proposed Development. Instead, Applicants should make the SoCC available for inspection online. Evidence that this has been done should be provided in the Consultation Report, for example, a screen shot of the relevant webpage showing the published SoCC (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations) and confirmation that the public could access the webpage free of charge.</p>	<p>The SoCC (Highways England, 2021h) was made available on the Highways England website.</p>
<p>Copies of the published SoCC notice as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when. If a scan of a notice is not clear, then it can be supplemented with a document containing the text of the notice. Where it was not possible to place the SoCC notice in a printed newspaper, then a screen shot of the notice as it was published in an online local newspaper publication should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p>	<p>The published SoCC can be seen in Annex F. The published SoCC notice can be seen in Annex K of this Report.</p>
<p>Where more than one SoCC was prepared for a project, eg where a SoCC was subject to one or more updates, the updated SoCC or SoCCs should be included together with a narrative about why the preceding SoCC was reviewed and updated.</p>	<p>N/A</p>
<p>Where there are any inconsistencies between the SoCC and the consultation carried out this should be clearly explained and justified eg where additional consultation took place that was not included in the SoCC or SoCCs.</p>	<p>N/A.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<p>A scanned copy of the s48 notice as it appeared in the local and national newspapers and journals, clearly showing the publication's name and date of publication, should be included in the report. If the scan is of poor quality this should be supplemented with a copy of the text. A description of where the notice was published, and confirmation of the time period given for responses should be included in the report.</p>	<p>S48 notices can be seen in Annex K of this Report.</p>
<p>Where it was not possible to place the notice in printed newspapers, then screen shots of the notice as it was published in online newspaper publications should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p>	<p>N/A</p>
<p>Applicants should provide confirmation that the s48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as the notice was published. See Regulation 13 of the The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).</p>	<p>This can be seen in Chapter 3 of this Report.</p>
<p>Applicants may have been engaged in non-statutory consultation eg early consultation with statutory bodies may have been undertaken when identifying options and in advance of statutory consultation under the provisions of the PA2008. Applicants may also have been engaged in non-statutory consultation that takes place after the statutory consultation following changes made to the project.</p>	<p>All engagement carried out has been detailed in Annex P of this Report.</p>
<p>Any consultation not carried out under the provisions of the PA2008 should be clearly indicated and identified separately. Applicants should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. While it is not necessary for an Applicant to demonstrate how it has had regard to the consultees' comments made in response to non-statutory consultation, it is useful to understand how comments received influenced the project.</p>	<p>Details on non-statutory consultation can be seen in Chapters 2 and 6 of this Report.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<p>If targeted consultation takes place, please explain the nature and purpose of the consultation. For example, if it was geographically focused what consultees were included and the rationale for the geographic extent of the consultation. If a reduced number of prescribed consultees were consulted, please explain the rationale for the selection.</p>	<p>Details on targeted consultation can be seen in Chapter 6 of this Report.</p>
<p>Consultation undertaken as part of the EIA process is separate to that required under the PA2008 eg statutory consultation on a Scoping Report following a Scoping Request to the Secretary of State. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to that consultation should be addressed separately from the statutory consultation carried out under the provisions of the PA2008.</p>	<p>N/A</p>
<p>Appendices should be used to provide evidence that demonstrates compliance with the requirements of the PA2008. Careful consideration should be given to the structure and logic of the appendices so that they can be clearly signposted in the main body of the report. A helpful approach is to have separate appendices for each element of statutory consultation and publicity. Where multiple stages of consultation took place then it may be helpful to have a separate appendix for each stage, subdivided into the different strands of consultation.</p>	<p>Annexes have been used to provide evidence to support the content of the main body of the report.</p> <p>Any reference to an Annex, has been clearly stated and highlighted in bold for ease.</p>
<p>Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.</p>	<p>Chapter 2 of this Report details non-statutory consultation.</p> <p>Annex A(1&2) includes this consultation material.</p>
<p>Using a referencing system that corresponds to the chapter or section headings in the report is also helpful.</p>	<p>The referencing system used throughout this Report is clear and concise. Bold references are given to corresponding Annexes and references made to chapters where appropriate.</p>
<p>If a large volume of consultation responses were received and reported on, then it usually makes sense to include the summary</p>	<p>Annex N of this Report details all of the consultation responses received.</p>

5.1 Consultation Report

Advice	Evidence of compliance
<p>response tables in an appendix or appendices. A chronological approach which demonstrates the journey through the consultation is usually easier for the reader to understand and navigate.</p>	
<p>It is necessary to demonstrate compliance with section 49 of the PA2008 by providing evidence that consultation responses have been taken into account during the preparation of the application.</p>	<p>Chapter 5 of this Report summarises all the feedback received to the statutory consultation. Chapter 7 of this Report looks at feedback with responses grouped under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> • S42 prescribed consultees (including S43 and S44) • S47 community consultees • S48 responses to statutory publicity <p>Chapter 7 also details comments which have led to changes in the proposals.</p> <p>Annex N of this Report details the specific points made in the feedback received.</p>
<p>If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. An explanation of the process by which consultation responses were grouped and organised (coded) is helpful, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.</p>	<p>Annex N of this Report details the responses received as part of this consultation. These have been grouped for ease.</p> <p>Consultees have been grouped by stakeholder type, as shown in Chapter 7 of this report.</p>
<p>A summary of the individual responses received should be provided and categorised in an appropriate way.</p>	<p>Chapter 5 of this Report summarises all the feedback received to the statutory consultation. Chapter 7 of this Report looks at feedback with responses grouped under the three strands of consultation as follows:</p> <p>S42 prescribed consultees (including S43 and S44)</p> <p>S47 community consultees</p> <p>S48 responses to statutory publicity</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text.</p>	<p>Chapter 5 of this Report summarises all the feedback received to the statutory consultation.</p>

5.1 Consultation Report

Advice	Evidence of compliance
	<p>Chapter 7 of this Report looks at feedback with responses grouped under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> • S42 prescribed consultees (including S43 and S44) • S47 community consultees • S48 responses to statutory publicity <p>Chapter 7 also details comments which have led to changes in the proposals.</p> <p>Annex N of this Report details the specific points made in the feedback received.</p>
<p>The summary of the responses should identify comments that are relevant (directly or indirectly) to changes made to the project during the Pre-application stage. For example, changes to siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed.</p>	<p>A summary of responses that led to changes can be seen in Chapter 7 of this Report.</p>
<p>It is also necessary to explain why responses have led to no change, including where responses have been received after deadlines set by the Applicant.</p>	<p>Information on why responses have led to no change can be seen in Annex N.</p>
<p>If virtual consultation methods were planned, then this should be reflected in the SoCC. In the usual way, the relevant local authorities will have been consulted about this and their feedback reported in the Consultation Report.</p>	<p>Information on virtual consultation methods can be seen in the SoCC in Annex F.</p> <p>Annex C, D and E detail information sent to Local Authorities and responses to the draft SoCC.</p>
<p>Where virtual consultation methods were deployed as a reaction to external circumstances then it is important that the views of the relevant local authorities are captured in the Consultation Report. If no review and update of the SoCC took place under the provisions of the PA2008, then this should be justified in the Consultation Report with reference to the views of the relevant local authorities about the approach adopted.</p>	<p>Information on virtual consultation methods can be seen in the SoCC in Annex F and detailed in Chapter 5 of this report.</p>
<p>In general, where virtual consultation methods are planned then the SoCC should explain any mitigation measures put in place for digitally disadvantaged members of the community eg the use of telephone surgeries.</p>	<p>The published SoCC can be seen in Annex F.</p>

- 9.1.9 The Applicant considers that it has met the statutory requirements of the pre-application process. As set out in **Chapters 2 and 5**, it has undertaken a programme of options and statutory consultation.
- 9.1.10 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in Table 9.1 and **Table 9.2** supports this through direct reference to the DCLG's (2015) and the Planning Inspectorate's (2021b) guidance on the pre-application process.
- 9.1.11 In addition to this Report, the Applicant has completed the **Section 55 Checklist [TR010060/APP/1.3]** to demonstrate how it has complied with the guidance.

Acronyms

Abbreviation	Term
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
PILs	Persons with an interest in land
PA 2008	Planning Act 2008
PRA	Preferred route announcement (PRA)
PEIR	Preliminary Environmental Information Report
PRoW	Public right of way
RIS2	Road Investment Strategy 2
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
VES	virtual event space
WCH	walking, cycling and horse riding

Glossary

Term	Definition
Pick-up points	Locations where stakeholders could collect consultation documentation including brochures.
A12 Members' Forum	Quarterly forum with elected Councillors in Essex. Including County, District and Borough Councillors.
Host Authorities	Local authorities in which the proposed scheme passes through.
Blue Land	Temporary possession of land and permanent acquisition of rights.
Green Land	Temporary possession of land.
Pink Land	Permanent acquisition of land.

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