

A12 Chelmsford to A120 widening scheme

TR010060

7.6 Interrelationship Document

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7.6 INTERRELATIONSHIP DOCUMENT

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1 Introduction

1.1 Summary

- 1.1.1 This document is intended to provide a summary of the interrelationship between the A12 Chelmsford to A120 widening scheme (the proposed scheme) and neighbouring developments, including Nationally Significant Infrastructure Projects (NSIPs). This document has been submitted with the proposed scheme's application for development consent. It is anticipated that this document will be developed further and reissued with relevant updates during the course of the examination.
- 1.1.2 Given the nature, size and location of the proposed scheme, it is inevitable that it will have to consider other emerging major projects, including NSIPs, in proximity to the proposed scheme.
- 1.1.3 It is important to note that National Highways' (NH) application for the proposed scheme must be deliverable in its own right with no reliance on other schemes.
- 1.1.4 A plan showing the location of all developments covered by this document can be found in Appendix A.

1.2 A12 proposed scheme background

- 1.2.1 The proposed scheme comprises improvements to the A12 between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange), a distance of approximately 24km, or 15 miles. The proposed scheme involves widening the A12 to three lanes throughout (where it is not already three lanes) with a bypass between junctions 22 and 23 and a second bypass between junctions 24 and 25. It also includes safety improvements, including closing off existing private and local direct accesses onto the main carriageway, and providing alternative provision for walkers, cyclists and horse riders (WCH) to existing routes along the A12, which would be removed. A detailed description of the proposed scheme can be found in Chapter 2: The proposed scheme of the Environmental Statement [TR010060/APP/6.1].
- 1.2.2 The proposed scheme is an NSIP under the Planning Act 2008 requiring an application for a Development Consent Order (DCO) to obtain consent to construct it. The proposed scheme is a critical part of investment in the eastern region, as the A12 plays an important role at a strategic, regional and local level. The proposed scheme also includes a HP Gas Main Diversion which meets the thresholds to be considered an NSIP in its own right under section 20 of the Planning Act 2008.
- 1.2.3 The A12 is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25. The section between Chelmsford and Colchester carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles account for up to 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route 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 this kind.

1.3 A12 proposed scheme timing

- 1.3.1 The application for the proposed scheme was submitted in August 2022 with the examination anticipated to start in February 2023. Start of works would follow the conclusion of the statutory process, potentially in February 2024. The proposed scheme completion is due in 2027.

1.4 Approach to drafting the A12 DCO

- 1.4.1 The land required for the proposed scheme is shown on the Land Plans [TR010060/APP/2.8], along with a colour-coded representation of the proposed usage, i.e. permanent land acquisition, temporary land use, or temporary land use with permanent rights to be acquired.
- 1.4.2 The purpose of the extent of land identified on the Land Plans is to enable the Applicant to construct, operate and maintain the proposed scheme. The specific purposes for which each parcel of land subject to compulsory acquisition powers is required are set out in Appendix C of the Statement of Reasons [TR010060/APP/4.1] and should be read in conjunction with the draft DCO [TR010060/APP/3.1] which sets out the development which, if the DCO were made by the Secretary of State, would be authorised by the DCO.
- 1.4.3 National Highways requires the powers it seeks over all the land as shown on the Land Plans to ensure the proposed scheme is deliverable in its own right, without dependencies on other schemes yet to be subject to a DCO, or other form of consent. Further, by ensuring that all of the land required to carry out the proposed scheme is included in the DCO application it will ensure that there are no impediments to National Highways in constructing the proposed scheme. It is therefore necessary to draw up the Order Limits shown on the Land Plans and Works Plans 'in isolation' of neighbouring schemes, by including land where there may be an overlap with other schemes.
- 1.4.4 Where practicable, National Highways intends to acquire land by agreement and is currently engaged in discussions with landowners and occupiers.

2 A120 Braintree to A12 scheme

2.1 Background

- 2.1.1 The A120 trunk road forms a strategic east-west corridor between the M11 near Stansted Airport to Harwich and Harwich International Port, via the A12 between junction 25 at Marks Tey and junction 29 on the Colchester bypass. The A120 currently experiences severe congestion at both ends of the section between Braintree and Marks Tey. This section is one of the few remaining single carriageway sections in an otherwise dual carriageway route.
- 2.1.2 The section of the A120 under specific consideration is from the A131 junction on Braintree bypass to junction 25 on the A12 at Marks Tey. This section is generally a narrow, single carriageway alignment with multiple at-grade junctions with minor routes, side roads and private accesses throughout the route. In particular, the Galley's Corner and Marks Farm roundabouts in the west and the junction with the A12 at Marks Tey in the east suffer from congestion, which is not limited to peak periods. There is also congestion at the junction with the B1024 Colne Road, Coggeshall. Journey time delays, low travel speed and capacity issues are partially attributable to the unusually high number of side road junctions and private and commercial premises with direct access to the A120, which is not typical of a UK trunk road. Furthermore, there are safety concerns along this section of the A120, with a high rate of serious casualties.
- 2.1.3 In April 2015 Highways England (now National Highways) published an updated East of England Route Strategy, identifying the A120 between Braintree and Marks Tey as one of the key challenges, with the opportunity of widening to dual carriageway.
- 2.1.4 In March 2020, the government announced details of the second Road Investment Strategy (RIS2) (Department for Transport, 2020) covering April 2020 to March 2025. The A120 Braintree to A12 was one of the 'pipeline projects' announced that will undergo further analysis and design work for consideration for potential future investment under RIS3, which covers April 2025 to March 2030. The scheme is being progressed by National Highways.

2.2 Timing for A120 Braintree to A12 scheme

- 2.2.1 At the time of the proposed scheme application, the A120 Braintree to A12 scheme (the 'A120 scheme') is awaiting a ministerial decision to make a Preferred Route Announcement (PRA). The announcement will provide details of the scheme timeline.
- 2.2.2 The next stage of the A120 scheme lifecycle, following PRA, will be the development of the preliminary design, consultation and submission of an application for development consent.

2.3 A12 proposed scheme coordination with A120 scheme

- 2.3.1 During the design and planning phases of the schemes, the development teams have been collaborating to ensure as far as practicable that the schemes can be delivered efficiently, minimising the impact on the public and key stakeholders. A regular coordination meeting ensures that key information is shared between the project teams and where necessary ensures that technical meetings have taken place, focusing on key aspects of the schemes.
- 2.3.2 The A12 proposed scheme Order Limits and land assembly have been shared and reviewed throughout the development of the two schemes. It is anticipated that some permanent land areas will overlap between the proposed scheme and the A120 scheme, where the road network must be designed to tie-in to the existing and proposed carriageway.
- 2.3.3 Throughout the development of the schemes there have been numerous consultation exercises undertaken. The project teams have collaborated as far as practicable to minimise confusion to members of the public and stakeholders. When possible, representatives from both teams have attended public exhibitions and consultation materials for both schemes have been available at each event.
- 2.3.4 The A120 scheme had representatives at some of the events of the proposed scheme's statutory consultation to provide information about the scheme and how both schemes interact to deliver benefits to the local communities.
- 2.3.5 The schemes are working together, having regular meetings to discuss each scheme's progress, sharing information. Nothing on the proposed scheme adversely impacts on the A120 scheme; the A120 needs the proposed scheme to come forward in order to be fully deliverable.

3 Longfield Solar Farm scheme [EN010118]

3.1 Background

- 3.1.1 The Longfield Solar Farm will comprise the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating facility and energy storage facility with a total capacity exceeding 50 megawatts and export connection to the National Grid. The scheme would be located on farmland north-east of Chelmsford, and north of the A12 between Boreham and Hatfield Peverel, covering an area of approximately 474 hectares ('the DCO site'). Of the DCO site, around 60% is likely to be used for the location of the PV arrays, with other areas being used for the Battery Energy Storage System (BESS), substations and underground cabling, access tracks, and some ancillary buildings, as well as areas of landscaping.
- 3.1.2 The forecast construction traffic generated by the solar farm is low compared with the A12 traffic (250 vehicles/day at J19) and the traffic will use Cranham Road and Boreham Road as main construction traffic routes.

3.2 Timing for Longfield Solar Farm scheme

- 3.2.1 This scheme held a public consultation between 01 June 2021 and 13 July 2021, with DCO submission occurring on 28 February 2022 (application reference) [EN010118]. The application was accepted on the 28 of March 2022 and the Planning Inspectorate appointed Mr Rory Cridland as the Examining Authority on the 9 May 2022. National Highways has submitted a Relevant Representation on the 22 of May 2022 to safeguard its interest in the Longfield examination around construction traffic.
- 3.2.2 The Secretary of State's decision is expected in late 2023, with construction occurring between late 2023 and 2026. The peak of construction will occur in summer 2025 which coincides with the proposed scheme construction period.

3.3 A12 proposed scheme coordination with Longfield Solar Farm scheme

- 3.3.1 The proposed scheme and Longfield Solar Farm scheme held several meetings between the projects to provide project updates, sharing information and coordinating the schemes' interaction during construction. This information is captured in this document and will be included in a Statement of Common Ground (SoCG) for the examinations of both projects. Information is also included in the outline Construction Traffic Management Plan (CTMP) [TR010060/APP/7.7] and the chapter 16 Cumulative Assessment of the Environmental Statement [TR010060/APP/6.1]. The principal interrelationships are explained below.

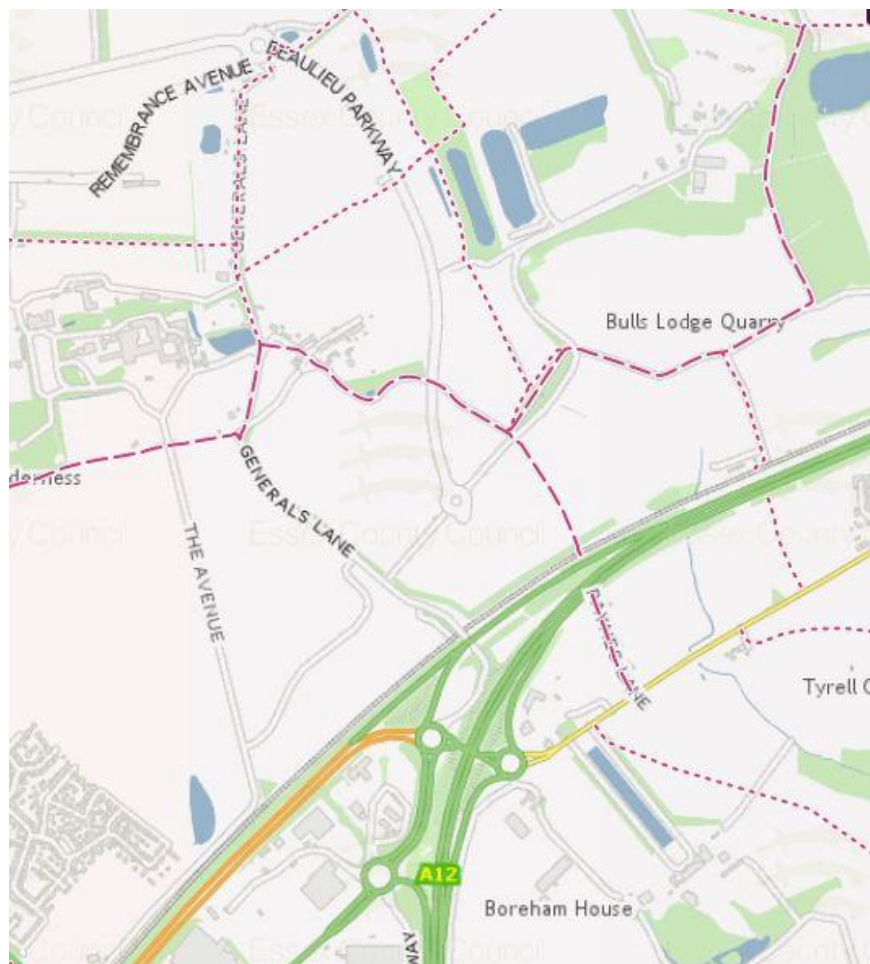
Generals Lane

- 3.3.2 The proposed scheme will share a construction route with the Longfield Solar Farm scheme via an unnamed lane off Generals Lane, which will form part of Beaulieu Parkway – Radial Distributor Road 1 (RDR1).

Paynes Lane Bridge

- 3.3.3 The proposed scheme includes a bridge for pedestrian and cyclists connecting Paynes Lane on the south of the A12 to Public Right of Way (PRoW) 213_23 north of the Great Eastern Main Line (GEML) railway and the A12 (see Plate 3.1). This PRoW at the unnamed road off Generals Lane connects with PRoW 213_49 going east parallel to the construction route identified by both Longfield Solar Farm and the proposed scheme. Neither scheme will permanently close the PRoWs, but temporary closures or diversions may be needed. Both schemes are maintaining communications to coordinate the closure and diversions of the PRoWs and unnamed lane. The diversion and traffic will be managed by Longfield Solar Farm Framework CTMP section 3.5 [EN010118/APP/6.2] and the proposed scheme outline CTMP [TR0100/60/APP/7.7].

Plate 3.1 Paynes Lane and surrounding PRoWs (Essex County Council, n.d.)



The two schemes are working together, a SoCG is being drafted and prepared for examination to show how both schemes do not prevent each other from being carried out. In particular, no permanent works for one scheme compromises the other and Longfield's powers would not be an impediment for proposed scheme and vice versa.

4 Other NSIPs

4.1 Bradwell B new nuclear power station [EN010111]

- 4.1.1 Bradwell B is a proposed development new nuclear power station at Bradwell-on-Sea in Maldon, Essex. It is being progressed by joint partners CGN and EDF. The Bradwell B power station will generate enough clean, low carbon electricity to power around 4 million homes, helping the UK to achieve its net-zero carbon commitments. The Bradwell B proposal is for a twin reactor power station, able to generate 2.2 gigawatts of low carbon electricity. The project will also require some associated development in the area to support construction, such as a park and ride site, temporary accommodation, marine transport facilities and road improvements. It is expected the construction will take 9–12 years, including works for the restoration of land used temporarily during construction.
- 4.1.2 Bradwell B undertook their first stage of consultation in 2020. Following a further statutory consultation, it is expected the project will submit their DCO application in a few years' time. It would then take around 18 months from submission to a final decision.
- 4.1.3 It is anticipated that the A12 proposed scheme will have been completed by the time that Bradwell B's main construction work has commenced and there will be no meaningful overlap with the two project's construction impacts.
- 4.1.4 The proposed scheme had a meeting with Bradwell B to share project details and discuss any possible overlap between the schemes. The information about the scheme is partially from that meeting and partially from the scheme developer's website (<https://bradwellb.co.uk/>).

4.2 Lower Thames Crossing [TR010032]

- 4.2.1 The A122 Lower Thames Crossing would provide a connection between the A2 and M2 in Kent, east of Gravesend, crossing under the River Thames through a tunnel, before joining the M25 south of junction 29. The A122 road would be approximately 23km long, 4.25km of which would be in tunnel. On the south side of the River Thames, the project route would link the tunnel to the A2 and M2. On the north side, it would link to the A13 and junction 29 of the M25. The tunnel entrances would be located to the east of the village of Chalk on the south of the River Thames and to the west of East Tilbury on the north side.
- 4.2.2 The A122 would be classified as an 'all-purpose trunk road' with green signs. For the benefit of safety, walkers, cyclists, horse riders (WCH) and slow-moving vehicles would be prohibited from using it. The project would include adjustment to a number of side roads. There would also be changes to several PRoWs, used by WCH. Construction of the project would also require the installation and diversion of several utilities, including gas pipelines, overhead power lines and underground electricity cables, as well as water supplies and telecommunications assets and associated infrastructure.
- 4.2.3 The A122 Lower Thames Crossing is being promoted by National Highways and a DCO application is anticipated later in 2022. Throughout the development

of both projects, representatives of both schemes have liaised to review any potential interfaces, for example in relation to planning, environmental effects, traffic, availability of workers, availability of worker accommodation, availability of construction materials and waste facilities. Given the distance between the two projects, they are not considered to materially affect one another. Accordingly, Lower Thames Crossing is not considered further in this document.

4.3 Bramford to Twinstead National Grid Electricity Transmission [EN020002]

4.3.1 This proposed development by National Grid Electricity Transmission (NGET) involves the construction and operation of a 400 kilovolt (kV) electricity transmission reinforcement between Bramford substation in Suffolk and Twinstead Tee in Essex following the removal of existing 400kV and 132kV infrastructure.

4.3.2 The proposed development comprises:

- Installation of approximately 19km of overhead line (OHL)
- Installation of circa 55 new steel lattice pylons (circa 50m in height)
- Installation of approximately 8km of underground cables
- Two alternative routing options in the vicinity of Hintlesham Woods
- Installation of four cable sealing end compounds (CSE compound)
- Removal of existing OHL and supporting pylons: approximately 25km of 132kV OHL and supporting pylons between Burstall Bridge and Twinstead Tee; and approximately 1.5km of 400kV OHL and supporting pylons between Twinstead Tee and the proposed CSE compound at Stour Valley West
- A new 400kV/132kV Grid Supply Point substation at Butler's Wood, and associated works to link to the existing 400kV and 132kV electricity transmission network
- Environmental mitigation and enhancement, including tree planting

4.3.3 Both projects held a meeting to provide project overviews and discuss any overlap. It was concluded that both projects, although sharing local authorities (Essex County Council (ECC) and Braintree Borough Council) and following similar timescales, do not overlap or raise issues on their cumulative assessment chapters due to the distance and nature of the schemes.

4.3.4 Both projects will overlap during construction and whilst some of the construction movements might use the A12, the number of movements is not sufficient to cause effects. The proposed scheme will maintain two lanes open to traffic at all times during the week days, ensuring network capacity across the region. As such no impacts during construction are expected to occur.

4.4 East Anglia GREEN

- 4.4.1 The East Anglia Green Energy Enablement project (East Anglia GREEN) is a proposal by NGET (National Grid) to reinforce the high voltage power network in East Anglia between the existing substations at Norwich Main in Norfolk, Bramford in Suffolk and Tilbury in Essex, as well as connect new offshore wind generation.
- 4.4.2 The proposed development includes building a new 400,000 volts (400kV) electricity overhead transmission line, work at existing substations and building a new substation to connect new proposed offshore wind farms to the electricity transmission network.
- 4.4.3 The proposed development has only recently been announced. A non-statutory public consultation took place between 21 April 2022 and 16 June 2022. National Highways has commented on this consultation to seek to understand more about the project and what impacts it would have on the proposed scheme. It is also understood that it will run close to the A12 around existing junctions 24 and 25.
- 4.4.4 According to the National Grid scheme website the indicative DCO application is due to be submitted in December 2024, and the start of construction is anticipated in 2027. As the proposed scheme is expected to open to traffic in 2028 it may have a construction overlap. This is not known at present as the East Anglia GREEN project is in the early stages of development and timetables may change.

4.5 Rivenhall Integrated Waste Management Facility (IWMF) and Energy Centre, Silver End, Essex

- 4.5.1 The Rivenhall Integrated Waste Management Facility (IWMF) and Energy Centre is located east of Silver End and north from Rivenhall in Essex. The development is part of the Rivenhall Airfield area that comprises Bradwell Quarry, some agricultural land, small businesses and the proposed Rivenhall IWMF and Energy centre.
- 4.5.2 The proposed Rivenhall IWMF will treat local authorities residual waste as well as commercial and industrial residual waste from the private sector. The facility will include technology to turn waste to electricity and integrated waste management operations such as ash recycling and bulky waste recycling.
- 4.5.3 The proposal was originally a Town and Country Planning Application (TCPA) with Essex County Council (reference ESS/37/08/BTE) for Waste Management Facility with anaerobic digestion plant, biogas generators, materials recovery facility, mechanical biological treatment and Combined Heat and Power Plant. This application was superseded by application reference ESS/41/14/BTE and ESS/55/14/BTE/LA2 to remove condition 28 (geographical restrictions). There is currently a live application with Essex County Council to discharge condition 68 to allow more time to complete the refurbishments to the listed building.
- 4.5.4 In 2021 a new owner (Indaver) bought the site and intends to increase the electricity output from below 50 megawatts to 60-65 megawatts achieved by using better and more modern technology with no increase in waste throughput.

The new owner has contacted PINS (11/11/2021) to start the DCO process for an energy facility as the output is above 50 megawatts threshold for the development to become an NSIP. Ground works on site started in February 2021 but little progress has been made. The timescales provided to the planning inspectorate that a Scoping opinion would be submitted in early 2022 and DCO submitted by the end of 2022 have not been met. So far no scoping opinion or statutory consultation has been carried.

- 4.5.5 The Rivenhall IWNF was considered on the traffic model (section 5.11 of the Transport Forecasting Package report, provided as Appendix C to 7.3 Combined Modelling and Appraisal report), states that the incinerator was not included in the model as its not considered large enough (number of daily movements) and the disperse nature of the lorries trips vary significantly on a daily basis.
- 4.5.6 The A12 EIA assessment also did not consider the Rivenhall IWNF in the cumulative effects assessment (CEA) long list. The facility is located approximately 4kms from the proposed scheme, so it lies outside the zone of influence (Zol) for most environmental topics in the CEA, except for construction and operational effects on physical activity opportunities which has a 10km Zol. Department for Transport (2017) guidance states that cycle commutes are typically up to 10km and therefore cumulative impacts from major developments and changes to cycling accessibility within this range are potentially significant to health and sustainable transport policy objectives.
- 4.5.7 The Rivenhall IWNF site proposed access is from the A120 in the north, between Bradwell and Coggleshall, rather than from the A12 in the south, so there is limited potential for effects during construction due to the A12 Chelmsford to A120 Widening Scheme. In general, we would expect the operational impacts of the A12 Chelmsford to A120 Widening Scheme on active travel to be beneficial. The Rivenhall IWNF is not considered to have an impact on the construction or operation of the A12 either on its TCPA development or the future proposed DCO development. The Rivenhall IWNF has indicated to the planning inspector that the cumulative effects of a larger capacity facility would not materially change the results of the EIA for the permitted scheme.

5 Local developments

5.1 Beaulieu Park Station

- 5.1.1 Beaulieu Park Station is a proposed new train station to the east of Chelmsford, located north of junction 19 along the Great Eastern Main Line (GEML). The train station has outline planning permission (Chelmsford City Council (CCC) planning reference 10/00021/EIA) as part of the overall Beaulieu Park development for mix use of residential, business, train station, a Radial Distribution Road (RDR) and improvements to junction 19 (see Section 5.2 below).
- 5.1.2 A reserve matter application (21/01097/REM) has been approved by Chelmsford CC in June 2022 to build the Railway station and associated development, which include a premium car park for 243 cars right next to the station, and a secondary car park with 460 parking spaces, it also includes 500 cycle parking a bus terminal and pedestrian connections to Chelmsford city centre, residential and commercial areas. A further Reserve Matters application (22/00473/REM) has been approved to discharge conditions in relation to the outline planning permission.
- 5.1.3 The construction of the new station is programmed to commence in 2023 and to be open to the public by 2025. It will be supported by a car park of 400 car parking spaces, a bus terminal and will link up with the existing cycleway, footpath, and road connections. This interchange will be connected to the A12 via the improved junction 19.
- 5.1.4 The A12 project team held meetings with Countryside Zest (the Beaulieu Park developer) and Essex County Council (ECC) (the developer for the station) to understand the construction programme, size of the infrastructure and traffic modelling assumptions. It was suggested that the proposed Paynes Lane Bridge (WCH provision) should serve the the proposed railway station and the PRoW network. The proposed scheme has made changes to the layout of Paynes Lane Bridge prior to submission to accommodate the comments made by ECC and the developer.

5.2 Junction 19

- 5.2.1 Junction 19 is currently being upgraded by Countryside Zest (the Beaulieu Park developer) (ECC planning application 09/01314/EIA) to provide the connection between the new RDR1 which will become the new A131, allowing the existing A130 to be downgraded.
- 5.2.2 The junction improvements are currently under construction and expected to be open by the end of 2022. The bridge over the GEML replacing the existing Generals Lane Bridge is expected to be open in Spring 2023. The improvements will also introduce a new pedestrian route from Boreham towards the train station on the north side of Boreham Bridge (junction 19).
- 5.2.3 The works are being carried out in full by the developer under a section 278 Highways Act 1980 agreement in place between the developer and ECC. There

is also a section 6 Highways 1980 Act agreement between National Highways and ECC enabling the developer to carry out the works under ECC supervision.

- 5.2.4 The applicant expects that the improvements under construction by the developer will be concluded in accordance with the section 278 agreement work plans ahead of the proposed scheme start of works.
- 5.2.5 The proposed scheme works for junction 19 aim at improving capacity by widening the bridge to allow further stacking lanes, provide dedicated right turns and provide WCH routes with controlled crossings.
- 5.2.6 The proposed scheme has been engaging with the developer and local authorities, sharing information to coordinate the work programme and how the proposed scheme sequence of works will fit with the developer and ECC proposals. A SoCG with ECC and another with Countryside Zest will be submitted to the Examining Authority prior to start of examination to demonstrate the collaboration between the projects.

5.3 Chelmsford North East Bypass (CNEB)

- 5.3.1 The CNEB is a road scheme which was approved in April 2022 by Chelmsford CC (planning application CC/CHL/85/21). The CNEB will provide a single carriageway road between RDR1 and a new roundabout on the A131 at Chatham Green, plus dualling of the existing A131 between Chatham Green and Deres Bridge roundabout in a total of 4.6km in length. It will also provide new access to the proposed Beaulieu Park Station and increase the capacity of the existing junction 19 (Boreham interchange).
- 5.3.2 The CNEB is currently developing detail design and procuring a contractor, in order to start construction in Spring 2023. The scheme is partially being funded by developer contributions and partially by the Housing Infrastructure Fund (awarded in August 2019 a total of £218 million) which will enable the construction of the CNEB and the partially the Beaulieu Park Station.
- 5.3.3 Chelmsford CC and Essex CC have aspiration to dual the CNEB in its entirety, with possible dedicated on and off slips connections to the A12 at Junction 19. The dualling of the CNEB is not a committed nor funded scheme and its need will only arise post 2036 (Chelmsford CC local plan). The dualling of the CNEB is not considered on the A12 traffic model or design.

5.4 Colemans Quarry (Brice Aggregates Ltd)

- 5.4.1 The proposed scheme proposes a new junction 22 on land currently used for mineral extraction, known as Colemans Quarry. This is an active quarry with an approved restoration plan to restore it as agriculture and water-based nature conservation habitats. The proposed scheme has been in negotiations with Brice Aggregates Ltd (owner of the quarry) to avoid the sterilisation of minerals and to minimise disruption to the existing business.
- 5.4.2 Brice Aggregates Ltd has submitted a planning application to ECC (planning reference ESS/98/21/BTE) which would allow the quarry to change the phasing, accelerate extraction and allow import of inert material to backfill the quarry to pre-quarrying ground levels ahead of the proposed scheme works. This application is currently under determination with ECC and it has been

developed in cooperation with the proposed scheme in order to enable the construction of the new junction 22 and Rivenhall bypass in a timely manner should the DCO be granted. The proposed scheme will partially deliver the ecological mitigation in line with ECC and Brice Aggregates Ltd's original ambitions (water-based nature conservation habitat).

- 5.4.3 The proposed scheme is working with Brice Aggregates Ltd to prepare a SoCG listing how both parties are working together to enable the delivery of the proposed scheme and the associated restoration plans.

5.5 Crown Estate

- 5.5.1 The Crown Estate owns a significant area of land east of Kelvedon/Feering which is adjacent to the existing junction 24 and is currently allocated as a strategic growth location in the Braintree Local Plan (FEER233) for 750 dwellings and business areas. Currently there are 165 dwellings built on-site (Braintree District Council planning reference 19/01222/REM). The remaining area is subject to a masterplan (outline application) expected to be submitted in 2023.
- 5.5.2 As Crown land it cannot be acquired compulsorily. The applicant has been working with the developer and sharing the preliminary design to integrate the scheme proposals.
- 5.5.3 The proposed scheme uses most of the redundant existing A12 in this location of the existing A12 to provide local access, accommodation bridges and some ecological mitigation to minimise the need for development land. The applicant will continue to work with the developer to optimise the land use and integrate both schemes whilst delivering a scheme that works for the community.
- 5.5.4 The developer has indicated that a masterplan application would be submitted in 2023. The developer cannot deliver the full site capacity without the proposed scheme in place to provide enough traffic capacity with a new all-movement junction 24 as per the Braintree emerging local plan Section 2 (paragraph 6.74 of the emerging local plan). If adopted, construction of the development could start in 2024. The proposed scheme cumulative impacts assessment (Chapter 16 of the Environmental Statement [TR010060/APP/6.1]) has not identified significant impacts during construction and operation. The proposed scheme is therefore not considered to be incompatible with the proposals of The Crown Estate.

Abbreviations and acronyms

| Abbreviation | Term |
|--------------|---|
| BESS | Battery Energy Storage System |
| CSE compound | cable sealing end compound |
| CGN | China General Nuclear power group |
| CCC | Chelmsford City Council |
| CNEB | Chelmsford North East Bypass |
| DCO | Development Consent Order |
| EDF | Electricite de France |
| ECC | Essex County Council |
| GEML | Great Eastern Main Line |
| kV | kilovolt |
| NGET | National Grid Electricity Transmission |
| NSIP | Nationally Significant Infrastructure Project |
| OHL | overhead line |
| PRA | Preferred Route Announcement |
| PRoW | Public Right of Way |
| RDR | Radial Distribution Road |
| RIS2/RIS3 | Road Investment Strategy |
| PV | solar photovoltaic |
| SoCG | Statement of Common Ground |
| WCH | walkers, cyclists, horse riders |

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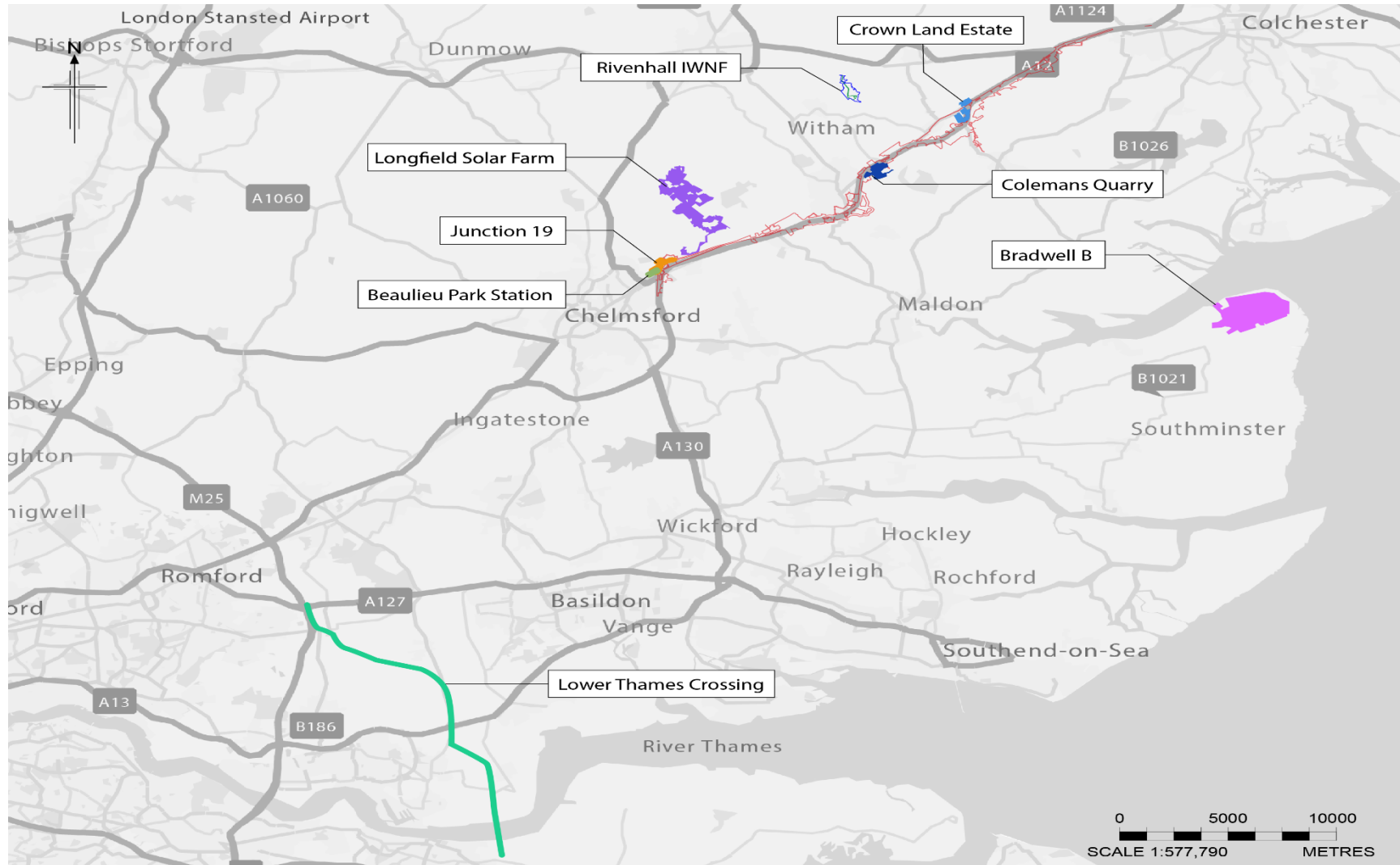
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Appendix A Location plan



The Location Plan does not show the Bramford to Twinstead NSIP as it sits considerably North of the A12 and would require a scale that would make difficult to identify all the other schemes.