

A12 Chelmsford to A120 widening scheme

TR010060

8.7 Statement of Common Ground with The Crown Estate Commissioners

Rule 8 (1)(e)

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A12 Chelmsford to A120 widening scheme Development Consent Order 202[]

Statement of Common Ground with The Crown Estate Commissioners

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) The Crown Estate Commissioners (TCE)

Signed.....

[NAME]

Project Manager

on behalf of National Highways

Date: [DATE]

Signed.....

[NAME]

[POSITION]

on behalf of The Crown Estate Commissioners

Date: [DATE]

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A12 Chelmsford to A120 Widening Scheme ("the Application") made by National Highways Company Limited ("National Highways ") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) National Highways as the Applicant and (2) The Crown Estate Commissioners (TCE).
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by National Highways.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCGs are not of material interest or relevance to The Crown Estate Commissioners and therefore have not been the subject of any discussion between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to the Crown Estate Commissioners.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and The Crown Estate Commissioners or their agent Alex Morter (Carter Jonas), Neil Hall (Woods plc) and Bev Coupe (Woods plc) in relation to the Application is outlined in table [2.1].

Table 2.1 Record of Engagement

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
08/11/2019	Email	Email from Alex Morter to Jack Bramley. Land at Feering sold to Bloor Homes Limited. Requested an updated plan. Any crop loss of compensation to be due directly to J R Crayston & Sons Ltd (tenant).
29/11/2019	Email	Email from Jack Bramley to Alex Morter. Updated plan sent.
16/12/2019	Meeting between the Craystons and NH	Key topics discussed: <ul style="list-style-type: none"> • Discussion of survey access and borrow pits • Expected timeframes • Possible conflict with tramlines • Borage growth • Record of Condition • Appropriate vehicles to be used to alleviate rutting and compaction problems • Compensation • Site visit to agree precise location of boreholes
19/12/2019	Email	Email correspondence between Alex Morter and Nick Dexter. Consultation brochure and plan showing the 4 route options between Junction 23 and 25 of the A12 attached. Consultation material attached.
06/01/2020	Email	Email from Charles Ashby to Alex Morter. Update that there were no further issues following the site visit. Land will not be required as a Borrow Pit but some of the land may be required for the scheme depending on which route is decided upon. Intrusive survey work may still be required but this is on hold pending the decision of the final route.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
28/01/2020	Meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Project overview, timescales and route options • Overview provided of the Crown Estate Land, the tenant and future development of land to the north of the existing A12 • Survey access
28/08/2020	Letter	Preferred Route Announcement letter.
02/09/2020	Email	Email from Neil Hall to Nick Dexter. Concept plan attached.
02/09/2020	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Project overview and preferred route announcement • Construction sequence • Location of proposed new Junction 24 • Plans for the current A12 • Drainage features • Proposed development • Development timeline • Preliminary design • Borrow Pits • Overbridge which connects Threshelfords Business Park to the Crown Land on east of A12.
15/09/2020	Microsoft Teams meeting between the Craystons and NH	Key topics discussed: <ul style="list-style-type: none"> • Preferred Route Announcement (PRA 2) update • Scheme overview • Land use plans • Access to the Crown land and the Crown's proposed development • Access to the field right of New Lane • Land between new bridge and Prested Hall and its feasibility to farm • Access tracks to balancing ponds • Non-intrusive surveys

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
16/11/2020	Microsoft Teams meeting between the Craystons and NH	<p>Key topics discussed:</p> <ul style="list-style-type: none"> • Threshelford accommodation overbridge • New bridge alignment • Landowner's requirements for the road and bridge cross sections • Loading requirements of the bridge and vehicle type • Vehicle overhand • Access
16/02/2021	Microsoft Teams meeting between the Craystons and NH	<p>Key topics discussed:</p> <ul style="list-style-type: none"> • Archaeological Trial Trenching surveys and non-intrusive geophysical walkover surveys • Access • Utilities and land drains • Fencing trenches, footpath, security, shooting • Access licence • Timescales for compensation
09/04/2021	Email	Email from Hugh Wastenev to Adam Hemingway. Requested details on reinstatement works to the track adjacent to Threshelfords Business Park. Requested for the track to be levelled due to heavy rutting.
09/04/2021	Email	Email from Adam Hemingway to Hugh Wastenev. Confirmed that the track is to be reinstated.
27/07/2021	Email	Email from Neil Hall to Lucy Harrington. Summary of concerns shared with draft DCO plans.
29/07/2021	Email	<p>Email from Alex Morter to Sium Yohannes.</p> <p>Requested confirmation about the carriageway widths, verge widths and weight capacities for area around realigned London Road/Feering East (15/5a, 15/1c) roundabout.</p> <p>Also asked for the angle of the turning head at Prested Hall overbridge/new farm access to be reduced to facilitate large farm machinery turning into the field, and the road surface to be extended to meet the red line boundary so access can be obtained into the neighbouring field.</p>

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
29/07/2021	Microsoft Teams meeting between TCE and NH	<p>Key topics discussed:</p> <ul style="list-style-type: none"> • Land plans • Prested Hall road proposed ownership • Land take • Overbridge • Bridge, 4 arm roundabout, Prested Hall access • Design of road in relation to Tiptree junction • Red line boundary • Drainage and attenuation ponds • Pond • Landscaping • Reducing land take around the pond • Access • Pond tracks and access ownership • Noise levels around the northern parcels and Inworth road
29/07/2021	Email	<p>Email from Sium Yohannes to Alex Morter.</p> <p>Shared details about the current proposed shared section of Prested Hall carriageway and dedicated accesses to Threshelfords access and the farm access. Design traffic load for the new Prested hall overbridge shared.</p>
30/07/2021	Email	<p>Email from Alex Morter to Sium Yohannes.</p> <p>To check with the current farming tenant. Clarified whether the bridge will be strong enough to accommodate maximum abnormal loads applying pressure up to a maximum of 130kN of load on each of the 6 axles.</p>
30/07/2021	Email	<p>Email from Sium Yohannes to Alex Morter.</p> <p>Requested the exact load/wheels layout of the vehicles intended to use the bridge in order to give a definitive answer.</p>
04/08/2021	Email	<p>Email from Bev Coupe to Kaluba Kampandila.</p> <p>Investigating a potential site access off London Road. Requested peak hour directional traffic flow data for the eastern section of London Road.</p>
26/01/2022	Email	<p>Email from Neil Hall to Elliot Chandler.</p>

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		Original August 2021 A12 submissions; latest December 2021 submissions on the changes and unresolved issues; a concept design for northern access on the London Road; extract from the Braintree LP pt 2 re Policy LPP22 Land at Feering attached.
01/02/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Red line boundary • New connection proposed between London Road and Feering Road • Land north of the roundabout • Slippage • Land plans and land take • GA-099 • Land around the pond • GA-91 • GA-89
14/04/2022	Letter from National Highways	Early negotiations letter.
27/04/2022	Email	Email from Theresa Tschainer to Neil Hall. Latest draft plans (permanent works) attached.
27/04/2022	Email	Email from Neil Hall to Elliot Chandler. Queried whether the plan fits with the latest Rev 05 November 2021 scheme design and enquired if there was any later iteration to make sense of requests and implications.
27/04/2022	Email	Email from Nick Dexter to Neil Hall. Clarified the plans and early negotiations letter.
27/05/2022	Email	Email from Neil Hall to National Highways. Completed early negotiations letter returned.
22/06/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Timeline update • DCO progress • The Crown Estate timescale • The Crown Estate proposals • Roundabout

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		<ul style="list-style-type: none"> • T-junction • Land north of A12 • Road adoption • Access to retained land • Western land • Parcel 14/5b
29/06/2022	Email	Email from Bev Coupe to Hugo Rawstorne. 4 arm roundabout proposal drawings shared.
01/07/2022	Email	Email from Hugo Rawstorne to Bev Coupe. Cross section for link road junction sent.
12/07/2022	Email	Email from Hugo Rawstorne to Alex Morter. Classification of Road Plans and Engineering sections attached.
12/07/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Project update • The Crown Estate update • Utilities • Overbridge • Shared access • Threshelfords overbridge • Domsey Brook bridge • Ground levels • Compensation • AOB
16/08/2022	Email	Email from Hugo Rawstorne to Neil Hall. Land plans and General Arrangement Plans attached.
16/08/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Previous actions • DCO submission • The Crown Estate update • Land plans • Construction timescales

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		<ul style="list-style-type: none"> • Planning conflict
16/09/2022	Email	Email from Hugo Rawstone to Alex Morter. Haul Road drawings shared. 2D Highways Design of the road shared.
20/09/2022	Letter from National Highways	Section 56 letter.
20/09/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • DCO programme • Roundabout design • Relocation of the foul pipe • Statement of Common Ground • Crown land plans • Heads of Terms • Advanced works
30/09/2022	Email	Email from Hugo Rawstone to Charlotte Sythes. Construction phase plans, Advanced works plans attached. Answers provided regarding timescales, advanced works (surveys, archaeology, utilities), haul roads.
04/10/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Road solutions • Design timelines • Collaboration agreement • Inworth link • Surveys • Land north of London Road
10/10/2022	Email	Email from Neil Hall to Hugo Rawstone. 15/8a and 15/8b confirmed to belong to TCE. Requested for the whole of sheet 15 to be checked and that nothing in the Order or scheme design impacts fall outside the red line.
11/10/2022	Email	Email from Hugo Rawstone to Neil Hall. Sheet 15 to be reviewed. Confirmed that currently all the land required for the scheme is within the red line boundary.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
19/10/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Statement of Common Ground • The Crown Estate design and planning • Drainage • Collaboration agreement • Surveys • Land north of London Road • AOB
03/11/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Heads of Terms • Statement of Common Ground • Haul Road • Land north of London Road • AOB
17/11/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Land use, agreements and programme • Workshop proposed to go through each land parcel • Agreement plan
07/12/2022	Letter	Early negotiations form returned.
14/12/2022	Microsoft Teams meeting between TCE and NH	Key topics discussed: <ul style="list-style-type: none"> • Plot by plot analysis of required rights • Timings • Overages • Section 135 consent

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) The Crown Estate Commissioners or their Agents in relation to the issues addressed in this SoCG.

3 Issues

3.1 Issues agreed

Table 3.1 Issues agreed.

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
1.	Access to retained TCE land to the East of the A12	Relevant Representation		The design has been amended to propose a new access for Prested Hall on the London Road where the southbound A12 off slip embankment currently exists. The new link and overbridge provide alternative access to retained TCE land east of the A12.	Agreed.	
2.	Land plans - 14/7a (temporary rights)		Some of the plots are missing on TCE Agreement Plans. There are some mistakes raised on TCE plans.	The reason for the subsoil plots missing from the plans is due to them being a whole plot on the land plans and it would be complex to split these down into half subsoil rights on the plans. They will be included in any discussions with TCE. The issues with TCE plans have been addressed and the DCO documents have been updated accordingly and will be circulated when available.	Agreed.	
3.	14/5c (temporary rights)		There may become a point that slightly different alignments need to be explored if TCE also require access to their land at this point. Even if there was a clash on timings, however, this would coincide with preconstruction works so there's more flexibility.	This plot allows NH access from Inworth Road to the western side of the A12, to Threshelfords Bridge. It widens in places to allow for a veteran tree on a corner. NH will provide access to the Craystons, TCE's farming Tenant either via Threshelfords Bridge or via the new Prested Hall Access Bridge.	Agreed.	

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
			TCE's agricultural tenant will need access across this land parcel before this time.			

3.2 Issues in discussion

Table 3.2 Issues in discussion.

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
1.	Planning for LPP21	Relevant Representation	WSP has been instructed to prepare a comprehensive planning application for LPP21 aiming for submission toward the end of 2023. The pre-application process is underway, and a planning performance agreement is in the process of being finalised. Time limited species surveys were commenced last year and are substantially complete. It is anticipated that construction could commence from 2025 onwards, which would coincide with National Highways (NH) A12 construction programme. A series of discussions have taken place with the NH team regarding the design of the A12 and planned growth at Feering. TCE is supportive, in principle, of the A12 proposals and specifically the provision of a new 'all-moves' Junction at Feering (Proposed	The Applicant is committed to continuing the ongoing engagement with the Interested Party to resolve the remaining matters outlined in this representation. Meetings with the Interested Party are occurring regularly to resolve the issues raised as soon as is practicable.	Under discussion	Feb 23

Statement of Common Ground with The Crown Estate Commissioners

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
			<p>J24). However, TCE has requested clarifications on or improvements to the A12 proposals to ensure that planned growth and infrastructure are aligned. These discussions have indicated that the comments and requested changes set out below could be resolved by either amending the draft DCO design, design refinement as the scheme progresses and/or entering suitable land agreements. While significant progress has been made, at the time of drafting this submission several matters still need to be resolved. Although it is acknowledged that both sides are trying to work towards an agreed position. However, until the scheme is amended (or solutions are agreed) significant issues remain. These relate broadly to the extent, timing and use of permanent and temporary land take and impact on the design and deliverability of the strategic allocation at Feering under Policy LPP21.</p>			
2.	London Road Junction Design	Relevant Representation	<p>The new Prested Hall access road and junction onto London Road potentially compromise TCE's ability to provide the northern development access required to serve LPP21. The submitted DCO does not take account of the planned growth, the associated access strategy or the highway</p>	<p>The traffic model includes the first phase of development at the Feering strategic growth location allocated under Strategic Policy LPP21 in the Braintree District Council Local Plan, containing 162 dwellings. The second phase is not included because, despite being allocated for development in the Local Plan, no</p>	Under discussion	Feb 23

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
			<p>improvements required by Policy LPP21 itself. The DCO design interferes with the delivery of LPP21. Ancillary works, such as the location of a new crossing facility on the London Road, and the Prested Hall access road being partly in a cutting, further complicates the delivery of the new Inworth Road link by TCE. A preliminary northern access design will need to be agreed with National Highways and Essex County Council to demonstrate technical feasibility and to enable the successful delivery of LPP21. WSP are currently preparing a design for TCE [Nov 22]</p> <p>TCE requests for A12 locations in this location to be adopted as public highway and to engage in appropriate agreements to ensure delivery of LPP21.</p>	<p>planning application had been submitted for this development when the traffic model was developed to inform the uncertainty log, which was discussed and agreed with the local authorities. The traffic model was agreed with local highways authority ahead of DCO submission. As described in Chapter 5.6 of the Combined Modelling and Appraisal Report, Appendix C: Transport Forecasting Package report [APP-264], only developments classified as 'Near Certain' or 'More than Likely' (ie, those with planning applications) were included in the traffic model in accordance with DfT Transport Analysis Guidance (TAG) unit M4 forecasting and uncertainty. The Applicant will work with the Interested Party, Braintree District Council and Essex County Council during the detailed design to reach agreement on the approach to integrate the proposed scheme and The Crown Estate's plans for its land to which Policy LPP21 applies.</p> <p>DCO DOCUMENT TEMPLATE - PW INTEGRATED.docx (planninginspectorate.gov.uk)</p> <p>[Above link to Combined Modelling and Appraisal Report, Appendix C: Transport Forecasting Package Report]</p>		

Statement of Common Ground with The Crown Estate Commissioners

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
			<p>delivery and planning of LPP21 is not frustrated. The level of permanent and temporary (with permanent rights) land take should be reduced to the minimum necessary to accommodate improvements to pedestrian and cycle facilities along the London Road frontage. Any land required must also become adopted highway to ensure the delivery of access and services to LPP21 is not frustrated. More detail on the timing of the works will be required in due course and a suitable agreement will be required to ensure the LPP21 site can be delivered. Agreement will need to be reached with both highways' authorities demonstrating that the required access to LPP21 and the creation of the Inworth Link Road are not compromised. WSP are currently progressing such advanced design work on behalf of TCE.</p>			
4.	Land take – 14/5c, 14/12a, 15/7a, 15/8a, 15/8b, 15/8c	Relevant Representation	<p>The DCO boundary west of the old A12 and towards Threshelfords Business Park includes an area of land proposed for permanent and temporary land take. This includes engineering works to accommodate a new permanent PRow route and a temporary 'access road' from Inworth Road (not identified as a haul route in the submitted DCO). This impacts on</p>	<p>National Highways will continue to engage with the Interested Party regarding the coordination of the proposed scheme and the developable area for The Crown Estate's LPP21 during the detailed design stage, to enable the timely provision of both schemes.</p>	Under discussion	Feb 23

Statement of Common Ground with The Crown Estate Commissioners

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
			<p>the developable area of LPP21 and in locations that are required for development purposes. The timing of temporary works could also impact delivery of the site if not completed in a timely fashion. The acquisition of land across the centre of the site to Threshelfords severs the central parcel of LPP21 and could prevent comprehensive masterplanning and delivery of the site, delivery of the Inworth Road Link and necessary drainage and service infrastructure at the right time. It is considered that some of the land being permanently required could be reduced at the detailed design stage. TCE are therefore working with NH to refine the DCO design and to further minimise permanent land take. Both parties are also working towards an agreement that secures the rights necessary to implement LPP21, minimises land take and ensures temporary land take will not prevent timely delivery of LPP21.</p>			
5.	Access to retained land east of the proposed A12 route at Feering via Prested Hall		<p>Plans show a new field access off the proposed Prested Hall access road, via a turning head at the base of a ramp. As currently designed, the link does connect to the boundary with the retained TCE land. Confirmation is required that access will be available from the turning head to the DCO</p>	<p>The proposed scheme provides access to the Interested Party's retained land as shown on Sheet 15 of the Streets, Rights of Way and Access Plans, Part 2 [AS-028]. National Highways will continue to engage with the Interested Party to ensure</p>	Under discussion	Feb 23

Statement of Common Ground with The Crown Estate Commissioners

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
	Link (General Arrangement - Sheet 15)		boundary to allow access to the retained field and is to a suitable standard. The requested detail is to be developed at the detailed design stage and both parties are working to secure such an agreement.	this access is maintained as the detail design progresses. TR010060-000469-2.6 STREETS, RIGHTS OF WAY AND ACCESS PLANS PART 2.pdf (planninginspectorate.gov.uk)		
6.	Extent of land take east of the proposed A12 route at Feering (TCE Parcels 14/5d, 14/5e, 14/5f, 14/7b, 15/8d, 15/8e, 18/8f)		The extent of permanent land take in this area has been reduced which is welcomed. Land agreements are being progressed.	The Applicant welcomes this comment and will continue to collaborate positively to finalise the land agreements.	Under discussion	Feb 23
7.	Land take along the Domsey Brook north and south of Inworth Road (Parcels 14/5a, 14/5b, 14/6a, 14/7a)		The A12 plans currently include sections of the Domsey Brook as permanent and temporary land take immediately north and south of the Inworth Road, which could interfere with our ability to make future drainage outfalls into the watercourse. It is considered that the main issue is the timing of and control over these works, and therefore the parties are working to secure the necessary agreements.	The Applicant met with WSP on behalf of The Crown Estate to explain the rationale of the permanent and temporary land identified as required for the proposed scheme. The feasibility of drainage outfalls from The Crown Estate's development land into the brook was discussed. The Applicant clarified any drainage outfalls from The Crown Estate's development land would have to be a direct discharge to the brook, and there would not be any connection to the National Highways drainage system. As the proposed scheme	Under discussion	Feb 23

Statement of Common Ground with The Crown Estate Commissioners

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
				progresses, the Applicant will continue to engage with WSP on the requirements for future drainage outfalls		
8.	14/5a, 14/5b - Timings		The Domsey Brook is a key location for TCE to be able to discharge into. It is plausible that TCE would want to be doing drainage works by 2026, which may coincide with National Highways' works.	If this circumstance occurs, National Highways will work with TCE and put a mechanism in place for both of these works to happen simultaneously.	Under discussion	Feb 23
9.	14/5b - Discharge, pipe, access		<p>It is assumed that there is a licence in place which has a long stop date and then the land is transferred after a final boundary is in place.</p> <p>A wayleave was suggested to protect the pipe and access.</p> <p>TCE will need to go on the land and do surveys. Plenty of notice will be given ahead of any surveys.</p>	<p>This allows the Applicant to acquire less land and only acquire what is necessary for the scheme. As long as National Highways can maintain its discharge into Domsey Brook there is the possibility that National Highways may not need to acquire the land.</p> <p>From a health and safety point of view, there are several high-level requirements if TCE needs to cross the land. As long as there are no unsuitable works, it can be arranged as long as plenty of notice is given.</p>	Under discussion	Feb 23
10.	15/8a		This road is more sensitive to timings than other areas. TCE would prefer the works here to be done slightly earlier so lift and shift can take place and TCE can do the early works. As this is only the re-provision of an access, this shouldn't be too difficult.	<p>For access to Threshelfords Bridge.</p> <p>There is a veteran tree to be avoided.</p> <p>Prested Hall bridge is due to be opened July 25 with temporary link to the north and Threshelfords Bridge is due to be</p>	Under discussion	Feb 23

Ref	Issue	Doc Reference	The Crown Estate (TCE) Position	National Highways Position	Status	Date
				removed within the de-trunking works March 2027		
11.	Temporary storage / compounds – 15/8a		TCE hope that these can be provided elsewhere.	To be confirmed.	Under discussion	Feb 23

DRAFT

Acronyms

Abbreviation	Term
LPP21	Braintree District Local Plan Policy, Strategic Growth Location – Land at Feering
SoCG	Statement of Common Ground
TCE	The Crown Estate
NH	National Highways
WSP	Williams Sale Partnership
DfT	Department for Transport
DCO	Development Consent Order
PRoW	Public Right of Way

Glossary

Term	Definition

DRAFT

References

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For each of those areas that are in dispute, it would be beneficial if each party would put their estimation as to the likelihood that disagreement will remain by the end of the Annex F

F2 Examination. This should be done on a ‘Low’, ‘Medium’ and ‘High’ traffic light model. This will allow the ExA to assess those areas where oral discussions may be most beneficial.

	Low
	Medium
	High

Issue/ Matters under discussion	RAG Status Estimation	RAG Status Estimation
	National Highways	The Crown Estate (TCE)
Planning for LPP21		
London Road Junction Design		
Land take – 15/8g, 15/8h, 15/8i, 15/8j		
Land take – 14/5c, 14/12a, 15/7a, 15/8a, 15/8b, 15/8c		
Access to retained land east of the proposed A12 route at Feering via Prested Hall Link (General Arrangement - Sheet 15)		
Extent of land take east of the proposed A12 route at Feering (TCE Parcels 14/5d, 14/5e, 14/5f, 14/7b, 15/8d, 15/8e, 18/8f)		
Land take along the Domsey Brook north and south of		

Inworth Road (Parcels 14/5a, 14/5b, 14/6a, 14/7a)		
14/5a, 14/5b - Timings		
14/5b - Discharge, pipe, access		
15/8a		
Temporary storage / compounds – 15/8a		

DRAFT