

# **A12 Chelmsford to A120 widening scheme**

**TR010060**

## **8.11 Statement of Common Ground with Maldon District Council**

Reg 8(1)(e)

Planning Act 2008  
Infrastructure Planning (Examination Procedure)  
Regulations 2010

Volume 8

February 2023

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning  
(Examination Procedure) Rules 2010

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

---

**Statement of Common Ground with Maldon District Council**

---

<b>Regulation Reference</b>	Reg 8(1)(e)
<b>Planning Inspectorate Scheme Reference</b>	TR010060
<b>Application Document Reference</b>	TR010060/EXAM/8.11
<b>Author</b>	A12 Project Team and National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
P01.1	February 2023	Draft V1.5

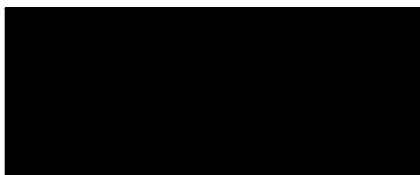
## STATEMENT OF COMMON GROUND

**This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Maldon District Council.**

*There has been extensive engagement on the draft Statement of Common Ground as captured in the Record of Engagement (Table 2.1) and below captures the status of these discussions between both parties. The SoCG will continue to be updated throughout the DCO examination period.*



**Phil Davie**  
**Project Director**  
**on behalf of National Highways**  
**Date: 09.02.2023**



**Paul Dodson**  
**Director of Strategy, Performance and Governance**  
**on behalf of Maldon District Council**  
**Date: 09.02.2023**

## CONTENTS

<b>1</b>	<b>Introduction</b> .....	<b>3</b>
1.1	Purpose of this document .....	3
1.2	Parties to this Statement of Common Ground .....	3
1.3	Terminology .....	3
<b>2</b>	<b>Record of Engagement</b> .....	<b>4</b>
<b>3</b>	<b>Issues summary</b> .....	<b>9</b>
3.1	Summary of issues agreed .....	9
3.2	Summary of issues under discussion.....	9
3.3	Summary of issues in disagreement.....	10
<b>4</b>	<b>Issues</b> .....	<b>11</b>
4.2	Issues agreed .....	11
4.3	Issues under discussion.....	11
4.4	Issues in disagreement .....	40
	<b>Acronyms</b> .....	<b>58</b>
	<b>Glossary</b> .....	<b>59</b>

## LIST OF TABLES

Table 2.1	Record of Engagement .....	4
Table 3.1	Summary of issues under discussion between National Highways and Maldon District Council.....	9
Table 3.2	Summary of issues in disagreement between National Highways and Maldon District Council.....	10
Table 4.1	Issues under discussion.....	12
Table 4.2	Issues in disagreement between National Highways and Maldon District Council .....	40

# 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 Widening (the Scheme) 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 The Order, if granted, would authorise National Highways to widen the existing A12 to three lanes between junction 19 and 25 in each direction, where it is not already three lanes. This would mainly involve online widening of the carriageway, with offline bypasses created between junctions 22 and 23 (Rivenhall End Bypass) and between junctions 24 and 25 (Kelvedon to Marks Tey). This would be accompanied by junction improvements (junction 19 and 25), construction of new junctions catering for traffic movements both north and southbound (junctions 21, 22 and 24), and removal of existing junctions (junction 20a, 20b and 23).
- 1.1.3 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.
- 1.1.4 The SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties to it, and where agreement has not (yet) been reached and still under discussion, and areas of disagreement. 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 (formally known as Highways England) as the Applicant and (2) Maldon District Council.
- 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.
- 1.2.3 Maldon District Council is a prescribed consultee under Section 43 of the PA 2008 as a host authority.

## 1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, “Not 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 SoCG are not of material interest or relevance to Maldon District Council, 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 Maldon District Council.

## 2 Record of Engagement

- 2.1.1 A summary of the meetings that has taken place between National Highways and **Maldon District Council** 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)
w/c 23 May 2016	Email	Contact MPs and Parish Councils to inform them of survey activity
27 June 2016	Letter/Email	Contact key local authorities to identify single point of contact and request a meeting.
July/August 2016	Meeting	Engage with identified officer-level contact for key local authorities to discuss programme for the project, communications and understand local plans and issues which might impact the development of options.
July 2016	Meetings	Engagement with relevant stakeholders to gather information to support development of drainage strategy
16 Sept 2016	Meeting	Members Forum - To inform forum members about the consultation and the principles of a good consultation, as well as providing a project update.
20 Sept 2016	Meeting	Colchester and Maldon Community Forum - To inform forum members about the consultation and the principles of a good consultation, as well as providing a project update.
8 Nov 2016	Meeting	NMU Workshop - Early engagement with technical stakeholders to get understanding of key issues.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
10 Nov 2016	Meeting	Road Users workshop - Early engagement with technical stakeholders to get understanding of key issues.
25 Nov 2016	Meeting	Members Forum - Update on progress and the forthcoming consultation, preview of materials for consultation. Update on emerging options / preview options identified for engagement.
30 Nov 2016	Meeting	Colchester and Maldon Community Forum - Update on progress and the forthcoming consultation, preview of materials for consultation. Update on emerging options / preview options identified for engagement.
18 Jan 2017	Meeting	Pre-consultation 1-2-1 meeting - Provide early sight of consultation materials and exhibition
23 January 2017	Meeting	VIP event for launch of consultation - To announce route options for consultation and launch the consultation to local elected members and senior officers. The press will also be invited.
5 April 2017	Meeting	DCO Planning Workshop - To go through the DCO process with the local authority planning leads and explain what their involvement will be in the process.
23 May 2017	Meeting	Environment Workshops - Three workshops to provide the opportunity to discuss technical issues and to gather feedback for next steps.
30 May 2017	Meeting	Consultation Response Meeting - To discuss their consultation response and answer any specific questions they may have.
7 July 2017	Meeting	Members Forum - To inform forum members about the consultation, as well as providing a project update.
1 August 2017	Meeting	Community Forum (East) - To inform forum members about the consultation, as well as providing a project update.
Jan 2018	Meeting	5 <sup>th</sup> round of forums - The purpose of this forum will be to maintain relationships. Topics to be covered include: Scheme update Forum format going forward

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		Environmental Impact Assessments
November 2018	Meeting	<p>The purpose of this forum will be to explain the status of the scheme and next steps:</p> <ul style="list-style-type: none"> <li>• The decision to relook at junctions 24-25</li> <li>• Feedback on the decision from forum members</li> <li>• How we will engage on any changes</li> </ul> <p>Key issues of concern</p>
12 July 2019	Meeting	Members' Forum - Provide an overview of the A12 scheme, including work that has taken place to date and provide an update on the way forward for the scheme.
18 July 2019	Meeting	Community Forum - Provide an overview of the A12 scheme, including work that has taken place to date and provide an update on the way forward for the scheme.
3 October 2019	Meeting	Members forum - Provide an overview of the A12 scheme, including work that has taken place to date and provide an update on the way forward for the scheme, with a focus on the upcoming consultation.
10 October 2019	Meeting	Community forum - Provide an overview of the A12 scheme, including work that has taken place to date and provide an update on the way forward for the scheme, with a focus on the upcoming consultation.
11 March 2020	Meeting	One-to-one meeting - Following the PRA, discuss the plan forward.
16 June 2020	Online Meeting	Meeting with traffic and planning to discuss modelling and local developments
21 July 2020	Online Meeting	Junction workshop - To discuss the updates at junctions 20a/20b and the new junction 21.
14 August 2020	Online Meeting	Junction workshop - To discuss the updates at junction 22.
19 August 2020	Online meeting	<p>Members' forum - To provide a scheme update:</p> <ul style="list-style-type: none"> <li>• Project update</li> <li>• Overview of how the schemes will now be drawn back together</li> </ul>



Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		<ul style="list-style-type: none"> <li>Overview of how, when a PRA is announced, it will be managed (publicity etc)</li> </ul>
24 November 2020	Online workshop	Local Roads workshop - To discuss the road strategy.
26 November 2020	Meeting	Members' forum - To provide a scheme update: <ul style="list-style-type: none"> <li>Project update</li> </ul> Design update
4 December 2020	Online meeting	Meeting with LPAs to discuss SoCC draft
4 February 2021	Online workshop	Junction 22 workshop - Provide an update on design fix 1 and get feedback.
1 May 2021	Online workshop	Junction 19 to 22 workshop - Provide an update on design fix 2 and get feedback.
24 May 2021	Online workshop	Detrunking workshop - Provide an update on design fix 2 and get feedback.
9 June 2021	Email	Send final SoCC and explaining any changes following consultation.
29 September 2021	Online meeting	A12 workshop - To discuss the next steps for the project, including further consultations and draft PPA
8 October 2021	Email	Concerns raised about the Draft PPA
18 October 2021	Online Meeting	Ongoing draft PPA and MDC resource concerns
8 November 2021	Email	Draft PPA and clarification of NH and MDC roles and responsibilities
10 November 2021	Online Meeting	Draft PPA agreement meeting
23 November 2021	Online Meeting	MDC engagement with Alan Netley (Highways England)
17 December 2021	Response to Supplementary Consultation	
2 February 2022	Email	Updated Draft PPA from NH
16 February 2022	Email	Comments on Updated Draft PPA from MDC
3 March 2022	Online Meeting	Members Forum

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
16 March 2022	Online Meeting	Environmental Impacts and Mitigation Workshop 1
17 March 2022	Online Meeting	Environmental Impacts and Mitigation Workshop 2
18 March 2022	Email Response to targeted consultation regarding noise effects	Concerns raised about adequacy of noise mitigation measures and expectation that noise pollution does not have to be mitigated even if it impacts residents' quality of life.
18 May 2022	Online Meeting	A12 Project Update
22 July 2022	Member Forum	A12 Project Update
25 August 2022	Online meeting	Statement of Common Ground meeting
11 November 2022	Online meeting	Statement of Common Ground meeting
30 November 2022	Online meeting	Statement of Common Ground meeting
15 December 2022	Online meeting	Statement of Common Ground meeting - discussed Cadent Gas Main
3 February 2023	Online meeting	Statement of Common Ground meeting – discussed Cadent Gas Main

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) **Maldon District Council** in relation to the issues addressed in this SoCG.

### 3 Issues summary

#### 3.1 Summary of issues agreed

3.1.1 At this stage, there are currently no issues agreed.

#### 3.2 Summary of issues under discussion

3.2.1 The below table [3.1] provides a summary of the issues currently under discussion between Maldon District Council and National Highways. The full table of issues under discussion can be seen in table [4.1].

**Table 3.1 Summary of issues under discussion between National Highways and Maldon District Council.**

Ref No.	Topic	Issue	Status	Date
1.1	Engagement	Continuing engagement throughout DCO process.	Under discussion	30/01/23
1.2	Maldon Road	Options for Maldon link road	Under discussion	30/01/23
1.3	Junction 21	Future Maldon Link Road	Under discussion	09/02/23
1.4	Local road network	Junction 21	Under discussion	30/01/23
1.5	Maldon Road/The Street junction	Maldon Road/The Street junction	Under discussion	30/01/23
1.6	Duke of Wellington mini-roundabout	Design of mini-roundabout	Under discussion	30/01/23
1.7	Maldon link road	Exclusion of a Maldon link road	Under discussion	30/01/23

Ref No.	Topic	Issue	Status	Date
1.8	Little Braxted Lane	HGV use of Little Braxted Lane	Under discussion	30/01/23
1.9	Cadent Gas Main	Little Braxted Lane	Under discussion	30/01/23
1.10	Cadent Gas Main	Environmental areas	Under discussion	30/01/23
1.11	Cadent Gas Main	Vegetation loss	Under discussion	30/01/23
1.12	Environmental	Blue Mills Local Wildlife Site	Under discussion	30/01/23
1.13	Environmental	Groundwater	Under discussion	30/01/23
1.14	Cadent Gas Main	Heritage	Under discussion	30/01/23

### 3.3 Summary of issues in disagreement

3.3.1 The below table [3.2] provides a summary of the issues currently under discussion between Maldon District Council and National Highways. The full table of issues in disagreement can be seen in table [4.2].

**Table 3.2 Summary of issues in disagreement between National Highways and Maldon District Council**

Ref No.	Topic	Issue	Status	Date
2.1	Junction 20b	Duke of Wellington mini roundabout	In disagreement	09/02/23

Ref No.	Topic	Issue	Status	Date
2.2	Local road network	Level of service	In disagreement	09/02/23
2.3	Local development plan	Local development plan	In disagreement	30/01/23
2.4	Traffic	Traffic in Maldon District	In disagreement	09/02/23
2.5	Cadent Gas Main	Route of gas main	In disagreement	09/02/23
2.6	Cadent Gas Main	Exploration of options	In disagreement	09/02/23
2.7	Cadent Gas Main	Landscape and biodiversity	In disagreement	09/02/23
2.8	Cadent Gas Main	Route of gas main	In disagreement	09/02/23

## 4 Issues

4.1.1 The below tables set out the issues in discussion between Maldon District Council and National Highways. These tables have been split into issues under discussion and issues in disagreement.

### 4.2 Issues agreed

4.2.1 At this stage, there are currently no issues agreed.

### 4.3 Issues under discussion

4.3.1 The below table [4.2] details the issues under discussion between Maldon District Council and National Highways. This includes any reference to relevant documents, the current Maldon District Council position and the National Highways position.

**Table 4.1 Issues under discussion.**

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
1.1	Engagement		The Council has been fully engaged with the DCO process for the A12 Chelmsford to A120 Widening Scheme (the Project) since the Project's Preferred Route was announced in November 2019 and commencement of the DCO Pre-application in March 2020. There is a small section of the A12 within the Maldon District in its north-west corner but moreover, the Maldon District completely relies upon the local road network to connect to the strategic road network accessible A12 Junctions 19, 20, 21, and 22 utilising historic 'B' Roads for connection. As a District with approved Development Plan growth until 2029, improved	The Applicant acknowledges comments from Maldon District Council. The Applicant is committed to continuing engagement with Maldon District Council on the raised in the Relevant Representation submitted to PINs 4 November 2022 and summarised in Table 3.1 above and keeping them informed during the DCO process. The Applicant notes in particular the Council's support for the principle of the proposed scheme.	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>connections on the local road network to connect and access the strategic road network are fundamental to an integrated road network that works for everyone. The proposed development, at all stages prior to submission of the DCO by National Highways, has been considered and responded to by the Council including the responses to Public Consultations in June 2021 'Preliminary Design Stage' and November 2021 'Supplementary Consultation to Preliminary Design Stage'. The Council has worked collaboratively with the Highway Authority (Essex County Council) and neighbouring host authorities in response to the Project. For the purposes of considering the DCO submission and effectively responding further at Examination, the Council</p>			

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>approved an Engagement Mandate on 8 September 2022 that supports the principle of widening the A12 to three lanes. The Engagement Mandate will be used when engaging further with National Highways, neighbouring authorities, and the Planning Inspectorate during the Examination Stage of the DCO. The Council supports the principle of the Project and its established aims and objectives to bring benefits to the Maldon District. The A12 road is an important economic link within Essex and Suffolk connecting the main port areas at Harwich, Felixstowe, and Ipswich with London and the M25. The Maldon District residents and businesses rely on the A12 road for commuting and reaching commercial markets and business supply chains. A small section of the A12 road</p>			



## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			is within the Maldon District but it is the local road network that truly connects the District's residents, businesses, and visitors to the A12 road (the strategic road network). Through considerations during Pre-Application and detailed within the Council's responses to both Public Consultations and referenced as a caveat to the Adequacy of Consultation.			
1.2	Maldon Road	Appendix 3.2: Maldon Road and Hatfield Peverel Bypass Technical Report, of the Environmental Statement [APP-094].	The need for a Maldon Link Road. The Maldon District's principal town of Maldon and neighbouring main settlement of Heybridge rely on the local road network to connect to the A12's strategic road network, especially the B1019 to Hatfield Peverel which is the closest strategic road network connection to the project. The B1019 Maldon Road takes resident, business and visitor traffic to	Extensive engagement has taken place with stakeholders including Maldon District Council regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction in Hatfield Peverel. The Applicant has undertaken detailed traffic assessments of the junction of Maldon Road and The Street junction and considered a range of possible interventions at the junction, as well as a detailed	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>and from the Maldon District to connect to the strategic road network via the Duke of Wellington mini roundabout to Junction 20a westbound and 20b eastbound.</p> <p>The Council does not feel that the opportunity has been adequately taken in collaboration with the Highway Authority, as Pre-application and Pre-Design stages, despite continuous concerns raised by this Council and the Highway Authority, to address a better connection from the local road network on the B1019 to and from the Project and specially to connect from the B1019 to the new Junction 21 proposed east of Hatfield Peverel.</p>	<p>comprehensive assessment of various bypass options. Traffic modelling of the existing mini-roundabout arrangement based on existing observed behaviour at the junction indicates that the proposed scheme is not forecasted to affect the operation of the mini-roundabout.</p> <p>Further information on the detailed assessment of Maldon Road and Hatfield Peverel bypass can be found in Appendix 3.2: Maldon Road and Hatfield Peverel Bypass Technical Report, of the Environmental Statement [APP-094].</p> <p>The assessment of the bypass options found serious challenges to feasibility, including significant carbon, land, environmental, construction and cost impacts, which outweigh the benefits that may accrue. Accordingly, a bypass has not been included as part of the proposed scheme.</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
1.3	Local road network	Appendix 3.2 - Maldon Road and Hatfield Peverel Bypass Technical Report [APP-094]	The Applicant acknowledged the poor Level of Service at the Duke of Wellington mini roundabout during pre-application stage and proposed mitigation of stacking lanes at the Duke of Wellington mini roundabout with land taken from resident's front gardens. This mitigation was objected to by Braintree District Council and the Highways Authority due to its urbanising effect of Hatfield Peverel village and road safety issues for pedestrians and cyclists accessing services and facilities in the village. In our opinion, whilst the Project relies on the local road network and especially the Duke of Wellington mini roundabout to connect to the strategic road network via the Duke of Wellington Bridge at Junction 20b, it falls short of offering appropriate	The Applicant's consideration of the Maldon Road and The Street junction included the compatibility of junction 21 with a future bypass. This found that interventions would be required in the future to maintain the performance of the proposed junction 21 should the Maldon Road bypass be constructed. The Applicant will continue to work with the local Highways Authority to investigate how the junction 21 design can facilitate a future bypass should this be constructed in the future. Further information is available in Section 8 of the Environmental Statement: Appendix 3.2 - Maldon Road and Hatfield Peverel Bypass Technical Report [APP-094]	Under discussion	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			mitigation to lessen impacts now, in the future or a suitable design of Junction 21 to allow an alternative access to Junction 21 from the B1019 Maldon Road. This point will also be raised in the Local Impact Report and remains within the Statement of Common/Uncommon Ground as an unresolved issue within the Project.			
1.4	Local road network	Scheme Assessment Report Addendum [REP1-006]	The lack of consistency of approach to the Project by the Applicant regarding local road network improvements are clear to the Council where other components of the Project further along the route offer improvements to the local road network to connect to the strategic road network. Reference is made to the improvements on the local road network by providing a new Inworth Road roundabout to connect to the Project's Junction 24.	The Applicant does not consider the provision of a roundabout in accordance with relevant standards on the B1023 to be inconsistent with the proposed local road amendments to the network in the vicinity of junction 21. A link from Hatfield Peverel to the northern roundabout of junction 21 is proposed, which serves the same schematic purpose as the Inworth Link and new roundabout at junction 24. The Applicant undertook an optioneering assessment during the proposal of the location of	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>Junction 24. The report on this optioneering assessment is within the Scheme Assessment Report Addendum which is accessible via the National Highways website.</p> <p>Regarding Maldon District Council's reference to the provision of a new Inworth Road Roundabout, without the provision of a linkage such as the proposed roundabout, drivers would not be able to access junction 24 from the B1023.</p>		
1.5	Maldon Road/The Street junction	Appendix 3.2: Maldon Road and Hatfield Peverel Bypass Technical Report, of the Environmental Statement [APP-094].	The Council wrote to the Highway Authority (Essex County Council) on 13 May 2021 in response to their letter on the then current design options to feature in the public consultation in June 2021 (Preliminary Design Stage Consultation). This Council was concerned, as was the Highway Authority, that the opportunities to improve the local road network	<p>Extensive engagement has taken place with both Maldon District Council and Essex County Council, as the Highway Authority, regarding a Maldon Link Road as a means to address existing operational issues with Maldon Road and The Street junction in Hatfield Peverel.</p> <p>Over the course of the development of the proposed scheme, work has included</p>	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			connections to the strategic road network through this Project or to work collaboratively with the Highway Authority and this Council as a Host Authority to address known congestion impacts, improve connections through our engagement into the design process, had been ignored.	<p>detailed traffic assessments of the Maldon Road and The Street junction and consideration of possible interventions at that junction, as well as a detailed comprehensive assessment of various bypass options.</p> <p>The outcome of these assessments has been discussed in detail with Essex County Council and Maldon District Council. This engagement will continue through ongoing Statement of Common Ground meetings.</p> <p>Further information on the detailed work that has taken place can be found in Appendix 3.2: Maldon Road and Hatfield Peverel Bypass Technical Report, of the Environmental Statement [APP-094].</p>		
1.6	Duke of Wellington mini-roundabout	Appendix 3.2: Maldon Road and Hatfield Peverel Bypass	The Project closes Junctions 20a and 20b at Hatfield Peverel and proposes a new Junction 21 east of Hatfield Peverel. The Council accepts	The proposed scheme seeks to consolidate the existing movements served by junction 20a, junction 20b and junction 21 into one all movement junction at	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		<p>Technical Report, of the Environmental Statement [APP-094]</p> <p>Sheet 5 of 21 of the Utility Diversion Work Plans [AS-003]and to Sheet 5 of 21 of the Land Plans [AS-004]</p>	<p>that Junction 20a is indeed closing. However, although Junction 20b slip road (eastbound) is stated as closing, the route it takes to and from the proposed Junction 21 will still rely on the Duke of Wellington Bridge to connect to the 'northern arm' to the new Junction 21. In particular, the Duke of Wellington mini roundabout at the junction of Maldon Road (B1019), The Street (B1137) is the entry and exit point for the northern arm of the new Junction 21 over the Duke of Wellington Bridge and will take all A12 traffic via the Duke of Wellington mini roundabout via Hatfield Peverel village. The HGV traffic alone on the A12 is 9-12%; which is higher than the national average for this type of road and a proportion of this HGV traffic emanates from the Maldon District (resident, business,</p>	<p>junction 21. Junction 20b as it currently operates is proposed to be closed. The detailed assessment of the Maldon Road mini roundabout in Appendix 3.2: Maldon Road and Hatfield Peverel Bypass Technical Report, of the Environmental Statement [APP-094] concluded that the proposed scheme is not forecast to affect the operation of the mini-roundabout in any discernible way. The projected level of service in the design year of 2042 is forecast both with and without the proposed scheme in place.</p> <p>The Maldon Road mini-roundabout is included within the Order Limits to allow for utility diversions. Refer to Sheet 5 of 21 of the Utility Diversion Work Plans [AS-003]and to Sheet 5 of 21 of the Land Plans [AS-004] for more information.</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>and visitors) on the B1019 Maldon Road and can only use the Duke of Wellington mini roundabout on the local road network to connect to and from the strategic road network. When the 'Preferred Route' was announced in 2019 the Applicant presented its 'Objectives' to the Council where (amongst others) 'a more accessible and integrated network' was stated. As a starting point for the Project, the Council believes this 'Objective' was fundamental to the design of the Project to be 'integrated' with the local road network and improvements made as appropriate to both the strategic and local road network junctions that connect to it. The Project closes Hatfield Peverel junctions 20a and 20b as they are deemed substandard with regard to</p>			



## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>safety issues. However, the Project retains the Duke of Wellington mini roundabout to connect the local road network to the northern arm of the new Junction 21 east of Hatfield Peverel over an upgraded Duke of Wellington Bridge. The Supplementary Design Consultation November 2021 removed the southern link from Junction 21 (effectively the current westbound 20b) owing to impact on a few residential properties and businesses along it and access to a residential street, Gleneagles Way. Consequently, and detailed in the submission, the upgraded Duke of Wellington Bridge will now take 2-way traffic to and from the strategic road network along the northern arm of Junction 21 which is the existing route of the 1-way traffic eastbound on the current Junction 20b. Is</p>			

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>Junction 20b closing or is it merely being upgraded as the northern arm to the new Junction 21? It was emphasised to the Applicant consistently by this Council and the Highway Authority (Essex County Council) that the Duke of Wellington mini roundabout is not fit for purpose to take 1-way traffic to the strategic road network via the existing Junction 20b eastbound, let alone 2-way traffic, to and from the northern arm of the new Junction 21 via the upgraded Duke of Wellington Bridge. 2-way traffic will travel over the upgraded Duke of Wellington bridge but still be channelled through the existing Duke of Wellington mini roundabout within Hatfield Peverel village with a 'poor level of service' currently? It is important to emphasise the short distance between the Duke of Wellington mini roundabout</p>			

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>on the local road network to the Duke of Wellington Bridge on the strategic road network that will connect all traffic accessing and exiting to and from the new Junction 21 east of Hatfield Peverel. The distance from the centre of the Duke of Wellington mini roundabout on the local road network to the Duke of Wellington bridge on the strategic road network that oversails the A12 carriageway, is approximately 39 metres. The Duke of Wellington mini roundabout is within the red line boundary of the Project and should have been appropriately considered as an integral part of the Project.</p>			
1.7	Maldon link road		<p>The Applicant has acknowledged the need for a Maldon Link Road/Hatfield Peverel Bypass by facilitating route options put forward by the Highway Authority (Essex</p>	<p>The Applicant engaged in pre-application discussion related to a future Maldon Link Road to Junction 21 but this does not amount to an acknowledgement of the need for a Maldon Link</p>	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>County Council) in Pre-application discussion to connect a future Maldon Link Road to Junction 21. However, the link road/bypass does not feature as a fundamental need of the Project. Maldon District Council believe this is needed to integrate the strategic road network with the local road network based on congestion and capacity issues at the existing Duke of Wellington roundabout. This Council questions the cost of an upgraded Duke of Wellington Bridge and construction of the northern arm to take 2-way traffic to the new Junction 21 from the local road network to and from the strategic road network via the Duke of Wellington mini roundabout. A Maldon Road Link Road could take the congestion and capacity issues away from the Duke of Wellington</p>	<p>Road/Hatfield Peverel Bypass. It is evidence of the Applicant working with the local highway authority to consider route options put forward by the local highway authority and others.</p> <p>The Duke of Wellington Bridge is required to provide a link for drivers in Hatfield Peverel to access junction 21. The existing bridge only has sufficient length to span two lanes of the A12 carriageway in each direction, therefore the proposed upgrade works are required to increase the span length to cross the widened six lane A12 carriageway. Wellington Bridge would need to remain in operation regardless of whether the Maldon Link Road is built. This is in order to facilitate drivers from Hatfield Peverel, and to an extent Boreham, accessing the A12 without the need to drive south along Maldon Road or Church Road to reach the southern origin of</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>mini roundabout and consequently the upgrade of the Duke of Wellington bridge from 1-way to 2-way would not be needed. A Maldon Link Road/Hatfield Peverel Bypass would create a new link to the strategic road network for traffic emanating to and from the Maldon District and thus reduce the impacts of traffic congestion, road safety and air quality issues in the village of Hatfield Peverel. The Council questions the cost benefit ratio of an upgraded Duke of Wellington Bridge, a northern link to Junction 21 from the Duke of Wellington mini roundabout against the cost of a Maldon Link Road directly linking to Junction 21 from the B1019 Maldon Road avoiding Hatfield Peverel village centre and the Duke of Wellington mini roundabout. The Council is supported in our view by the</p>	<p>Maldon Link Road, to drive back north to the roundabout, and as a direct route for cyclists and pedestrians between Hatfield Peverel and Witham.</p> <p>Due to the need to retain Wellington Bridge, the additional cost required to widen the bridge for two-way traffic is negligible compared to the cost of the Maldon Link Road.</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			Highway Authority (Essex County Council) and Braintree District Council to integrate the Project with the local road network and to seek improvements to alleviate congestion, address road safety issues and poor air quality in Hatfield Peverel village.			
1.8	Little Braxted Lane	Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline, of the Transport Assessment [APP-256]  General Arrangement Plans, part 3 [AS-011] and Sheet 10 of 21 of the Streets, Rights of Way and Access	Little Braxted and Great Braxted are small villages within the District adjacent to the Project corridor and linked to Junctions 22 and 23 via by historic routes. However, they have established and growing industrial and commercial areas accessing the Project via Little Braxted Lane and Braxted Park Road. Little Braxted Lane is a single-track lane with passing places and single lane bridge crossing (Grade II Listed) to connect to Junction 22. It is suitable for cars and small vans only.	Traffic modelling indicates that the proposed scheme is predicted to reduce traffic on Braxted Park Road as the proposed new junction 24 would provide a more direct connection to the A12 for traffic coming from Tiptree to access both northbound and southbound directions of the A12. Modelling of Little Braxted Lane has predicted a slight decrease in the AM peak, a slight increase in the PM peak and an overall decrease in traffic across the day. Refer to Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline, of the	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		Plans, part 2 [AS-028].	<p>However, Little Braxted Lane connects existing employment sites not only to the strategic road network but also to employment sites in the neighbouring authority area in Witham, Braintree District. Similarly, Braxted Park Road connects, via Appleford Bridge (Grade II Listed) with priority junction arrangement, to Junction 23 and connects key employment sites within the District to the strategic road network and to employment sites in the neighbouring authority area in Witham, Braintree District. The Council acknowledges that improvements to the local road network are the remit of the Highway Authority, but it is the impact on local economic growth that is stifled, and heritage assets are impacted upon if the local road network that connects to the strategic road network is</p>	<p>Transport Assessment [APP-256] for information on the forecast traffic in this area. The impact of the proposed scheme on Little Braxted Lane has been considered in the overall assessment and optioneering process for junction 22, and the Applicant has proposed to realign Little Braxted Lane to connect to the junction 22 southern roundabout, not close the road. The existing 2.0m width restriction at the commencement of Little Braxted Lane and a 3T maximum gross weight restriction located prior to the single lane bridge are proposed to remain, which will restrict heavy vehicle access beyond the quarry access. The proposed design for Little Braxted Lane is shown on Sheet 10 of 21 of the General Arrangement Plans, part 3 [AS-011] and Sheet 10 of 21 of the Streets, Rights of Way and Access Plans, part 2 [AS-028].</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			not considered appropriately through the Project. The Council raised the issue of the inadequacy of Little Braxted Lane as a connection to the strategic road network at Pre-application Stage and through our response at Preliminary Design Stage Consultation in June 2021. The issue has not been addressed satisfactorily, with the applicant proposing to close Little Braxted Lane as part of the Project			
1.9	Cadent Gas Main	Outline Construction Traffic Management Plan Appendix B: Permitted and Excluded Routes for Construction Vehicles (Plans) Sheet	It is now apparent that the Cadent Gas Main diversion will impact on Little Braxted Lane as construction vehicles will access the diversion site via Little Braxted where the site entrance is opposite St Nicholas Church, Little Braxted Lane, Little Braxted. This will be further reported on in the Local Impact Report.	As shown on Outline Construction Traffic Management Plan Appendix B: Permitted and Excluded Routes for Construction Vehicles (Plans) Sheet 10 of 21 [APP-275], from the south of Colemans Fisheries entrance, Little Braxted Lane is an excluded route to construction HGV's.  The route would primarily be used by Cadent as a	Under discussion	30/01/23



## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		10 of 21 [APP-275]		maintenance access and for inspections of their assets. The route would not be used for construction vehicles. Access from the north of Little Braxted Lane has a weight limit of 3 tons at the bridge. Access from the south of Little Braxted Lane has a width restriction of 2m. Cadent could therefore not use a vehicle greater than these restrictions.		
1.10	Cadent Gas Main	Environmental Statement Chapter 8 Landscape and Visual [APP-075]	Since the Supplementary Consultation in November 2021 National Highways has decided Corridor 4 would be the most preferable route for the relocation of the gas main. As highlighted in the Council's response to the Supplementary Consultation, this route could impact on sensitive habitats, landscape, heritage assets and wildlife which are located some distance from the main A12 scheme. The Council therefore raised concern regarding this route and	<p>The design study for the proposed scheme determined that the existing Cadent gas main must be diverted for the A12 widening to proceed.</p> <p>The Environmental Statement Chapter 8 Landscape and Visual [APP-075] identified that there would be a likely significant effect on landscape character and views due to the removal of trees along Corridor 4. The gas main diversion would present changes to the pattern of the low-lying Blackwater River Valley landscape as a result of loss of vegetation, including woodland</p>	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>urged National Highways to take the least environmentally harmful approach</p>	<p>and characteristic willow plantations along the River Blackwater, vegetation on the western side of Benton Hall Golf and Country Club and within part of the Blackwater Rail Trail Country Park south of Blue Mills Hill. Loss of vegetation within the Blackwater River Valley, including willow plantation, would be noticeable from a public right of way north of Ishams Chase, and would be perceived through vegetation from residential property at the northern end of Ishams Chase, as well as from the gardens at Glen Chantry which were formerly open to the public. Mitigation would include refining the design to reduce vegetation loss as far as practicable, replacement planting in line with Cadent's guidance, best practice standards on planting within easements, and employing trenchless methods across all main river crossings which would reduce the amount of vegetation clearance. This</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				mitigation is included in the Register of Environmental Actions and Commitments, within the first iteration Environmental Management Plan [APP-185] and would reduce landscape and visual effects once matured. No other likely significant effects have been identified for the gas main diversion.		
1.11	Cadent Gas Main	Chapter 8: Landscape and visual, of the Environmental Statement [APP-075] Retained and Removed Vegetation Plans [APP-035, AS-017] Register of Environmental Actions and Commitments	Plans submitted by National Highways have shown that significant amounts of trees within this area of the District (Wickham Bishops) will need to be removed or are at risk of being removed due to the chosen route. The Council has commissioned Essex Ecology Services Ltd (EECOS) to conduct a District-wide nature conservation study to inform the review of the Local Development Plan	Vegetation loss and retention is illustrated on the Retained and Removed Vegetation Plans [APP-035, AS-017]. To assume a worst case, all trees at risk of removal have been assumed lost within Chapter 8: Landscape and visual, of the Environmental Statement [APP-075], except in relation to the gas main diversion. While the Retained and Removed Vegetation Plans [APP-035, AS-017] illustrate trees at risk within the full extent of the lateral limits of deviation (for the gas main diversion), the Environmental Statement	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		within the first iteration of the Environmental Management Plan [APP-185]		<p>assumes vegetation loss would be restricted to a 30m corridor as a realistic worst case assessment. It may also be feasible to retain some of the other trees identified as trees at risk on the Retained and Removed Vegetation Plans [APP-035, AS-017]. This would be determined at the detailed design stage.</p> <p>Standard mitigation is included in the Register of Environmental Actions and Commitments within the first iteration of the Environmental Management Plan [APP-185] which forms part of the Development Consent Order submission. In relation to the gas main diversion and tree loss, the following mitigation is relevant:</p> <ul style="list-style-type: none"> <li>• LV13 - Routes of final utility diversions and the gas main diversion and methods of construction to be refined to retain as</li> </ul>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>much existing vegetation as practicable, in particular mature vegetation and woodland.</p> <ul style="list-style-type: none"> <li>• LV15 - Working width for the installation of the gas main diversion would be reduced as far as reasonably practicable through woodland and where the gas main diversion crosses through hedgerow field boundaries. All main river crossing(s) would be installed using trenchless techniques, such as horizontal drilling. Directional drilling would be considered where practicable.</li> </ul>		
1.12	Environmental		Included in the remit of this review is the updating of the Local Wildlife Sites Register for the District, it was felt that	The Applicant welcomes receipt of the plan and citation of the potential Blue Mills Local Wildlife Site and any information Maldon	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>the study could help inform the Development Consent Order process for land within the Maldon District. The Council have referred the ecological assets in the Maldon District near the A12 to EECOS to review and consider as part of its study. Indeed, the Council has received a Citation and Plan recommending Blue Mills as a Local Wildlife Site (LoWS) 'MA90 Blue Mills' on 3 November 2022. This Plan and Citation will be included and referenced in the Local Impact Report and Statement of Common/Uncommon Ground currently being prepared.</p>	<p>District Council can provide on their process and timeframe for officially designating the site.</p>		
1.13	Environmental	Appendix 14.4: Groundwater assessment, of the Environmental	<p>It is also felt that the impacts of groundwater should not be underplayed, particularly given the scale of excavation proposed and the length of time given for the work to be completed, and as a result</p>	<p>This issue was assessed, with the results reported in section 7 of Appendix 14.4: Groundwater assessment, of the Environmental Statement [APP-161]. The assessment concluded that there would be a slight</p>	Under discussion	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		<p>Statement [APP-161]</p> <p>Chapter 14: Road drainage and the water environment, of the Environmental Statement [APP-081]</p> <p>Environmental Management Plan Appendix N Water Management Plan [APP-198]</p> <p>Appendix N Water [APP-198]</p>	<p>there is likely to be significant run-off from the work's site (regardless of which corridor route is taken). This would mean an increase in run-off and particulates transferring into the river catchment itself which in turn could mean further impacts downstream. It is therefore requested both during the works window and for a reasonable period following completion of the works (in case of any delayed impacts) that suitable mitigation is put in place for monitoring and measuring at source, as well as its dispersal throughout the River Blackwater. It is suggested this distance for mitigation and monitoring to be at least to Wickham Place and the Mill Race, if not beyond.</p>	<p>adverse effect from dewatering on the Secondary A aquifer, and on a spring that supplies water to a tributary of the River Blackwater. Two licensed groundwater abstractions (LGA-5 and LGA-6) have been identified as potentially experiencing short term minor effects with a moderate significance of effect. Mitigation has been proposed for these abstractions, as per section 14.10 of Chapter 14: Road drainage and the water environment, of the Environmental Statement [APP-081] and Appendix 14.4 Groundwater assessment paragraph 6.1.7 [APP-161]. The mitigation is secured in the first iteration Environmental Management Plan Appendix N Water Management Plan [APP-198] which addresses the management of de-watering activities in paragraphs N.11.35 to N.11.40 and impacts on private water supplies and</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>irrigation in paragraphs N.11.42 to N.11.45.</p> <p>Several best-practice mitigation measures are incorporated into the first iteration Environmental Management Plan [APP-184] and specifically Appendix N Water [APP-198] for pollution prevention, including spillages and managing silt pollution (for suspended solids transport). These measures would reduce the likelihood of contaminating groundwater. With the application of these measures, Chapter 14: Road drainage and the water environment [APP-081] identified no residual likely significant environmental effects to the water environment.</p> <p>The Register of Environmental Actions and Commitments Appendix N Water Management Plan [APP-198] section N10 requires water quality monitoring to be undertaken prior to, during and post scheme construction. Monitoring for surface water</p>		



Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				quality will be specified within a surface water monitoring quality plan to be provided in the second iteration of the Environmental Management Plan to ensure all likely significant impacts are monitored (see paragraph N.10.2).		
1.14	Cadent Gas Main	Appendix 7.10: Archaeological mitigation strategy, of the Environmental Statement [APP-118]  sheets 7, 8 and 9 of the Temporary Works Plans [AS-004],	The Council is also very concerned about the impact this route may have on designated and undesignated heritage assets which fall within the 100 metres buffer zone. It is noted construction traffic would gain access to the site via a narrow track to the south of Little Braxted Lane, this would be accessed either via a narrow Grade II listed bridge or via Lea Lane/Little Braxted Lane. Both route options would not be used to accommodating the construction traffic.	Construction of Corridor 4 would result in removal of archaeological remains associated with three non-designated archaeological sites assessed to be of negligible value (with effects of slight adverse or lower, i.e. no significant effects). Trial trenching, and strip map and sample (the need for and extent of which will be informed by the trial trenching) would be undertaken for asset 349 (Cropmarks S of Little Braxted). This mitigation would be agreed with the relevant stakeholders. This is documented in Appendix 7.10: Archaeological mitigation strategy, of the Environmental	Under discussion	30/01/23

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>Statement [APP-118] and secured in the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan [APP-185].</p> <p>As shown on sheets 7, 8 and 9 of the Temporary Works Plans [AS-004], a haul road is located in the southbound verge of the existing A12 (temporary works numbers T23 and T26) and it would be the Applicant's intention to utilise these haul roads for the gas main diversion works, where practical</p>		

## 4.4 Issues in disagreement

4.4.1 The below table [4.2] details the issues in disagreement between Maldon District Council and National Highways. This includes any reference to relevant documents, the current Maldon District Council position and the National Highways position.

**Table 4.2 Issues in disagreement between National Highways and Maldon District Council**

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
2.1	Junction 20b	<p>Transport Assessment - Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline [APP-256]</p> <p>Transport Assessment - Appendix G: Junction Modelling Technical Notes – Local Road Junctions [APP-260].</p>	<p>At the Preliminary Design Stage Consultation in June 2021, the Council raised the issue of the Duke of Wellington mini roundabout being a suitable junction to access the Duke of Wellington Bridge (existing Junction 20b eastbound) to access the strategic road network from the local road network for cars, LGVs and HGVs emanating from the Maldon District and impacting (congestion, noise, poor air quality and road safety) on the neighbouring host authority area in Braintree District and as expressed in the Hatfield Peverel Neighbourhood Plan. The resultant changes to Junction 21 set out in the Supplementary Consultation November 2021 was a Category 1 Change to remove the Southern Link Road from Junction 21,</p>	<p>Traffic modelling indicates that the proposed scheme is not forecasted to affect the operation of the existing mini-roundabout arrangement (the Duke of Wellington mini-roundabout), based on existing observed behaviour at the junction of the Street and Maldon Road in Hatfield Peverel.</p> <p>The impact of the proposed scheme on B1019 Maldon Road and the Duke of Wellington mini roundabout in Hatfield Peverel has been assessed using traffic models. A strategic traffic model was used to predict the changes in traffic flow in the vicinity of the junction. Traffic approaching the junction from B1019 Maldon Road includes a large proportion of traffic from Maldon and Heybridge. The traffic model represents cars, LGVs and HGVs, each modelled individually to reflect their different driving behaviours and impact on congestion. A</p>	In disagreement	09/02/23

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			effectively the existing route of Junction 20b westbound (to relieve impacts to 5 residential properties) and upgrade the Duke of Wellington Bridge on the Northern Link Road to take all traffic, eastbound and westbound, to the new Junction 21. Effectively, all A12 bound traffic and A12 exiting traffic will be funnelled over an upgraded Duke of Wellington Bridge to take 2-way traffic and through the Duke of Wellington mini roundabout. A proportion of that traffic (set out in the Transport Assessment modelling for Maldon Road) will be coming to and from the Maldon District and will be channelled via the B1019 Maldon Road, which is a residential street, with a parade of local shops, a pub, and a nursery school. The traffic would have to run over a zebra crossing through the	summary of the predicted change in traffic on the roads surrounding the Duke of Wellington mini-roundabout is provided in section C.1 of the Transport Assessment - Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline [APP-256]. This includes: <ul style="list-style-type: none"> <li>- A significant increase in traffic over Wellington bridge as it is upgraded to become a two-way road linking Hatfield Peverel with the proposed new junction 21.</li> <li>- A significant decrease in traffic on The Street west of the Duke of Wellington mini roundabout, as the closure of junction 20a and 20b means most traffic to/from Maldon would use junction 21 instead of travelling via this section of The Street.</li> </ul>		

Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>village of Hatfield Peverel. The Duke of Wellington mini roundabout is within the Project's red line boundary.</p>	<ul style="list-style-type: none"> <li>- An increase in traffic on B1019 Maldon Road of 8% per day.</li> </ul> <p>The impact on the Duke of Wellington mini-roundabout itself has been modelled in more detail using a separate junction model. This compares the predicted performance of the junction with and without the proposed scheme, taking into account the changes in traffic flow described above.</p> <p>A description of this detailed junction assessment is provided in Chapter G.1 of Transport Assessment - Appendix G: Junction Modelling Technical Notes – Local Road Junctions [APP-260]. A model of the junction was developed based on current traffic observations, then used to predict future traffic conditions with and without the scheme.</p> <p>A summary of the predicted traffic performance by 2042</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>without the proposed scheme is provided in Table G1-9 of that report, and Table G1-11 shows the performance in 2042 with the proposed scheme. Overall, the junction is predicted to perform slightly better with the proposed scheme in place compared to without the proposed scheme. The overall Level of Service (where 'A' is the best performance and 'F' is the worst) is predicted to improve from D to C in the evening peak hour, and to remain D in the morning peak with or without the scheme. Queues on The Street (west) arm of the junction would generally decrease. However, the average queue on B1019 Maldon Road is predicted to increase from 84m without the proposed scheme to 101m with the proposed scheme.</p>		
2.2	Local road network	Chapter 5.6 of the Combined Modelling and Appraisal	The concerns raised are indicative of the Applicant's deemed perception that the residents and businesses in	The traffic model has taken into account local developments in Maldon district, as outlined in Chapter 5.6 of the Combined	In disagreement	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
		report Appendix C: Transport Forecasting Package Report [APP-264].	the Maldon District that rely on the local road network to connect to the strategic road network, are unaffected directly by the Project. One of the main aims for the Project is to: 'Reduce congestion by increasing road capacity'. By acknowledgment of congestion and the need to increase capacity on the strategic road network, it should follow that the feeder roads bringing that identified congestion and contributing to capacity on the strategic road network, should be considered as far as ease of connection from local to strategic road network and especially if the connecting infrastructure is if within the Project's red line boundary and where there are known capacity and congestion issues at peak times. Whilst we acknowledge that the submitted Transport Assessment modelling has	<p>Modelling and Appraisal report Appendix C: Transport Forecasting Package Report [APP-264]. This includes the South Maldon Garden Suburb (1,000 dwellings to be built after 2019) and North Heybridge Garden Suburb (1,138 dwellings to be built after 2019).</p> <p>Across Maldon district as a whole, a total of 2,526 additional dwellings are included between 2019 and 2027. This includes the Garden Suburbs sites mentioned above. The total number of dwellings is based on the National Trip End Model (NTEM) version 7.2, which is the standard data source for housing numbers required by the Department for Transport's Transport Analysis Guidance.</p> <p>The impact of traffic from these developments is taken into account in both the 'without proposed scheme' and 'with</p>		

Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>concluded that the Project does not make the existing 'poor' Level of Service (LoS F) at the Duke of Wellington mini roundabout junction to connect to the A12 any worse than 'poor', the congestion and impact on Hatfield Peverel village to access the A12 is real, and the Project relies on the local road network infrastructure to connect to the Project. This creates three issues:</p> <ul style="list-style-type: none"> <li>• Maldon District residents, businesses and visitors remain disadvantaged by poor connections to and from the strategic road network</li> <li>• Maldon District planned and future housing and economic growth is constrained because of existing and identified impacts on a neighbouring authority area, Braintree District</li> </ul>	<p>proposed scheme' traffic model scenarios.</p>		



Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>• Traffic emanating from the Maldon District continues to impact negatively in environmental terms on a neighbouring and host authority area, Braintree District and this will only worsen over time as the Maldon District grows in population. The principal town of Maldon and the main settlement of Heybridge are strategic housing growth areas with a minimum 2,795 homes under construction in the approved Maldon District Local Development Plan 2014-2029, approved by the Secretary of State in 2017. The planned housing growth in Maldon and Heybridge is within two new Garden Suburbs. To date, 708 homes have been delivered in the South Maldon Garden Suburb (479 of 1,428) and North Heybridge Garden Suburb (229 of 1,367). Traffic already impacts on the local</p>			

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>road network causing congestion and in turn, impacts on the settlement of Hatfield Peverel in Braintree District. The B1019 Maldon Road links to the strategic road network is the closest route to link to the strategic road network. One of the main aims for the Project is to: Support economic and housing growth in Local Plans'. We have kept the Applicant fully informed of our housing and economic growth commitments since March 2020. The submitted Transport Assessment modelling (Appendix 3.2 Maldon Road and Hatfield Peverel Bypass Technical Report to 6.3 Environment Statement) concludes that the Project will not make the current situation on B1019 Maldon Road at the junction with the Duke of Wellington mini roundabout any worse than currently 'poor'. Whilst</p>			

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			traffic modelling is a forecast and a snapshot at a particular time.			
2.3	Local development plan		<p>The principal town of Maldon is the District's main employment area which is already targeted for regeneration in order to attract investment and increase the number of skilled jobs to 2000 by 2029. The lack of good and efficient transport links to the strategic road network is holding the area [Causeway Regeneration Area] back from reaching its identified potential to support the local economy evidenced in the Maldon and Heybridge Central Area Masterplan SPD, 2017 and The Causeway Development and Improvement Plan, 2015 which are both evidence base documents to the Local Development Plan, Policy S5 Maldon and Heybridge</p>	<p>Employment growth in Maldon District is included within the future year traffic models used to support the development of the proposed scheme. The traffic model assumes an increase of 722 jobs in Maldon District between 2019 and 2027. The traffic model therefore includes the growth in car trips associated with these additional jobs.</p> <p>This number of jobs is based on the National Trip End Model (NTEM) version 7.2, which is the standard data source for employment numbers in traffic models specified by the Department for Transport's Transport Analysis Guidance</p>	In disagreement	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			Central Area. This point will also be raised within the Local Impact Report			
2.4	Traffic	Combined Modelling and Appraisal report Appendix C: Transport Forecasting Package Report [APP-264].	This Council remains concerned at the existing impact of traffic emanating from the Maldon District on the local road network to connect to the strategic road network. In addition, there is the concern of the impact of existing and future housing and economic growth scenarios in the Maldon District on the local road network and consequently to neighbouring authority areas. Without improvements to the local road network detailed at 1. and the need for a Maldon Link Road to the new Junction 21 to effectively bypass Hatfield Peverel and the Duke of Wellington mini roundabout, the Council's ability to plan for future housing and economic growth scenarios that rely on	Traffic emanating from Maldon District is included within the traffic model. This includes future housing developments such as the South Maldon and North Heybridge Garden Suburbs, as outlined in Chapter 5.6 of the Combined Modelling and Appraisal report Appendix C: Transport Forecasting Package Report [APP-264].  As stated above, the assessment of the bypass options recommended that a bypass is not included as part of the proposed scheme due to the significant carbon, land, environmental, construction and cost impacts which outweighed the benefits.	In disagreement	30/01/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			good, efficient transport connections are compromised, and Maldon District residents, business and visitors will be disadvantaged by the Project.			
2.5	Cadent Gas Main		<p>The Council is concerned that the diversion of the Cadent Gas Main was not a component of the Project until Supplementary Design Consultation in November 2021. Whilst this Council acknowledges the need to divert the gas main to deliver the Project, it feels the options for the diversion have been hurried and are ill-considered where harm to landscape, biodiversity and heritage will be caused. 4.2 The Council acknowledges the gas main diversion is an NSIP in its own right. However, if it were not for the A12 Widening Project, the gas main would not need to be diverted. The gas main</p>	<p>The proposed scheme affects some of Cadent Gas Limited's high-pressure assets. One of the main assets affected, known as Little Braxted to Springfield main, runs parallel to the existing A12 highway at Witham, south of Little Braxted Above Ground Installation, and its diversion is an NSIP in its own right.</p> <p>The options for the diversion of Cadent's asset have been considered carefully by the Applicant. The design evolution has taken into consideration the potential impacts on landscape, biodiversity and heritage as part of the optioneering.</p> <p>The Applicant has engaged with Cadent to develop the</p>	In disagreement	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			<p>should be re-routed along a corridor that has the least impact to biodiversity, landscape, and heritage harm. 4.3 The gas main diversion should completely avoid Blue Mills Nature Reserve, Wickham Bishops, as was intended when the gas main was initially laid. The Project is treating the diversion of the gas main as an afterthought and has not appraised or considered less harmful alternatives</p>	<p>preliminary design study for the gas main diversion.</p> <p>The decision for the selection of this route was made upon a variety of factors including engineering, ground contamination, environmental impacts and assessment of construction impacts.</p> <p>The proposed route for this diversion is routed through Benton Hall Golf and Country Club to maintain a suitable required distance from the residential properties on Maldon Road. It crosses the River Blackwater and is routed around Whetmead nature reserve to avoid the contaminated ground associated with a historical landfill. The diversion route would cross the proposed Blue Mills local wildlife site along the River Blackwater, but the impacts could be reduced by employing trenchless crossing techniques under the river.</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>The Applicant is continuing to work with Cadent Gas Limited to develop a detailed design for the gas main diversion.</p> <p>The design will seek where reasonably possible to minimise the environmental impact of these works including the impact to the existing landscape, development land, biodiversity and heritage.</p>		
2.6	Cadent Gas Main	Chapter 3: Assessment of alternatives, of the Environmental Statement [APP-070]	<p>After publication of the proposed route selected for the rerouting of the Cadent high-pressure gas main much concern has been expressed by the local community, leading to the Council being contacted by both concerned residents and businesses near to the proposed corridor. Disappointment has been expressed at National Highways lack of exploration of routes which would be less ecologically and landscape</p>	<p>Chapter 3: Assessment of alternatives, of the Environmental Statement [APP-070] summarises the gas main diversion options and the reasons for discounting Corridors 1, 2, 3 and 5 and selecting Corridor 4.</p> <p>Corridors 1 and 3 were discounted as they would involve diverting the gas main through the former landfill site that is now Whetmead Local Nature Reserve.</p> <p>Corridors 2 and 5 are situated much closer to Blue Mills Hill and</p>	In disagreement	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			destructive than the alternative it presents.	<p>Ishams Chase compared with Corridor 4 and it was acknowledged that both Corridors 2 and 5 could potentially result in the loss of trees and hedgerows that line Blue Mills Hill and Ishams Chase, impacting the landscape character of these areas and potentially impacting on the setting of listed buildings. There was strong opposition to these options from residents of Blue Mills Hill and Ishams Chase, as well as Maldon District Council. These options were therefore discounted.</p> <p>Corridor 4 was therefore selected on the basis that it was seen as a reasonable compromise, as it avoided the landfill and Ishams Chase/Blue Mills Hill, but would be routed through woodland areas. This is summarised in the Environmental Statement Chapter 3: Assessment of</p>		



## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				<p>alternatives paragraph 3.3.10 onwards [APP-070].</p> <p>An assessment of each option was published in the Environmental Report for the Supplementary Consultation and summarised in the Supplementary Consultation Brochure.</p>		
2.7	Cadent Gas Main	Register of Environmental Actions and Commitments (REAC), within the first iteration Environmental Management Plan [APP-185).	The Council previously raised concerns regarding routes 2, 4 and 5 as they would run through heavily wooded areas, including a 6-acre private nature reserve consisting of many priority habitats, wet woodland, and veteran trees, an RHS accredited garden and old hedgerows along Isham's Chase. This is a relatively undisturbed area of the Blackwater Valley, enjoyed by many who live locally or visit the area for recreational opportunities and its landscape setting.	<p>Corridor 4 was selected on the basis that it was seen as a reasonable compromise, as it avoided the landfill and Ishams Chase/Blue Mills Hill, but would be routed through woodland areas. as explained in the response to RR-040-017.</p> <p>The Applicant is committed to refining routes of final utility diversions and the gas main diversion and methods of construction to retain as much existing vegetation as practicable, in particular mature vegetation and woodland (LV13 of the Register of Environmental Actions and Commitments</p>	In disagreement	09/02/23

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
			Regardless of these concerns, National Highways has determined that route 4 is their preferred route to divert the gas main.	<p>(REAC), within the first iteration Environmental Management Plan [APP-185].</p> <p>To minimise impacts, the working width for the installation of the gas main diversion would be reduced as far as reasonably practicable through woodland and where the gas main diversion crosses through hedgerow field boundaries. All main river crossing(s) would be installed using trenchless techniques, such as horizontal drilling. Directional drilling would be considered where practicable (LV15 of the REAC [APP-185]).</p> <p>Replanting along the easement of the gas main diversion would be carried out in accordance with utility company's guidance and best practice standards. Where woodland vegetation is lost and trees cannot be replaced in situ due to the restrictions of utility easements, native shrub planting would be used in line with the relevant utility company's</p>		

## Statement of Common Ground with Maldon District Council

Ref	Issue	Doc Reference	Maldon District Council Position	National Highways Position	Status	Date
				guidance. Where tree lines and tree belts are lost and cannot be replaced due to the restrictions of utility easements, native hedgerow planting would be used in line with the relevant utility company's guidance (LV14 of REAC [APP-185]).		
2.8	Cadent Gas Main		Maldon District Council therefore reaffirms its position expressed in the 'Supplementary Consultation Response' submitted in November 2021, that corridor 1 would be preferable immediately adjacent to the widened A12 as this area would already be disturbed by the construction works associated with the widening, resulting in minimal disturbance to heritage assets, biodiversity, and landscape	<p>The Applicant has engaged with Cadent Gas Limited to develop the preliminary design study for the gas main diversion to establish what impacts the proposed scheme may have on their assets.</p> <p>The decision for the selection of the relevant diversion route was made based on a variety of factors including engineering, ground contamination, environmental impacts and assessment of construction impacts among other factors.</p>	In disagreement	09/02/23

## Acronyms

Abbreviation	Term
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
ECC	Essex County Council
EMP	Environmental Management Plan
ExA	Examining Authority
LEMP	Landscape and Ecology Management Plan
LOAEL	Lowest Observed Adverse Effect Level
LPAs	Local Planning Authorities
MDC	Maldon District Council
NNNPS	National Policy Statement for National Networks
PA 2008	Planning Act 2008
PEIR	Preliminary Environmental Information Report
PRA	Preferred Route Announcement
REAC	Register of Environmental Actions and Commitments
SOAEL	Significant Observed Adverse Effect Level
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground

## Glossary

Term	Definition
Members Forum	Forum with elected Councillors in Essex, including County, District, City and Borough Councillors
Host Authority	Local authorities in which the proposed scheme passes through

DRAFT