

A12 Chelmsford to A120 widening scheme

TR010060

8.14 Statement of Common Ground with Braintree District Council

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A12 Chelmsford to A120 widening scheme

Development Consent Order 202[]

Statement of Common Ground with Braintree District Council

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Braintree 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: 13/02/2023

Signed..... 

Emma Goodings
Head of Planning and Economic Development
on behalf of Braintree District Council
Date: 13 February 2023

Signed..... 

Cllr Gabrielle Spray
on behalf of Braintree District Council
Date: 13 February 2023

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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 Widening (the Scheme). An application has been made by National Highways 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 made, 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** (formerly known as Highways England) as the Applicant and (2) **Braintree 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 Braintree District Council is a prescribed consultee under Section 43 of the PA 2008 as the host local 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 Braintree 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 Braintree District Council.

2 Record of Engagement

- 2.1.1 A summary of the meetings that has taken place between National Highways and **Braintree 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	Letter/Email	To ensure that local political representatives are informed of activity and are aware of the significant and reason for that 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.
w/c 4 July 2016	Email	Issue forum invitations as applicable - Make initial contact with potential forum members. Introduction to the scheme and the purpose of the forums, request representation.
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.
26 Sept 2016	Meeting	To inform forum members about the consultation and the principles of a good consultation, as well as providing a project update.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
8 Nov 2016	Meeting	NMU Workshop - Early engagement with technical stakeholders to get understanding of key issues.
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.
1 Dec 2016	Meeting	To inform forum members about traffic modelling and sifting, as well as providing a project update.
24 Jan 2017	Meeting	Provide early sight of consultation materials and exhibition
Jan-April 2017	Emails/Meeting	Data collection / input to the assessment (discussions with key stakeholders) - Present the final alignment and gather feedback to inform the detailed design and assessment stages.
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.
19 May 2017	Meeting	Consultation Response Meeting - To discuss their consultation response and answer any specific questions they may have.
23 May 2017	Meeting	Environment Workshops - Three workshops to provide the opportunity to discuss technical issues and to gather feedback for next steps.
7 July 2017	Meeting	Members Forum - To inform forum members about the consultation, as well as providing a project update.
3 August 2017	Meeting	Community Forum (West) - To inform forum members about the consultation, as well as providing a project update.
Jan 2018	Meeting	5 th round of forums - The purpose of this forum will be to maintain relationships. Topics to be covered include:

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		Scheme update Forum format going forward Environmental Impact Assessments
May 2018	Email/ Letter	The purpose of the letter is to flag up the update to the website and explain timescales where possible.
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.
24 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.
14 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.
22 June 2020	Online Meeting	Meeting with traffic and planning to discuss modelling and local developments
21 July 2020	Online Meeting	To discuss the updates at junctions 20a/20b and the new junction 21.
14 August 2020	Online Meeting	To discuss the updates at junction 22.
19 August 2020	Online meeting	To provide a scheme update: <ul style="list-style-type: none"> • Project update • Overview of how the schemes will now be drawn back together • Overview of how, when a PRA is announced, it will be managed (publicity etc)
15 September 2020	Online workshop	To discuss the updates of designing junction 24.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
1 October 2020	Online workshop	To discuss the updates of designing junction 24.
24 November 2020	Online workshop	Local Roads workshop - To discuss the road strategy.
4 December 2020	Online meeting	Meeting with LPAs to discuss SoCC draft - To get input on SoCC before we consult on it
4 February 2021	Online workshop	Junction 22 workshop - Provide an update on design fix 1 and get feedback.
26 February 2021	Online workshop	Junction 24 workshop - Provide an update on design fix 1 and get feedback.
26 February 2021	Online workshop	Junction 25 workshop - Provide an update on design fix 1 and get feedback.
4 March 2021	Online workshop	Local roads workshop (including junction 21) - Provide an update on design fix 1 and get feedback.
11 May 2021	Online workshop	Junction 19 to 22 workshop - Provide an update on design fix 2 and get feedback.
18 May 2021	Online workshop	Junction 25 and junction 25 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.
7 June 2021	Online meeting	Members Forum – to provide an update on the project
29 September 2021	Online meeting	A12 workshop - To discuss the next steps for the project, including further consultations
7 October 2021	Online meeting	Members Forum – to provide an update on the project
3 March 2022	Online meeting	Members Forum – to provide an update on the project
12 May 2022	Online meeting	SOCCG meeting - First meeting on SoCG. Outlined what this series of meetings is to discuss and to start first draft of Braintree SoCG. Discussed setting up shared Teams channel to share information.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
9 June 2022	Online meeting	SOCCG meeting – discussed environmental matters.
22 July 2022	Online meeting	Members Forum – to provide an update on the project
1 September 2022	Online meeting	SOCCG meeting – discussed detrunking, bypass options and replacement land.
21 September 2022	Online meeting	SOCCG meeting – discussed highways issues.
13 October 2022	Online meeting	SOCCG meeting – discussed landscape issues, replacement land and overall progress of SoCG.
2 November 2022	Online meeting	SOCCG meeting – discussed overall progress of SoCG and discussed advanced works.
14 December 2022	Online meeting	SOCCG meeting – discussed detrunking, outline construction management plan and addition of three new topics to the SoCG.
14 December 2022	Online meeting	Replacement land meeting
24 January 2023	Online meeting	Replacement land meeting
1 February 2023	Online meeting	SOCCG meeting

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

3 Issues

3.1 Introduction

- 3.1.1 This section summarises the key issues explored by Braintree District Council and National Highways.
- 3.1.2 Section 3.2 summarises the key issues agreed between Braintree District Council and National Highways. The full detail of the issue and the response for National Highways can be seen in Table 3.3.
- 3.1.3 Section 3.3 summarises the key issues under discussion between Braintree District Council and National Highways. The full detail of the issue and the response for National Highways can be seen in Table 3.4.

3.2 Summary of issues agreed

Table 3.1 Summary of agreed issues between Braintree District Council and National Highways

Ref No.	Topic	Issue	Status	Date
1.1	Population	Under projecting household and population growth	Agreed,	01/09/2022
1.2	Human Health	Human health study area should include Nounsley	Agreed,	01/09/2022
1.3	Human Health	ES should include socio-economic measures	Agreed.	01/09/2022
1.4	Human Health	Focus on severance issues at these geographical locations	Agreed.	01/09/2022
1.5	Contaminated land	Supports the intention to carry out further investigation	Agreed.	01/09/2022
1.6	Engagement	First options PRA.	Agreed.	01/09/2022

Ref No.	Topic	Issue	Status	Date
1.7	Engagement	Engagement throughout project	Agreed.	01/09/2022
1.8	Construction compounds	Location of the two main construction compound locations at J21 Witham South and J22 Witham North	Agreed.	02/11/2022
1.9	Traffic	Use of traffic modelling	Agreed.	02/11/2022.
1.10	Traffic	Impact of additional congestion at Hatfield Peverel by 2027 and 2042	Agreed.	02/11/2022
1.11	Traffic	Traffic modelling, Maldon Road	Agreed.	02/11/2022
1.12	Local plans	Local Plan for all Local Planning Authorities in the area	Agreed.	02/11/2022
1.13	Local plans	Baseline assessment	Agreed.	04/01/2023

3.3 Summary of issues under discussion

Table 3.2 Summary of issues under discussion between Braintree District Council and National Highways

Ref No.	Topic	Issue	Status	Date
2.1	Arboriculture	Loss of veteran trees.	Under discussion.	04/01/2023

2.2	Air Quality	Air quality during construction phase.	Under discussion.	19/01/2023
2.3	Landscaping	National Highways will become an extensive landowner.	Under discussion.	14/12/2022
2.4	Noise	South of A12 at Hatfield Peverel and at Dengie Farm House.	Under discussion.	14/12/2022
2.5	Road closures and diversion	Strategic road diversions.	Under discussion.	14/12/2022
2.6	Lighting	Street lighting on detrunked sections.	Under discussion.	14/12/2022
2.7	Replacement land	Replacement land within Braintree.	Under discussion	14/12/2022
2.8	Detrunking	Detrunking for communities in Witham, Rivenhall End and Feering	Under discussion.	02/11/2022

3.4 Issues agreed

Table 3.3 Issues agreed between National Highways and Braintree District Council.

Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
1.1	Environment - Population	Environmental Statement: Chapter 13: Population and human health [APP-080]	National Highways are under projecting household and population growth in the district. We believe population increase will be around 20% and the assessment should assign	The assessment in Table 13.8 in Chapter 13: Population and human health, of the Environmental Statement [APP-080] takes on board this local advice	Agreed. BDC agree that the Environmental Statement appropriately takes Braintree's	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			High value and sensitivity along with Chelmsford, Colchester and Maldon.	and considers the sensitivity of the housing resource in Braintree as 'high' in line with the neighbouring districts in the study area.	growth into account.	
1.2	Environment – Human Health	Environmental Statement: Chapter 13: Population and human health [APP-080]	The human health study area in the assessment as shown on figure 13.1 should include Nounsley, although the addition of this village is unlikely to affect overall outcomes.	<p>The village of Nounsley is outside of the study area for air quality and noise, as well as outside of the land use and accessibility study area as defined by DMRB LA 112. It is not considered there would be any likely significant effects for this village that warranted a need to extend the study areas.</p> <p>However, the village has been considered in the wider context of likely origins and destinations for people who may interact with the land use and accessibility study area.</p>	Agreed. BDC agree that the Environmental Statement takes into account.	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
1.3	Environment – Human Health	Environmental Statement: Chapter 13: Population and human health [APP-080]	We note that table 13.7 shows that Witham scores significantly poorly across a range of physical health measures. The Environmental Statement should also include socio-economic measures to show why Witham scores worse than its peers to further understand the matter. Any mitigation measures for inequality (to be included in the Environmental Statement), any legacy improvement funds and accessibility, should improve outcomes at this location. It is acknowledged that consultation with the local Director of Public Health will be undertaken.	Socio-economic indicators have been included as part of the human health baseline in Chapter 13: Population and human health, of the Environmental Statement [APP-080] It should be noted that health indicator data has been updated since the dataset used in the PEIR which show a narrowing of health and socio-economic inequality between wards in Witham compared to average for England.	Agreed.	01/09/2022
1.4	Environment – Human Health	Design and Access Statement [APP-268]	In correlation with existing communities and proposed developments, there should be a focus on severance issues at these geographical	The Scheme's walking, cycling and horse-riding (WCH) strategy is outlined in the Design	BDC agreed that severance issues have	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			locations: between Hatfield Peverel and Witham at Junction 21, Maldon Road underpass to the south of Witham, Braxted Road, south of Rivenhall End, Inworth Road, Feering and Prested Hall, Feering.	and Access Statement [APP-268]. This document was shared with Braintree District Council on 10 June 2022 and has since been discussed in SOCG meetings, as outlined in the Record of Engagement [Table 2.1]. Discussions on WCH have been ongoing with Essex County Council who, as the highway authority, take the lead on this aspect of the project.	been adequately taken into account in the Environmental Statement. Detrunking the former A12 at Rivenhall to be considered as this design evolves.	
1.5	Environment – Contaminated Land	Environmental Statement: Chapter 10: Geology and Soils [APP-077] First Iteration Environmental	As Braintree District Council is the regulator for contaminated land within the district area, it supports the intention to carry out further investigation (including ground gas monitoring) particularly at the landfill area at Witham (vicinity of	Further ground investigation has been undertaken in this area. No significant effects from contaminated land on surface water or groundwater receptors were identified in Chapter 10: Geology and	Agreed.	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
		<p>Management Plan [APP-184]</p> <p>First Iteration Environmental Management Plan, Appendix D [APP-188]</p>	<p>Whetmead nature reserve of Blackwater Lane in Witham) so that the construction methodology can be developed to prevent significant risk to end users including construction workers and buildings. It is further noted that there will be a strategy in the event of unexpected contamination during excavations and further assessment of the potential for contamination of groundwater alongside construction works. It is assumed that assessment of risks to groundwater will include liaison with the Environment Agency.</p>	<p>soils of the Environmental Statement [APP-077].</p> <p>To avoid impacts to sensitive receptors from any land contamination exposed during construction, risk assessment and method statements would be completed as part of the construction phase with reference to controls identified within the Register of Environmental Actions and Commitments, which is part of the first iteration Environmental Management Plan (EMP) [APP-184].</p> <p>Appendix D of the first iteration EMP [APP-188] contains the Land Contamination Management Plan. This includes the procedures</p>		

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
				<p>that would be followed if unexpected contamination is discovered during construction works. This will be further developed during the detailed design before construction begins.</p> <p>Regular engagement has continued with the Environment Agency. On 3 March 2022 we met to discuss the results of the hydrogeology assessment, including a run-through of the likely effects on groundwater and the proposed mitigation.</p>		
1.6	Engagement	Consultation Report [APP-045]	At the first preferred options consultation, the Council supported the A12 widening in principle and stated preference for strategic offline routes for both options	Full detail of the options consultation can be viewed in the Consultation Report [APP-045].	Noted.	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			north of Witham, between J22 and J23 to avoid Rivenhall, and also between J24 and J25 to avoid demolition of properties.			
1.7	Engagement	Consultation Report [APP-045]	National Highways have engaged stakeholders extensively throughout the informal consultation stages from RIS2 project bidding in 2014, and through two rounds of preferred options consultation between 2017 and 2020, to preliminary design stage. At the first preferred options consultation, the Council supported the A12 widening in principle and stated preference for strategic offline routes for both options north of Witham, between J22 and J23 to avoid Rivenhall, and also between J24 and J25 to	The project team have continued engagement throughout all stages of development, from early engagement through to consultations and beyond. We will continue to engage with BDC throughout this process.	Noted.	01/09/2022

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			avoid demolition of properties.			
1.8	Construction compounds	<p>Outline Construction Traffic Management Plan [APP-272]</p> <p>First Iteration Environmental Management Plan [APP-184]</p>	<p>Location of the two main construction compound locations at J21 Witham South and J22 Witham North is reasonably logical and generally supported by the Council. We expect a full assessment to be provided and mitigation should be minimised, particularly on residential and PROW receptors. Negative impact from noise and lighting at night during construction phase should be minded, with respect that both compounds are at edge-of settlement locations. We note a lack of detail for the restoration of these sites post construction and request that this is part of the Environment Statement.</p>	<p>The two main compounds have been selected after an optioneering process where consideration was given to a broad range of environmental factors. All our compounds will have mitigation measures in place to minimise the impacts from light, noise and dust pollution, these include the following:</p> <ul style="list-style-type: none"> - Lighting will be directed away from properties and will be provided to enable the safety and security of the compounds. - Soil bunds will be placed strategically on compound boundaries to shield residents from the activities carried out at the compound. 	BDC happy to agree that the issues will be handled in the planning application for the construction compound and will not be issues for the DCO.	02/11/2022.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
				<p>- Noisy activities associated with concrete and asphalt batching plants have been placed further from the residents.</p> <p>- The surface will be a bound surface to reduce dust from moving vehicles, where this is not possible the surface will be subject to dust suppression measures.</p> <p>- Speed limits will be implemented which will help to reduce noise, dust and vehicle emissions.</p> <p>Further details have been provided in the First Iteration Environmental Management Plan [APP-184].</p> <p>Compound arrangements, are available in the</p>		

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
				Construction Compound Plans		
1.9	Traffic	<p>Environmental Statement: Chapter 13: Population and human health [APP-080]</p> <p>Transport Assessment: Appendix A: Junction Modelling Results Summary [APP-262]</p>	<p>When comparing the baseline household formation used against Local Plan housing growth targets, we believe there is a risk that the assumptions used for population projections in Braintree District, as built into the modelling (including the traffic modelling), underestimates household growth and is flawed. Subsequently, the assessment is also incorrect.</p> <p>This methodology followed has resulted in land south of Feering/west of the A12 and Towerlands which are strategic growth locations for 795 and 575 dwellings being omitted from the core scenario. Additionally, significant sites with planning permission over 50 (although</p>	<p>The assessment in Chapter 13: Population and Health, of the Environmental Statement [APP-080] takes on board this local advice and considers the sensitivity of the housing resource in Braintree as 'high' in line with the neighbouring districts in the study area.</p>	Agreed.	02/11/2022.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			this threshold does not appear to apply to some core scenario sites) in Cressing and Silver End are not listed which should be modelled.			
1.10	Traffic	Environmental Statement: Appendix 3.2 Maldon Road and Hatfield Peverel Bypass Technical Report [APP-094]	<p>To understand the impact of additional congestion at Hatfield Peverel by 2027 and 2042, we would expect confirmation of queuing times for the junction of B1019 / B1137 as a result of the development.</p> <p>BDC will need to work with Highways England, Maldon District Council and Essex County Council to address local highways issues including the issues related to Maldon traffic entering Hatfield Peverel and the possibilities of a 'Hatfield Peverel bypass'</p>	<p>Environmental Statement: Appendix 3.2 Maldon Road and Hatfield Peverel Bypass Technical Report [APP-094] details the Schemes position on Maldon Road and Hatfield Peverel Bypass.</p> <p>This has been discussed with Braintree District Council and Essex County Council who, as the Highway authority, take the lead on this aspect on the Scheme.</p>	Agreed. The Council defers to the opinion of Essex County Councils the highway authority with regard to technical design matters.	02/11/2022.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
1.11	Traffic	Transport Assessment - Appendix B: Traffic Flow Diagrams – Overall Model Network [APP-255]	There would be an additional 6-7% peak hour traffic on Maldon Road by 2042 – we are unclear if rising use is from new residential development at Hatfield Peverel and Maldon, or induced demand as a result of the route becoming more attractive in comparison to the A414 via Danbury.	<p>The increase in traffic on Maldon Road by 2042 reflects a change in traffic due to the proposed A12 scheme, i.e., in comparison to a scenario where the scheme is not built. Any new residential development is included in both the 'with' and 'without' scenarios, so is not the cause of the increase in traffic on Maldon Road.</p> <p>The increase on Maldon Road is mainly due to people switching from Church Road Hatfield Peverel to Maldon Road, as most traffic would be directed to head east to the new junction 21 to join the A12, instead of heading west to use junction 20a/20b. There is not predicted to be a</p>	Agreed. The Council defers to the opinion of Essex County Councils the highway authority with regard to technical design matters.	02/11/2022.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
				significant increase in traffic on the A414 route via Danbury.		
1.12	Local plans	Environmental Statement: Chapter 13: Population and human health [APP-080]	<p>For the period up to 2042, Local Planning Authorities are being expected to deliver their housing need as set out in the standard methodology produced by MHCLG. This provides a consistent baseline, regardless of the actual status of the current Local Plan for all Local Planning Authorities in the area.</p> <p>Housing need in the standard methodology includes an affordability uplift which would result in a step-change increase to past population trends.</p> <p>Chelmsford and surrounding districts is one of the least affordable locations in the country.</p>	The assessment in Chapter 13: Population and Health, of the Environmental Statement [APP-080] takes on board this local advice and now considers the sensitivity of the housing resource in Braintree as 'high' in line with the neighbouring districts in the study area.	Agreed, as above in 1.11.	02/11/2022.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
1.13	Local plans	<p>Environmental Statement: Chapter 13: Population and human health [APP-080]</p> <p>Environmental Statement - Chapter 16: Cumulative Effects Assessment [APP-083]</p>	<p>For the baseline assessment, the housing allocations and planning applications used (Table 13.6) are inaccurately identified and the number of dwellings at each site needs updating. The table should reflect all planning applications granted permission or pending decision: Hatfield Peverel - 224, Gleneagles Way - 100, Wood End Farm - 400, Land at Feering - 795, Land off Inworth Road, Feering – 40, and those likely to be granted planning permission. These residential allocations are not all spatially represented on Figure 13.1 (e.g., Land at Gleneagles Way).</p> <p>We also request that we can fact-check the population, planning data used and the cumulative impact</p>	<p>The information provided by Braintree District Council have been used in the assessment in Chapter 13: Population and Health, of the Environmental Statement [APP-080].</p> <p>The long and short lists were sent to BDC on 21 February 2022. These contain the developments that have been used in Chapter 16: Cumulative effects assessment, in the Environmental Statement [APP-083].</p>	Agreed.	04/01/23.

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Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
			assessment in the draft Environmental Statement before submission into the DCO.			

3.5 Issues under discussion

Table 3.4 Issues under discussion between National Highways and Braintree District Council.

Ref	Issue	Doc Reference	Braintree District Council Position	National Highways Position	Status	Date
2.1	Arboriculture	Environmental Statement: Chapter 9: Biodiversity [APP-076] Retained and Removed vegetation plans [APP-035] [APP-036] Register of Environmental Actions and	Loss of veteran trees should be avoided. Loss of groups of trees should be replaced in the same vicinity and utilise native species where possible.	Where practicable, the design of the proposed scheme was refined to avoid impacts (see Chapter 3: Assessment of alternatives, of the Environmental Statement [APP-070]), however, loss of five potential veteran trees was unavoidable. The Applicant acknowledges that loss of veteran trees cannot be mitigated due	Under discussion.	04/01/2023

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		Commitments (REAC), within the first iteration Environmental Management Plan [APP-185]		<p>to the time period over which a veteran tree matures.</p> <p>Chapter 9: Biodiversity, of the Environmental Statement [APP-076], paragraph 9.10.38, states the measures to compensate for the loss of the five potential veteran trees (as committed in the Register of Environmental Actions and Commitments (REAC), within the first iteration Environmental Management Plan [APP-185]), in accordance with the latest guidance from Natural England and the Forestry Commission. This mitigation includes planting young trees of the same species as that which is removed with sufficient space around them to encourage</p>		

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				<p>development of an open crown. Where practicable, trees would be planted close to the trees they are replacing.</p> <p>More generally, new woodland, tree, shrub and hedge planting are indicated on Figure 2.1 Environmental Masterplan [APP-086, APP-087, APP-088], which</p> <p>will form the basis of the planting design to be developed during the detailed design stage. Trees and shrubs would be of local provenance where practicable, except where non-native species would be used where required for reinstatement or reinforcement of non-native features. Further information can be found</p>		

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				<p>in the Landscape and Ecology Mitigation Plan [APP-193].</p> <p>Where it would be necessary to remove vegetation within temporary works areas, such as construction compounds, utility routes, haul roads and regrading areas, this would be replaced on completion of construction using the same or similar species to that removed where practicable (as per LV7 in the REAC [APP-185]).</p>		
2.2	Environment – Air Quality	Appendix 6.2: Traffic Data for the Affected Network, of the Environmental Statement [APP-101]	It is noted that more reliable input data, particularly for the construction phase will become available as the project progresses to reduce the uncertainties of the model input data mentioned in 6.5.6 of the PEIR. The margin of error might be further	The construction traffic approach is set out in Appendix 6.2: Traffic Data for the Affected Network, of the Environmental Statement [APP-101]. The construction air quality assessment is based on	Under discussion.	19/01/23.

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		<p>Chapter 6: Air quality, of the Environmental Statement [APP-073]</p> <p>First Iteration Environmental Management Plan [APP-185]</p>	<p>considered in a sensitivity study to reduce the likelihood of under prediction where the air quality objective levels is close to exceedance at any relevant sensitive receptor locations.</p> <p>It is noted that the report concludes that significant adverse effects are unlikely from the construction phase and a comprehensive construction management plan must be agreed and implemented to prevent and control air pollution.</p>	<p>traffic movements in the peak year of construction (2025) and is therefore considered a worst case. There is no planned update of construction traffic volumes, therefore the conclusions from the Environmental Statement stand. The air quality assessment has applied robust long-term trends (LTTE6) emissions factors and followed National Highways DMRB LA 105 long-term trend gap analysis methodology, which uplifts predicted total NO₂ concentrations. Further sensitivity analysis is not considered necessary based on the above.</p> <p>Chapter 6: Air quality, of the Environmental Statement [APP-073] included a construction</p>		

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				<p>assessment. Two human health receptors (R189 and R193 – both in Colchester) were found to be at risk of exceeding the annual mean NO₂ Air Quality Objective (40µg/m³) in the peak construction year 2025, in both the Do-Minimum and the Do-Something scenarios. However, the magnitude of change in concentration at these receptors was 0.1 and 0.2µg/m³ respectively, which is classed as imperceptible in DMRB LA 105. In accordance with the DMRB LA 105 criteria on significance, these effects are likely to be not significant.</p> <p>The construction dust assessment concluded there would be no significant air quality</p>		

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				effects with standard construction phase mitigation measures in place. The dust management plan would be developed as part of the second iteration Environmental Management Plan (EMP) prior to construction, based on the standard mitigation included in the Register of Environmental Actions and Commitments, which is part of the first iteration EMP [APP-185]. The need to develop and implement the second iteration EMP is secured by Requirement 3 of the draft DCO [APP-039].		
2.3	Environment - Landscaping	Environmental Statement: Chapter 13: Population and	National Highways will become an extensive landowner of areas adjacent to Hatfield Peverel, Witham, Rivenhall End and Feering	Chapter 13: Population and human health, of the Environmental Statement [APP-080] provides an assessment of impacts	Under discussion.	14/12/22

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		<p>human health [APP-080]</p> <p>Streets, Rights of Way and Access Plans [AS-027, AS-028]</p>	<p>following the A12 widening scheme. These land uses include areas for drainage attenuation, ecological and landscape mitigation plans within the DCO boundary.</p> <p>These areas would include directly adjacent land to existing settlements and planned developments at:</p> <ul style="list-style-type: none"> • West of Bury Lane, Hatfield Peverel • East of Gleneagles Way, Hatfield Peverel • West of Wood End Farm, Witham • Land adjacent to Meadows, South East Witham • Land at Inworth Road, Feering <p>In these areas, opportunities for improving access to semi natural and formal</p>	<p>on the wider determinant of health 'access to greenspace and outdoor recreation', which is a protective factor for both mental and physical health. Some improvements have been identified to access greenspace for residents in the Braintree District. This includes:</p> <ul style="list-style-type: none"> • Removing existing severance between public right of way (PRoW) networks to the north and south of the A12 at Boreham by reconnecting bridleways at Paynes Lane. • New alignment of National Cycle Network Route 16, which takes users via a dedicated bridge for 		

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			<p>greenspace should be explored to contribute positively to physical and mental health. Circular routes for recreational use would contribute to encouraging a healthy, active lifestyle.</p>	<p>pedestrians and cyclists (Little Braxted Bridge) instead of through the existing junction 23, would improve the attractiveness of this route for some recreational users.</p> <ul style="list-style-type: none"> • PRoW realignment and landscaping near the Essex County Fire and Rescue Service Headquarters would provide a more diverse green space and circular recreational route, which would benefit workers from the headquarters as well as local residents. <p>PRoW and other walking, cycling and horse-riding routes are shown on the Streets, Rights of Way</p>		

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				and Access Plans [AS-027, AS-028].		
2.4	Environment - Noise	<p>Environmental Statement: Chapter 12: Noise and vibration [APP-079]</p> <p>First Iteration Environmental Management Plan [APP-184]</p>	<p>Where the PIER concludes that noise barriers may not offer value for money – e.g. south of A12 at Hatfield Peverel and at Dengie Farm House or where there is an increase in noise level due to operational noise, then it would also be appropriate to confirm that there is adequate baseline assessment at such locations and confirmation that the ability to achieve internal noise levels given in BS8233 Table 4 and the ability to control the thermal comfort within the relevant dwellings is not adversely affected more so than the ‘do minimum’ scenario.</p>	<p>The Applicant considers the baseline noise surveys undertaken in May 2021 are adequate for the purposes they are used. This is to provide an understanding of the existing noise climate and to set the limits for the construction noise assessment. The results from the baseline noise surveys are not used for the operational noise assessment. The measured baseline noise levels, including the rationale for selection of each location, is presented in Appendix 12.3: Noise Baseline Survey Results, of the Environmental Statement [APP-149].</p>	02/11/22 – BDC to confirm the assessment within the Environmental Statement.	14/12/2022

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				<p>Where increases in noise have been predicted from the assessment, mitigation measures have been examined and implemented where practicable.</p> <p>The assessment of noise within DMRB LA 111 is not based upon internal noise levels as given within BS 8233. BS 8233 is for new buildings in noisy areas, so not appropriate for use on a road scheme. With over 11,000 dwellings within the noise study area, it would be impractical to investigate each dwelling to determine the glazing specification and then investigate the internal noise levels.</p>		

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2.5	Road closures and diversions	<p>Outline Construction Traffic Management Plan [APP-272]</p> <p>Environmental Statement: Chapter 13: Population and human health [APP-080]</p>	<p>During periods of road closure, the proposed strategic diversion routes would be Chelmsford to Marks Tey via Braintree using the A131 and A120.</p> <p>There is not enough detail in the Construction management plan to determine the total amount of time (nights) where a strategic diversion will be in operation.</p> <p>BDC would like to see the use of strategic diversion routes minimised due to significant noise disturbance for residents on the diversion route. Enhanced signage measures should be utilised to discourage rat running of country roads and smaller lanes. Measures to protect residents from noise</p>	Further detail to be provided in later iterations of the construction management plan.	Under discussion.	14/12/22.

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			disturbance on the diversion routes should be used.			
2.6	Lighting		Street lighting use on detrunked roads should be carefully considered to balance safety with the rural character of areas outside of Towns and Villages.	<p>The section around Rivenhall End to be detrunked is already lit, and that is to remain the case, but the exact layout will be adjusted where the roundabouts are on either end so that the roundabouts themselves are lit as well as the approaches, for safety.</p> <p>The section between Feering and Marks Tey is currently unlit, and the project are proposing to light the immediate approaches to the new roundabouts that are being proposed (namely old J24, Easthorpe Road tie-in, Wishingwell and Easthorpe Green Farm tie-in, and connection</p>	Under discussion.	14/12/22.

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				<p>with J25), again for safety reasons.</p> <p>Additional existing lights along the proposed to be detrunked sections between Feering and Marks Tey will be discussed with ECC prior to the asset being handed over.</p>		
2.7	Replacement land	Replacement Land Statement [APP-279]	Replacement land has been discussed during ongoing Statement of Common Ground meetings.	<p>Full details of the proposed Replacement Land can be found in the Replacement Land Statement [APP-279].</p> <p>Replacement land has been discussed with BDC during ongoing Statement of Common Ground meetings.</p> <p>More recently, a joint meeting between NH, Essex CC, Witham TC and Braintree DC was</p>	02/11/22 Update – BDC and Witham Town Council to decide if replacement land will be managed directly or if commuted sum is preferable.	14/12/2022

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				held on 24 th January 2023.	14/12/22 Update -BDC to design a spec for both pieces of replacement land	
2.8	Detrunking		Considering the importance of co-ordinating detrunking the A12 with a strategic vision for land use at communities in Witham, Rivenhall End and Feering, our preference would be to establish a legacy fund to be drawn on for detrunking at a later date.	<p>National Highways' Operational Team has developed the following principles for de-trunking standards that National Highways will seek to agree with Essex County Council:</p> <ol style="list-style-type: none"> 1. The de-trunked assets will meet the standard of safe and serviceable operation, as set out in the Design Manual for Roads and Bridges. 	Under discussion. The Council defers to the opinion of Essex County Councils the highway authority with regard to technical design matters. BDC agree that collaborative dialogue is being	02/11/2022.

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				<p>2. The condition of the de-trunked roads will be similar to other comparable roads on the Strategic Road Network as measured by the Pavement Condition Key Performance Indicator in Roads Investment Strategy 2: 2020 – 2025 (or any relevant replacement from time to time in force).</p> <p>3. Prior to de-trunking, maintenance will have been undertaken in accordance with an intelligence-led system designed to achieve optimum intervention for each individual asset by improving asset quality and customer satisfaction whilst</p>	undertaken between stakeholders.	

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				<p>offering greater value for money.</p> <p>Maintenance schemes for de-trunked assets which have previously been identified for delivery through funding in Road Investment Strategy 3: 2025 to 2030 will be completed or funded by National Highways.</p>		

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Acronyms

Abbreviation	Term
ECC	Essex County Council
BDC	Braintree District Council
SoCG	Statement of Common Ground
NH	National Highways
CC	County Council
DC	District Council
TC	Town Council
PROW	Public Rights of Way
DCO	Development Consent Order
WCH	Walking, Cycling and Horse-Riding
REAC	Register of Environmental Actions and Commitments
DMRB	Design Manual for Roads and Bridges
PEIR	Preliminary Environmental Information Report

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.

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