

A12 Chelmsford to A120 widening scheme

TR010060

8.10 Statement of Common Ground with Chelmsford City Council

Reg 8(1)(e)
Planning Act 2008
Infrastructure Planning (Examination Procedure)
Regulations 2010

Volume 8

April 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 Chelmsford City Council

Regulation Reference	Reg 8(1)(e)
Planning Inspectorate Scheme Reference	TR010060
Application Document Reference	TR010060/EXAM/8.10
Author	A12 Project Team and National Highways

Version	Date	Status of Version
P01.1	February 2023	Draft
P01.2	April 2023	Draft Deadline 4

STATEMENT OF COMMON GROUND

This draft Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Chelmsford City Council.

There has been extensive engagement on the draft Statement of Common Ground (SoCG) as captured in the Record of Engagement (Table 2.1). The tables in sections 3 and 4 below capture the status of these discussions between both parties. The SoCG will continue to be updated throughout the DCO examination period.

A signed version of the SoCG will be submitted to the Examining Authority at deadline 7 (3 July 2023)

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For the submission of the Statement of Common Ground for Deadline 4 between **National Highways** and **Chelmsford City Council**, updates have been made in the following sections of the document.

Location	Update made
Record of Engagement	Four SOCG meetings have been held
Agreed issues	No change.
Issues under discussion	All topics in discussion updated (2.1 to 2.14), with four topics added (2.8, 2.12, 2.13 and 2.14).

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This draft Statement of Common Ground (SoCG) has been prepared in respect of the proposed A12 Chelmsford Widening (the Scheme) 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 (junctions 20a, 20b and 23).
- 1.1.3 This draft 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 draft 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 draft SoCG has been prepared by (1) National Highways (formally known as Highways England) as the Applicant and (2) Chelmsford City 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 Chelmsford City 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 draft 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.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and **Chelmsford City 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	Contact MPs and Parish Councils to inform them of survey activity - To ensure that local political representatives are informed of activity and are aware of the significance and reason for that activity.
27 June 2016	Letter/Email	Introductory contact with key local authorities - Contact key local authorities to identify single point of contact and request a meeting.
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/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	Meeting	Engagement with statutory bodies - 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	Braintree and Chelmsford 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	Non-Motorised Users 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.
1 Dec 2016	Meeting	Braintree and Chelmsford Community Forum - To inform forum members about traffic modelling and sifting, as well as providing a project update.
10 Jan 2017	Meeting	Pre-consultation 1-2-1 meeting - Provide early sight of consultation materials and exhibition.
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.
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 is to maintain relationships. Topics to cover include: Scheme update Forum format going forward Environmental Impact Assessments
May 2018	Email	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

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		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.
19 February 2020	Meeting	<p>Members Forum - To provide an overview of how the consultation went</p> <ul style="list-style-type: none"> • How many people attended events • Feedback on the door • Responses received to date (members' forum will be given indication on the most popular route) <p>Feedback on how we can improve future events.</p>
6 July 2020	Meeting	One-to-one meeting - Meeting with traffic and planning to discuss modelling and local developments.
19 August 2020	Meeting	<p>Members' forum - To provide a scheme update:</p> <ul style="list-style-type: none"> • Project update • Overview of how the schemes will now be drawn back together • Overview of how, when a Preferred Route Announcement (PRA) is announced, it will be managed (publicity etc)
24 August 2020	Meeting	<p>West Community Forum - To provide a scheme update:</p> <ul style="list-style-type: none"> • Project update • Overview of how the schemes will now be drawn back together

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
		Overview of how, when a PRA is announced, it will be managed (publicity etc)
23 October 2020	Meeting	Junction 19 workshop - To discuss the updates of designing junction 19.
24 November 2020	Meeting	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"> • Project update • Design update
4 December 2020	Meeting	Meeting with local authorities to discuss Statement of Community Consultation (SoCC) draft - To get input on SoCC before consulting on it.
February 2021	Email/Meetings	Consult on SoCC - Obtain feedback on proposed approach to community consultation for DCO pre-application
22 February 2021	Meeting	Junction 19 workshop - Provide an update on design fix 1 and get feedback.
8 March 2021	Meeting	Members forum - Provide an update on design fix 1 and get feedback.
1 April 2021	Meeting	Boreham and Springfield Workshop - Discuss the updates at junction 19.
24 May 2021	Meeting	Detrunking workshop - Provide an update on design fix 2 and get feedback.
7 June 2021	Meeting	Members' forum - Present design and arrangements for stat con.
9 June 2021	Meeting	Send out updated SoCC to local authorities - Send final SoCC and explaining any changes following consultation.
19 June 2021	Meeting	West Community Forum - Present arrangements for statutory consultation.
22 June 2021	Email	Notify key stakeholders by letter or email - To inform stakeholders that planning application has been submitted.
29 September 2021	Meeting	A12 workshop - To discuss the next steps for the project, including further consultations.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
7 October 2021	Meeting	Members' forum - Discuss consultation feedback, provide a project update and discuss the supplementary consultation.
3 March 2022	Meeting	Members Forum – to provide an update on the project.
8 March 2022	Meeting	Members Forum – to provide an update on the project.
16 March 2022	Meeting	Environmental Impacts and Mitigation workshops.
17 March 2022	Meeting	Environmental Impacts and Mitigation workshops.
11 May 2022	Meeting	SOCG meeting – to discuss the Statement of Common Ground with Chelmsford City Council.
22 July 2022	Meeting	Members Forum – to provide an update on the project.
18 August 2022	Meeting	Statement of Common Ground meeting.
31 August 2022	Meeting	A12 Project meeting to discuss progress and status of Statement of Common Ground.
20 October 2022	Meeting	Statement of Common Ground meeting.
14 November 2022	Meeting	Statement of Common Ground meeting.
25 January 2023	Meeting	Statement of Common Ground meeting.
2 February 2023	Meeting	Statement of Common Ground meeting.
8 March 2023	Meeting	Statement of Common Ground meeting – to discuss design and Payne's Lane Bridge.
16 March 2023	Meeting	Statement of Common Ground meeting – to discuss Air Quality and Heritage.
22 March 2023	Meeting	Statement of Common Ground meeting.
3 April 2023	Meeting	Statement of Common Ground meeting – to discuss design and Payne's Lane Bridge.

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) **Chelmsford City Council** in relation to the issues addressed in this SoCG.

2.1.3 This SoCG is currently in draft and will be updated throughout the DCO examination period.

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3 Issues summary

3.1 Summary of issues agreed

3.1.1 The below table [3.1] provides a summary of the issues which have been agreed by Chelmsford City Council and National Highways. The full table of issues agreed can be seen in table [4.1].

Table 3.1 Summary of issues agreed

Ref No.	Topic	Issue	Status	Date
1.1	Project Scope	Decision not to widen A12 from Junction 15 to 19	Agreed. CCC would like it noted that it was a missed opportunity to not widen the A12 from junction 15 to 19 within the scope of the A12 project especially as this is one of the most consistently congested links on the entire A12.	20/01/2023
1.2	Engagement	Statement of Community Consultation	Agreed.	20/01/2023
1.3	Engagement	Further engagement on proposals	Agreed.	20/01/2023

3.2 Summary of issues under discussion

3.2.1 The below table [3.2] provides a summary of the issues currently under discussion between Chelmsford City Council and National Highways. The full table of issues under discussion can be seen in table 4.2.

3.2.2 Table 3.2 details the issues which have been in discussion to date between Chelmsford City Council and National Highways.

Table 3.2 Summary of issues under discussion

Ref No.	Topic	Issue	Status	Date
2.1	Cultural Heritage	Assessment methodology	Under discussion	20/03/2023
2.2	Cultural Heritage	Main Road	Under discussion	22/03/2023
2.3	Cultural Heritage	Boreham House	Under discussion	22/03/2023
2.4	Biodiversity	Water voles	Under discussion	22/03/2023
2.5	Biodiversity	Badgers	Under discussion	22/03/2023
2.6	Landscape and visual	Canopy Cover Assessment	Under discussion	05/04/2023
2.7	Air Quality	Main Road, Boreham	Under discussion	16/03/2023
2.8	Air Quality monitoring	Main Road, Boreham	Under discussion	16/03/2023
2.9	Traffic	Main Road, Boreham	Under discussion	22/03/2023
2.10	Traffic	Junction 19, Boreham	Under discussion	22/03/2023
2.114	Paynes Lane Bridge (WCH)	Construction of Paynes Lane Bridge	Under discussion	03/04/2023
2.12	Construction	Construction timing at Junction 19	Under discussion	22/03/2023
2.13	Noise and vibration	Low noise surfacing	Under discussion	22/03/2023
2.14	draft DCO (including Requirements)	To consider the wording of the draft DCO including requirements	Under discussion	22/03/2023

4 Issues

4.1.1 The below tables set out the issues in discussion between Chelmsford City Council and National Highways. These tables have been split into issues agreed and issues under discussion.

4.2 Issues agreed

4.2.1 The below table [4.1] details the issues agreed between Chelmsford City Council (CCC) and National Highways (NH). This includes any reference to relevant documents, the current Chelmsford City Council position and the National Highways position.

Table 4.1 Issues agreed.

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
1.1	Project scope		CCC considers it a missed opportunity not to widen the A12 from Junction 15 to 19 south of Chelmsford especially as this is one of the most consistently congested links on the entire A12. This would remain the only two lane section of the road from the M25 to the A120 at Junction 25.	The proposed scheme scope and extent are set out by National Highways and approved by the Department for Transport based on a business case following the government Green Book. The scope of the scheme, which has received funding as part of the second Road Investment Strategy, is to widen the A12 between junction 19 and 25 to 3 lanes in each direction.	CCC agree this issue but would like it noted that it was a missed opportunity to not include this within the scope of the A12 project.	20/01/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
1.2	Statement of Community Consultation Engagement	Consultation Report - Annex E: Response from local authorities on the draft Statement of Community Consultation [APP-051]	CCC is also pleased to have been involved in formulating the Statement of Community Consultation and welcomes the proposals and commitments to consulting local communities and keeping them informed.	National Highways appreciate the feedback given by Chelmsford City Council in the development of the Statement of Community Consultation. We continue to be open to feedback given throughout the project and will continue to engage with Chelmsford.	Agreed.	20/01/2023
1.3	Further engagement on proposals		<p>CCC welcomes the opportunity to engage further with the proposal and supports the need for further assessment to be undertaken to be submitted as part of the DCO application.</p> <p>The consultation response has highlighted that further, more detailed information should be provided on these matters and, in relation to mitigation.</p>	<p>National Highways has continued to engage with Chelmsford City Council through ongoing Statement of Common Ground meetings as well as specific topic areas such as Environment.</p> <p>For example, Environmental Impacts and Mitigation workshops were held on 16 and 17 March 2022 to carry out further engagement with</p>	Agreed.	20/01/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
				local authorities on these issues.		

4.3 Issues under discussion

4.3.1 The below table [4.2] details the issues under discussion between Chelmsford City Council (CCC) and National Highways (NH). This includes any reference to relevant documents, the current Chelmsford City Council position and the National Highways position.

Table 4.2 Issues under discussion.

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
2.1	Cultural heritage – Assessment methodology	Environmental Statement - Chapter 7: Cultural Heritage [APP-074]	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]. CCC notes that there is still some uncertainty regarding the extent of tree removal, reinstatement and mitigation. As previously indicated the land take adjacent to junction 19 Boreham interchange does not appear adequate to provide landscape mitigation to minimise the impact on the setting of the Grade I listed Boreham House and	The cultural heritage assessment has been undertaken in accordance with the relevant sections of DMRB LA 106 Cultural Heritage Assessment. Relevant guidance from Historic England has also been considered, as set out in paragraph 7.7.5 in Chapter 7: Cultural Heritage, of the Environmental Statement [APP-074].	Under discussion – NH/CCC met on 16/03/2023 to discuss heritage concerns. It was agreed that National Highways will consider CCC's concerns. National Highways will provide an	20/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>its Registered Park and Garden.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<p>The full methodology is detailed in section 7.5 of Chapter 7: Cultural Heritage [APP-074].</p> <p>National Highways looks forward to further information on this to progress discussions.</p>	<p>update to CCC and the Examining Authority in the next version of the SoCG to be submitted at Deadline 6.</p>	
2.2	Cultural heritage – Main Road	<p>Environmental Statement - Chapter 7: Cultural Heritage [APP-074]</p> <p>First iteration Environmental Management Plan - Appendix A: Register of Environmental Actions and Commitments [APP-185]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>Further information is required in relation to the detailed design to be able to fully assess the operational developments, including the lighting, signage, guard rails, alterations along Main Road and other works and to ensure the impact of the scheme on the setting of listed buildings and Conservation Area is minimised.</p>	<p>The REAC, part of the first iteration Environmental Management Plan [APP-185], includes, under mitigation CH3, a commitment to use sympathetic designs or materials, where practicable, to respect the settings of sensitive built heritage receptors, during the construction or operational phases.</p> <p>This detailed design will take place prior to construction, National Highways will continue to</p>	<p>Under discussion - NH/CCC met on 16/03/2023 to discuss heritage concerns. It was agreed that National Highways will consider CCC's concerns. National Highways will provide an update to CCC and the Examining Authority in</p>	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			Further comments will be provided in later iterations of the SoCG.	engage with the Local Authority throughout.	the next version of the SoCG to be submitted at Deadline 6.	
2.3	Cultural heritage – Boreham House	<p>Environmental Statement - Chapter 7: Cultural Heritage [APP-074]</p> <p>Environmental Statement - Figure 2.1: Environmental Masterplan [APP-086-088]</p> <p>First iteration Environmental Management Plan - Appendix A: Register of Environmental Actions and Commitments [APP-185]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>Further, and in order to mitigate the impact of the construction works on the setting of Boreham House and its Registered Park and Garden, it is essential that the land take around the southern/south-eastern edge of the interchange is adequate to allow a planting scheme to mitigate the impacts. The land indicated on the current design is inadequate to provide the necessary mitigation.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<p>Since statutory consultation, it has been determined that the existing belt of Tree Preservation Order trees west of Boreham House, that currently intercepts views from Boreham House towards the junction, can be retained.</p> <p>There are trees along the north-eastern boundary of Boreham House that are at risk of removal due to the Scheme. The intention is to retain these trees if practicable, and subject to the detailed design, as per LV4 in the REAC, part of the first iteration Environmental Management Plan [APP-</p>	Under discussion - NH/CCC met on 16/03/2023 to discuss heritage concerns. It was agreed that National Highways will consider CCC's concerns. National Highways will provide an update to CCC and the Examining Authority in the next version of the SOCG to be	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<p>185]. If, however, the trees cannot be retained, they would be reinstated after construction as per LV7 in the REAC [APP-185].</p> <p>These details can be seen on sheet 2 of the Environmental Masterplan, part 1 [APP-086].</p>	submitted at Deadline 6.	
2.4	Biodiversity – water voles	<p>Environmental Statement - Chapter 9: Biodiversity [APP-076]</p> <p>Environmental Statement - Figure 2.1: Environmental Masterplan [APP-086-088]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of biodiversity matters.</p> <p>The PEIR Report confirms that ongoing ecological assessments recorded water vole in two ditches to the south of Junction 19. The proposed scheme would have no direct impacts on</p>	<p>This is correct, there is not anticipated to be any impacts on water voles in the ditches located to the south of junction 19 where activity was recorded, as a result of the Scheme. Pre-construction surveys have been undertaken to ensure the baseline in Chapter 9: Biodiversity, of the Environmental Statement [APP-076] is still correct.</p> <p>A large series of ponds and ditches are being</p>	Under discussion – with Essex County Council.	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>the banks of the ditches located to the south of Junction 19 where activity was recorded. Drainage features around this junction would however need to be designed to encourage movement of the nearby water vole populations.</p> <p>Further to the publication of ECC's Local Impact Report, CCC will defer to Essex County Council in respect of this matter.</p>	<p>created within an environmental mitigation area to the south of junction 19 providing considerable increase in habitat for the local water vole population (see sheet 1 of Figure 2.1 Environmental Masterplan, part 1 [APP-086]).</p>		
2.5	Biodiversity - badgers	<p>Environmental Statement - Chapter 9: Biodiversity [APP-076]</p> <p>Environmental Statement - Figure 2.1: Environmental Masterplan [APP-086-088]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]..</p> <p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of biodiversity matters.</p> <p>Due to its sensitivity the PEIR Report does not share recorded badger information,</p>	<p>Construction works at junction 19 will not result in any increased fragmentation of badger setts as these are limited to improvements of widening or existing infrastructure, therefore there will not be any expected mortality of badgers during operation. During</p>	Under discussion – with Essex County Council	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
		First iteration Environmental Management Plan - Appendix A: Register of Environmental Actions and Commitments [APP-185]	<p>which is the correct approach, however, there are setts in proximity to Junction 19 and concern is raised as to how the modifications will seek to avoid mortality of the species during construction and operation. Further clarity is required on the means of mitigation; it is noted that badger proof fencing is proposed but it is unclear how this will be managed and maintained in perpetuity and whether other measures, such as mammal underpasses are to be considered.</p> <p>Further to the publication of Essex County Council's Local Impact Report, CCC will defer to Essex County Council in respect of this matter.</p>	<p>construction, mortality (s) will be avoided through:</p> <ol style="list-style-type: none"> 1) Preconstruction surveys to ensure all setts have been identified and to confirm their status. This is required because the use of setts and construction of new setts is very changeable. 2) Closure of any setts directly or indirectly impacted under a licence from Natural England using standard mitigation measures. This includes the use of one-way sett entrance gates for 21 days. 3) Provide ramps within any deep excavations to ensure animals cannot be trapped within them. 		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<p>4) A presence of an Environmental Clerk of Works on site during any site clearance to provide advice as required.</p> <p>Badger fencing will be provided and maintained by National Highways. Mammal ledges will be provided within new or modified culverts over main rivers, primarily for use by otters, however these could also be used by badgers. Mammal ledges are shown on the Environmental Masterplan [APP-086, APP-087, APP-088].</p> <p>Details of badger mitigation measures will be included in the second iteration EMP, based on the measures in the REAC (part of the first iteration EMP) [APP-185] which will be continually reviewed by</p>		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<p>the Environmental Clerk of Works during construction.</p> <p>Badger surveys undertaken between 2017 and 2020 (with bait marking surveys in 2021) recorded badger activity throughout the study area, including near junction 19. Due to the sensitive nature of the data, sett locations are not described here or in Chapter 9 Biodiversity [APP-076]. Pre-construction surveys would be undertaken for badger (among other protected species) to update baseline surveys prior to construction and to confirm the status of all setts prior to the start of works (as committed to in B11 and B123 in the REAC [APP-185] within the first iteration Environmental</p>		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<p>Management Plan [APP-184]). Any new information gathered during these surveys would feed into the final licence for badgers that would be submitted to Natural England. All works would be carried out in accordance with the mitigation licence to ensure legal compliance and reduce impacts to badger (as committed in BI24 of the REAC [APP-076]). Other REAC clauses of relevance to badger are: LV11, BI9 and BI25 – BI31. A draft badger licence (Appendix 9.17 [APP-141]) was submitted as part of the DCO application and a Letter of No Impediment was issued by Natural England on 17 January 2023.</p>		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
2.6	Landscape and visual –Canopy Cover Assessment	<p>Environmental Statement - Appendix 8.4: Arboriculture Impact Assessment [APP-122]</p> <p>Retained and Removed Vegetation Plans - Part 1 [APP-035]</p> <p>Retained and Removed Vegetation Plans - Part 2 [AS-017]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>In order to understand what trees will be retained or removed as part of the proposal, it is clear that further details will need to be provided to enable assessment of this matter.</p> <p>The PEIR Report reports no net loss of natural wildlife habitat. CCC recommends that a 'Canopy Cover Assessment' be undertaken in relation to the impact of the proposals on existing trees to help quantify total tree canopy cover before and after the proposed modifications to avoid a deficit to the canopy cover; this can be determined, for example by i-tree, Project 4D trees and is crucial for addressing the benefits trees have against climate change</p>	<p>Whilst National Highways is not undertaking a canopy cover assessment, Appendix 8.4: Arboricultural Impact Assessment [APP-122] and the Retained and Removed Vegetation Plans [APP-035, AS-017] have been produced. These indicate the trees that would be retained, removed, or are at risk (i.e. trees that may need to be removed, and have been assessed as such, due to encroachment from the proposed scheme, but the Scheme is aiming to retain subject to the detailed design).</p> <p>New woodland, tree, shrub and hedge planting are proposed as part of the mitigation strategy for the Scheme, and planting locations</p>	Under discussion.	05/04/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>and to increase canopy cover. The assessment would also measure new tree planting and the expected canopy coverage as trees establish.</p> <p>See also CCC's comments in relation to Cultural Heritage (Boreham House) at 2.3 of this draft SoCG.</p>	<p>are indicated on Figure 2.1 Environmental Masterplan [APP-086, APP-087, APP-088] that would form the basis of the planting design to be developed during the detailed design stage.</p> <p>National Highways notes CCC's comment regarding further details and looks forward to further engagement with CCC on this matter throughout the detailed design stage.</p>		
2.7	Air quality – Main Road, Boreham	<p>Environmental Statement – Chapter 6: Air Quality [APP-073]</p> <p>Environmental Statement – Appendix 6.2: Traffic Data for the Affected</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]..</p> <p>The Environmental Statement identifies that the modelled effect of the proposed scheme is that nitrogen dioxide (NO₂) concentrations have been predicted to increase by 4.0µg/m³, from a modelled</p>	<p>Air quality receptor R225, located between the B1137 Main Road in Boreham and the A12 carriageway, is predicted to exceed the nitrogen dioxide (NO₂) air quality objective in the Do-Something scenario, with a NO₂ concentration of 40.3µg/m³. The NO₂ concentration at this</p>	Under discussion - NH/CCC met on 16/03/2023 to discuss air quality concerns. It was agreed that National Highways will consider CCCs	16/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
		<p>Network [APP-101]</p> <p>Environmental Statement – Appendix 6.3: Dispersion Modelling Process [APP-102]</p> <p>Environmental Statement – Appendix 6.4: Verification of Dispersion Model Results [APP-103]</p>	<p>concentration of 36.3 µg/m³ to 40.3 µg/m³ at receptor R225, located between B1137 Main Road in Boreham and the A12 carriageway. Air quality modelling undertaken by Chelmsford City Council for the Local Plan submission, did not identify an exceedance of the air quality objectives at R225.</p> <p>This is an exceedance of the annual mean air quality objective for nitrogen dioxide (NO₂) and would result in Chelmsford City Council having to declare an Air Quality Management Area (AQMA) and develop an air quality action plan. The dispersion modelling of nearby receptors confirmed that the exceedance in the DS was limited to one residential property. The Environmental Statement provides no commentary of an AQMA being required at</p>	<p>receptor increased by 4.0µg/m³, from a Do-Minimum concentration of 36.3µg/m³, owing to the Scheme. The modelling of nearby receptors confirmed that the exceedance in the Do-Something was limited to one residential property. Reasons for this increase are given in paragraph 6.9.19 of Chapter 6: Air quality, of the Environmental Statement [APP-073].</p> <p>In line with Design Manual for Roads and Bridges guidance, the number of properties predicted to be in exceedance of air quality objectives were below the threshold informing the judgement of significant air quality effects. As a result, there was no justification to provide a Project Air</p>	<p>concerns. National Highways will provide an update to CCC and the Examining Authority in the next version of the SOCG to be submitted at Deadline 6.</p>	

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>R225 nor provide appropriate air quality mitigations.</p> <p>The LAQM policy guidance (PG22) sets out National Highways as a relevant public authority. Should an AQMA be declared, National Highways shall be required to work with Chelmsford City Council to undertake monitoring, dispersion modelling and provide air quality mitigations to reduce emissions and exceedances of the air quality objectives caused by the Strategic Road Network.</p> <p>The effect of the proposal is to turn Boreham village into an 'island', exposed to increased traffic levels from traffic along the A12 and Main Road. The proposal will expose Boreham village to higher levels of particulates than it currently used to.</p>	<p>Quality Action Plan to mitigate the impact on human health receptors.</p> <p>It is worth noting that a conservative assumption has been applied to the final results to account for overly optimistic trends inherent in the Department for Environment, Food and Rural Affairs' modelling tool set (e.g. projected forecasts of zero emission vehicles). On this basis, it is more likely that the properties will be in compliance in 2027.</p> <p>Information on the methodology used for the modelling and assessment can be found in Section 6.5 of Chapter 6: Air quality [APP-073], and the following supporting appendices:</p>		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>Mitigation needs to have a threefold approach, through the reduction in traffic along Main Road by implementation of the measures to address traffic control as proposed above, the introduction of monitoring to establish whether an AQMA will be declared and what measures and form this will have and finally the introduction of physical barriers along the northern boundary of the A12 alongside Boreham village. This could take the form of natural and man made (fencing) measures to mitigate and lower air quality.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<ul style="list-style-type: none"> Appendix 6.2: Traffic Data for the Affected Network [APP-101] Appendix 6.3: Dispersion Modelling Process [APP-102] Appendix 6.4: Verification of Dispersion Model Results [APP-103] 		
2.8	Air Quality monitoring		Chelmsford City Council has requested that National Highways undertakes one year of air quality monitoring	In a meeting held on Thursday 16 March 2023, air quality monitoring in the vicinity	Under discussion	16/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>at a location to be agreed at Main Road.</p> <p>CCC has requested that the monitoring is carried out as soon as possible in order to identify any issues and work out what the baseline levels are.</p>	<p>of Main Road, Boreham was discussed with CC. National Highways will continue to discuss the possibility of air quality monitoring in this area with CCC.</p>	<p>An update will be provided to CCC and the Examining Authority in the SOCG at Deadline 6</p>	
2.9	Traffic - Main Road, Boreham	Transport Assessment [APP-253]	<p>Chelmsford City Council position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of highways matters.</p> <p>A concern has also been highlighted above, regarding the impact of traffic potentially routing along Main Road in Boreham to access the A12 at Junction 19 as a consequence of the removal of Junction 20a at Hatfield Peverel and the impact this will have on the</p>	<p>To further encourage traffic to travel to the A12 via junction 21 rather than via Boreham and junction 19, we are proposing to reduce the speed limit on Main Road between Hatfield Peverel and junction 19. This will make journeys via Boreham even less attractive to drivers compared to the route via junction 21.</p> <p>Chapter 5 of the Transport Assessment [APP-253] provides further details on the</p>	<p>Under discussion. – National Highways has met with Essex County Council (ECC) on 22 March 2023 to discuss this matter. National Highways will consider CCC's and ECC's concerns. National Highways will</p>	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>village of Boreham and traffic flows.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<p>predicted increase in traffic along Main Road in the AM peak hour. This includes assessment of the impact on junctions along Main Road.</p>	<p>provide an update to CCC, ECC and the Examining Authority in the next version of the SOCG to be submitted at Deadline 6.</p>	
2.10	Traffic – Junction 19, Boreham	Transport Assessment - Appendix A: Junction Modelling Results Summary [APP-254]	<p>Chelmsford City Council position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of highways matters.</p> <p>The level of development within North-East Chelmsford, post-2036, will continue to increase and will require a direct free-flowing connection at Junction 19 to the Chelmsford North-East Bypass; it would be a missed opportunity not to futureproof</p>	<p>All junctions proposed under the A12 Chelmsford to A120 Widening Scheme have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), the standard used for design on major highway schemes across England. This includes the proposal for junction 19. The scope of the works is determined by the predicted traffic growth register in the uncertainty log based on</p>	<p>Under discussion. – National Highways has met with Essex County Council on 22 March 2023 to discuss this matter. National Highways will consider CCC's and ECC's concerns. National Highways will</p>	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>Junction 19, by implementing these works early as part of the proposed A12 scheme, thereby avoiding abortive shorter-term measures, particularly given that the land is allocated in the adopted Chelmsford Local Plan for a further 2,500 homes post-2036.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<p>TAG (M4) guidance set out by DfT and supported by the NN NPS. The scheme could not justify the extra capacity nor the compulsory purchase of land to support an oversized junction based on uncommitted developments under TAG guidance.</p> <p>A microsimulation traffic model was used to assess the capacity of the proposed junction 19. The junction 19 proposal introduces mitigation measures to allow the Beaulieu Park Developer junction 19 to cater for the anticipated increased traffic for the design year 2042, without further land or structures needed.</p>	provide an update to CCC, ECC and the Examining Authority in the next version of the SOCG to be submitted at Deadline 6.	
2.11	Paynes Lane Bridge (WCH)		Chelmsford City Council position is set out in their	National Highways has held several meetings	Under discussion –	03/04/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>Local Impact Report dated February 2023 [REP2-106].</p> <p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of highways matters.</p> <p>The proposed bridge to Paynes Lane needs to integrate with CCC Masterplan and surrounding development from Countryside Zest and Beaulieu Park Station. This bridge should have a design in line with CCC design guides and be a Gateway Bridge to Chelmsford.</p> <p>Further comments will be provided in later iterations of the SoCG.</p>	<p>with CCC, Essex County Council (ECC), Countryside Zest and Beaulieu Park Station seeking to agree Paynes Lane Bridge layout and connectivity. As the Scheme enters detailed design, National Highways will engage with CCC and ECC to agree detailed design of the bridge and associated structures. National Highways is currently preparing a document to aid discussions on the bridge detailed design.</p> <p>A meeting was held on 8 March 2023 with CCC to discuss this issue further. Further discussion took place on 3 April 2023 to discuss the design and the setting of Paynes Lane Bridge. National Highways will investigate CCC's requests and</p>	<p>NH/CCC met on 08/03/2023 to discuss design concerns. A further meeting was held on 3rd April 2023. It was agreed that National Highways will consider CCC's concerns. National Highways will provide an update to CCC and the Examining Authority in the next version of the SOCG (Deadline 6) and EXQ2 at Deadline 6</p>	

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				provide an update to CCC and the Examining Authority in the SoCG at Deadline 6.		
2.12	Construction		<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>CCC requests that in the event of the DCO being granted, consideration is given to the early construction of works relating to Junction 19/Payne's Lane footbridge so that they coincide with the opening of Beaulieu Park Station expected in 2024.</p>	<p>National Highways will continue to liaise with Chelmsford City Council, Network Rail and Countryside Zest to establish the proposed opening date for the station and associated works.</p> <p>National Highways will also work with Essex County Council and other interested parties, including Network Rail, with the aim of having the proposed Paynes Lane bridge and the associated bridleway improvements from Main Road, Boreham in place and operational in a similar timescale if practicable, including consideration of the most</p>	Under discussion	22/03/2023

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				appropriate co-ordination of each party's requirements to be carrying out construction works at this location. However, it is important to note that there is no scheme need for the Paynes Lane bridge to be open ahead of completion of the proposed scheme, or before the new railway station opens.		
2.13	Noise and vibration	Environmental Statement - Chapter 12: Noise and vibration [APP-079] Environmental Statement - Appendix 12.1: Introduction to Noise [APP-147], Environmental Statement - Appendix 12.2:	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]. CCC requests that additional low noise surfacing is provided to the northern part of the carriageway between Boreham and Hatfield Peverel as discussed at OFH1 on 28 February 2023.	National Highways acknowledges that traffic along the A12 and Main Road is forecast to increase with the Scheme. The impact from the increase in traffic along the A12 will be mitigated by the provision of enhanced road surfacing on the southbound carriageway. For these receptors alongside the A12 the predicted change in	Under discussion	22/03/2023

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
		Noise Assessment Methodology [APP-148]	<p>Chelmsford City Council does not agree with the proposal to only surface the southern section of the A12 between junction 19 and 21 with a noise reducing surface. The resurfacing of both surfaces would help to reduce noise levels along the roadside and mitigate against negative effects to quality of life.</p> <p>It is premature to discount the environmental effects of introducing a noise and air quality barrier along the A12 roadside frontage. The management of the mitigation to achieve noise reduction, whilst not causing harmful environmental impacts is a sensitive balancing act. However, there is likely to be an appropriate scheme of mitigation that reduces noise impacts whilst complying with environmental legislation. Measures for this</p>	<p>noise is negligible as it is for the majority of Boreham. However, along Main Road there are 28 dwellings where there would be minor increases in noise (between 1dB(A) and 2.9dB(A)) with the absolute noise level above the Significant Observed Adverse Effect Level (SOAEL). It is not possible to mitigate these significant adverse effects using standard noise mitigation measures for the following reasons. - A low noise surface is only considered to be effective by DMRB LA 111 when average speeds are above 75km/h. The predicted speeds along Main Road are between 48 and 62km/h and so low noise surfacing would not be effective. - To be</p>		

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			mitigation should be included within the proposal.	<p>effective, a noise barrier needs to be unbroken. In an urban situation such as Main Road, where access is required to the residential receptors via Main Road, it is not possible to have a barrier that is unbroken. - The proposed scheme is already reducing the speed limit from 40mph to 30mph through Boreham. The introduction of mitigation will have a positive impact upon living conditions and quality of life within Boreham.</p> <p>Reasons and justification for the proposed surfacing of only the southbound carriageway have been provided within the answer to ExQ1 15.0.4 within the Applicant's Response to the Examining Authority's First Round of</p>		

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<p>Written Questions (ExQ1) [REP2-025].</p> <p>Reasons and justification for not providing a noise barrier alongside the A12 at Boreham have been provided within the answer to ExQ1 15.0.5 within the Applicant's Response to the Examining Authority's First Round of Written Questions (ExQ1) [REP2-025].</p>		
2.14	draft DCO (including Requirements)		CCC made some representations in respect of requirements relating to design at OFH2 on 1 March 2023.	National Highways has engaged with CCC on this matter and will continue to discuss this further.	Under discussion	22/03/2023

Acronyms

Abbreviation	Term
CCC	Chelmsford City Council
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
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
AQMA	Air Quality Management Area

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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