

A12 Chelmsford to A120 widening scheme

TR010060

8.19 Statement of Common Ground with Hatfield Peverel Parish Council

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A12 Chelmsford to A120 widening scheme
Development Consent Order 2022

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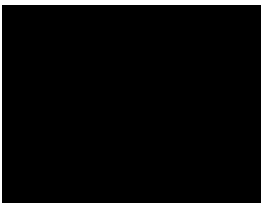
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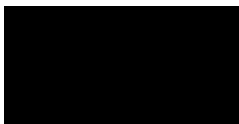
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Hatfield Peverel Parish Council.



Phil Davie
Project Director
on behalf of National Highways
Date: 3 April 2023



Signed...
Sarah Gaeta
Parish Clerk and Responsible Finance
Officer
on behalf of Hatfield Peverel Parish
Council
Date: 31st March 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) made by National Highways Company Limited (National Highways) to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (the Order) under section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2. The Order, if granted, would authorise National Highways to widen the existing A12 to three lanes between junction 19 and 25 in each direction, where it is not already three lanes. This would mainly involve online widening of the carriageway, with offline bypasses created between junctions 22 and 23 (Rivenhall End Bypass) and between junctions 24 and 25 (Kelvedon to Marks Tey). This would be accompanied by junction improvements (junction 19 and 25), construction of new junctions catering for traffic movements both north and southbound (junctions 21, 22 and 24), and removal of existing junctions (junction 20a, 20b and 23).
- 1.1.3. This SoCG does not seek to replicate information which is available elsewhere within the application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.4. The SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties to it, and where agreement has not (yet) been reached and still under discussion, and areas of disagreement. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by (1) National Highways (formally known as Highways England) as the Applicant and (2) Hatfield Peverel Parish 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. Hatfield Peverel Parish Council is a prescribed consultee under Section 43 of the PA 2008.

1.3. Terminology

1.1.1. 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.

1.1.2. It can be taken that any matters not specifically referred to in the Issues chapter of this SoGS are not of material interest or relevance to Hatfield Peverel Parish Council 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 Hatfield Peverel Parish Council.

2 Record of Engagement

2.1.1. A summary of the meetings and correspondence that has taken place between National Highways and **Hatfield Peverel Parish Council** in relation to the Application is outlined in table [2.1]. The Applicant has included correspondence with John Cockell, the Traffic Advisory Group Chair for Hatfield Peverel Parish Council.

Record of Engagement

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
11 August 2016	Meeting	Braintree and Chelmsford Community Forum Introduced the proposed scheme
3 August 2017	Meeting	Braintree and Chelmsford Community Forum To inform forum members about the consultation, as well as providing a project update.
22 January 2018	Email	Email from National Highways cancelling East Community Forum on 22 January 2018 due to transport, with invitation to attend East Community Forum on 30 January 2018. Confirmation of receipt from Hatfield Peverel Parish Council.
30 January 2018	Meeting	East Community Forum The purpose of this forum is to maintain relationships. Topics to be covered included proposed scheme update, forum format going forward and Environmental Impact Assessments
24 July 2019	Meeting	West Community Forum

		Provide an overview of the proposed scheme, including work that has taken place to date and provide an update on the way forward for the proposed scheme.
14 October 2019	Meeting	West Community Forum Provide an overview of the proposed scheme, including work that has taken place to date and provide an update on the way forward for the proposed scheme, with a focus on the upcoming consultation.
19 November 2019	Public Information Event	Gather feedback from the consultation to shape the designs and to identify potential opportunities to meet Key Performance Indicators and wider targets.
5 March 2020	Meeting	Following the PRA, discuss the plan forward.
25 August 2020	Online meeting	West Community Forum To provide a project update, an overview of how the proposed schemes will now be drawn back together and an overview of how when a PRA is announced it will be managed.
28 August 2020	Email	Emails from National Highways announcing preferred route for junction 23 to junction 25.
16 November 2020	Online meeting	To discuss the updates of the proposed scheme and get feedback.
4 March 2021	Email	Email from the Traffic Advisory Group Chair regarding road crossings.
9 March 2021	Email	Email from National Highways confirming the email dated 4 March 2021 had been forwarded to the relevant members of the A12 project team.
31 March 2021	Online meeting	Provide an update on design fix 1 and get feedback.
15 July 2021	Public Information Event	To explain the proposed scheme under the statutory consultation.
30 September 2021	Online meeting	Discuss consultation feedback, provide a project update and discuss the supplementary consultation
23 November 2021	Public Information Event	To explain the proposed scheme under the supplementary consultation

10 March 2022	Online meeting	Provide project update, discuss air quality, construction considerations and designated funds.
14 March 2022	Email	Email from Hatfield Peverel Parish Council regarding connecting the projects air quality technical expert with a resident
5 April 2022	Email	Email from the Traffic Advisory Group Chair regarding consultation within the community and the proposed traffic link to junction 21.
13 April 2022	Email	Email from National Highways sharing heritage information requested in meeting on 10 March 2022
19 April 2022	Email	Email from National Highways responding to email dated 5 April 2022, regarding questions raised.
20 April 2022	Email	Email from National Highways following up email dated 19 April 2022 with further detail. Email from the Traffic Advisory Group Chair confirming receipt.
18 May 2022	Email	Email from National Highways regarding air quality information requested in meeting on 10 March 2022.
1 June 2022	Online meeting	Provided a project update and discussed plans for upcoming event
21 June 2022	Email	Email from National Highways regarding actions taken at meeting on 1 June 2022.
24 June 2022	Email	Email from National Highways regarding timescales for the Outline Construction Traffic Management Plans (OCTMP) and how it was to be shared with the Council
26 June 2022	Email	Email from Traffic Advisory Group Chair regarding email dated 24 June 2022, regarding access to OCTMP.
30 June 2022	Email	Email from National Highways providing Hatfield Peverel Parish Council with access to the collaboration space and sharing the OCTMP.
6 July 2022	Email	Email from National Highways informing Councillors of public information event on 19 July 2019.
13 July 2022	Email	Email from National Highways regarding information event held on 19 July 2022

18 July 2022	Email	Email from National Highways confirming continuation of public information event on 19 July 2022.
19 July 2022	Public Information Event	To provide information regarding the construction programme in Hatfield Peverel
4 October 2022	Meeting	To provide an overview of the updated construction proposals and the Advanced Works
9 February 2023	Online meeting	To provide an overview of the advanced works applications
27 March 2023	Online meeting	Statement of Common Ground meeting – discussed air quality and traffic issues raised.

It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) **Hatfield Peverel Parish Council** in relation to the issues addressed in this SoCG

3 Issues

3.1 Issues agreed

Table 3.1 Issues agreed

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
1.1	Traffic	Traffic Regulation Measure Speed Limits (plans) [APP-010]	<i>It is essential that a 30mph speed limit applies to the entire section of highway from J21 to the new Wellington Bridge (from which point the existing 30mph limit applies) and that further work is undertaken to fully understand the implications of retaining, or removing, the mini roundabout.</i>	As shown in the Traffic Regulation Measures Speed Limits (plans) [APP-010] National Highways is proposing to have a 30mph limit extending from the village to junction 21, as per the Parish's request. However, it should be of note to the Parish in Essex County Council's Written submissions of oral representations made at Hearings [REP3-035], that Essex County Council has raised concerns regarding this proposal.	Agreed.	27/03/2023
1.2	Noise	Environmental Statement, Chapter 12: Noise	<i>HPPC remains concerned about the potential lack of reduction in road noise through the cutting</i>	There is a commitment to use road surface with better noise reducing properties	Agreed.	27/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
		and vibration [APP-079]	<p><i>between Bury Lane Bridge and Wellington Bridge. The reasons for not proceeding with the original proposal for noise barriers is understood but we have not yet seen a commitment to use road surfacing material which will take road noise down to at least minus 6.5db over standard surfacing. Residents of properties as far back as 200 metres from the existing highway have suffered ever increasing traffic noise for at least the past 35 years and it is essential that the maximum reduction in road surface noise be achieved in order to restore some quality of life for these resident</i></p>	<p>than a conventional surface (i.e. that with the RSI of minus 6.5 dB(A)) and it is contained within paragraph 12.10.17 of Chapter 12: Noise and vibration [APP-079]. The section relevant to Hatfield Peverel is labelled AMS2 and is shown on Figure 12.4 Additional Noise Mitigation Sheet 1 of 5 [APP-231]. By reducing the noise at source, properties 200m back from the A12 would benefit from a noticeable reduction in noise that would not be achieved if noise barriers were used.</p>		

4.1 Issues in discussion

Table 4.1 Issues in discussion

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
2.1	Traffic – B1019/B1137	Transport Assessment [APP-253]	<p><i>Traffic flows on the B1019 (Maldon Road) and B1137 (The Street). The project recognises that some 2500 additional residential properties will be built in the Maldon District Council area by 2027 (significantly above the averages both for Essex and England as a whole), let alone the 600+ in build/proposed for the village itself. In addition, but not specifically noted by the project, is the rapid development of industrial units in Maldon, the Tiptree area and the Dengie Peninsular all of which are being served by an increasing number of heavy goods vehicles. Despite regular challenges to the forecast traffic flow data for the Maldon Road/The Street junction, the project still fails to recognise the reality which is that the majority of traffic arising</i></p>	<p>Housing and employment growth is included within the future year traffic models used to support the proposed scheme's development. Some of this traffic is predicted to access the A12 using junction 21. A detailed traffic modelling assessment of the Maldon Road / The Street junction was produced. The development of this model and the assessment results are provided in Chapter G.1 of Transport Assessment – Appendix G: Junction Modelling Technical Notes – Local Road Junctions [APP-260]. This shows that the overall performance of the junction is similar in the AM peak hour with the proposed scheme compared to a situation without the proposed</p>	In discussion.	28/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>from these sources will use this junction to access the A12. Whatever the traffic modelling may say, the fact that the mini-roundabout is to be retained at this junction will impede the traffic flow to/from J21 and will thus increase the traffic congestion - and further adversely impact on air quality - particularly at peak times when vehicles already queue for several hundred yards on Maldon Road in particular.</i></p> <p><i>The Parish Council does, however, recognise and understand that traffic modelling has been carried out in accordance with prescribed procedures and guidelines. It also notes the content of the 200 slide deck presented to ECC as part of a series of traffic workshops from late 2021, and the response to ECC's Local Impact Report 8.3.22 – 8.3.27.</i></p> <p><i>The Parish Council notes that the visit by the Inspectors on 11 January 2023 was only for</i></p>	<p>scheme. In the PM, there is a slight overall improvement in junction operation. There would be an increase in the traffic queue lengths during the AM peak on the Maldon Road approach to the junction.</p> <p>The average queue on this approach in 2042 would be 101m (Table G1-11) compared to 84m (Table G1-9) in the future operation without scheme scenario. This is the result of an increase in traffic using Maldon Road with the proposed scheme in place. The PM peak models show a reduction in the traffic queue lengths and vehicle delay for the B1137 The Street EB (west). In 2042, the average queue length on this approach would be 40m (Table G1-11), which is a significantly shorter queue length than that</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>“some minutes viewing traffic flows although not at a peak traffic time”.</i></p>	<p>modelled in the without scheme scenario where the average queue length would be 111m (Table G1-9) on this junction approach.</p> <p>The tables referred to above have been extracted and can be found in Appendix A.</p>		
2.2	Traffic – mini-roundabout	Environmental Statement, Appendix 3.2 of Chapter 3 Assessment of Alternatives [APP-070]	<p><i>The Parish Council would prefer to see the removal of the mini-roundabout at the junction of Maldon Road/The Street coupled with appropriate widening and re-profiling to ensure that the risk of collision and inappropriate speed (particularly involving HGV’s, a substantial proportion of which are of overseas origin/left hand drive) is minimised.</i></p> <p><i>The Parish Council request the applicant to undertake further detailed analysis of the feasibility of making the</i></p>	<p>The existing Maldon Road mini-roundabout is proposed to remain in the proposed scheme. National Highways has undertaken detailed traffic assessments of the Maldon Road and The Street junction and a holistic study of possible interventions at the junction. From these assessments, it was found that the significant environmental impacts and land take required to increase capacity at the Maldon</p>	In discussion	28/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>B1019/Maldon Road an interrupted route through to J21, with "Give Way" junctions/markings at the northern end of The Street at its junction with Maldon Road and at the truncated southern end of The Street at its junction with Wellington Bridge.</i></p>	<p>Road/The Street junction outweighed the performance benefits and this is not a feasible solution. Further information on the detailed assessment of Maldon Road mini-roundabout can be found in Appendix 3.2 of Chapter 3: Assessment of Alternatives of the Environmental Statement [APP-070].</p> <p>Geometrically, it is not appropriate for the turn between the B1019/Maldon Road onto Wellington Road to act as the priority route, if the mini-roundabout were removed and not replaced by another junction feature as assessed in the above report the horizontal alignment of the road falls well below the relevant standards. Further, whilst this intervention would reduce queuing lengths on the B1019, though not modelled for the reasons</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>stated above, removing the mini-roundabout would cause all traffic from The Street to have to give way to the new priority movement, ie. From the north and from the south, which would severely exacerbate queuing on the Street. Given the proposed scheme's slight improvement forecasted to the performance of the junction, National Highways cannot recommend this suggestion is investigated further.</p> <p>Although the need for large vehicles to give way to one another at pinch-points in urban locations is acceptable within the relevant standards for roads of this nature, Manual for Streets, National Highways is reviewing the Heavy Goods vehicle swept paths and visibility for vehicles driving in opposing</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				directions in the vicinity of the Duke of Wellington pub.		
2.3	Traffic – Church Road	Transport Assessment - Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline [APP-256]	<p><i>The project fails to take into account that, in order to avoid the inevitable delays at the above-mentioned junction, and the additional distance to be travelled to access the A12 southbound, traffic will use the “rat run” of Church Road (and/or New Road/Remembrance Avenue), and will travel via the B1137 through Boreham (or Waltham Road) to join the A12 or ultimately the A120. Whatever the traffic modelling may say, human nature is what it is, and drivers will use what they perceive to be the quickest route. HPPC has, as yet, received no assurance that traffic calming measures (including restrictions on vehicles turning from Maldon Road into The Street) will be introduced covering Church Road/New Road/Remembrance Avenue/The Street as part of the project.</i></p>	<p>A traffic model was developed to support the design of the proposed scheme and understand its impacts. This traffic model predicts which routes drivers would take, taking into account both travel time and distance. The travel times estimated by the model include delays caused at busy junctions. The traffic model predicts that, of traffic on the B1019 Maldon Road heading towards either Chelmsford or the A12 southbound towards London, 88% would turn right at the Duke of Wellington mini-roundabout and join the A12 at the new junction 21. Only 12% would travel via Church Road and through Boreham to junction 19. Even though the route via junction 21 is a longer</p>	In discussion.	28/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>The Parish Council notes that, under the scheme, the forecast time saving on a journey from Maldon Road to Boreham is 1 minute 27 seconds. This will easily be eroded by delays experienced between Maldon Road and J21 and without traffic calming measures in Church Road (noting that no such measures are proposed in Boreham other than possible speed limit reductions on Main Road), this continues to offer a very attractive and viable alternative route (and a definite option for traffic routing to/from Waltham Road).</i></p>	<p>distance than via Boreham, it is predicted to be over one minute quicker.</p> <p>As shown in Transport Assessment - Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline [APP-256], traffic is predicted to reduce on Church Road by approximately 20% (diagrams have been extracted and included in Appendix B for ease of reference). This is because the proposed closure of junction 20a southbound on slip and introduction of the new junction 21 would make more traffic from Maldon Road want to head to the east of Hatfield Peverel (to junction 21) instead of to the west of Hatfield Peverel (to the existing junction 20a southbound on slip).</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>Considering the above, National Highways is not proposing further interventions in the community of Hatfield Peverel.</p> <p>The Parish can find the additional traffic information discussed in the meeting on 27 March 2023 in Appendix C of National Highways' response to Essex Country Council's Local Impact Report [REP3-021].</p>		
2.4	Highway network matters	Environmental Statement, Appendix 3.2 of Chapter 3 Assessment of Alternatives [APP-070]	<i>HPPC is concerned that, despite representations at the highest level, the issue of a link road between J21 and a point to the south of Hatfield Peverel on the B1019, remains outside the scope of the project (even though, at Inworth, a solution appears to have been achieved within the project to relieve similar traffic pressures). Given that the Maldon Road/The Street junction has "the worst level of performance that a</i>	National Highways has undertaken detailed traffic assessments of the Maldon Road and The Street junction and a holistic study of possible interventions at the junction, as well as a detailed comprehensive assessment of various bypass options. From these assessments, it was found that the significant environmental impacts and land take required to	In discussion.	27/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>junction can have", and that motorists are going to be "actively encouraged to access the A12 via this junction", the already unbearable conditions for residents in Maldon Road are going to deteriorate further once the A12 project is complete. There is undeniable evidence that a link road is vital for all concerned - motorists, commercial vehicles, residents, pedestrians; even emergency vehicles. The ever increasing toll of accidents in Maldon Road, particularly on the section from Bovingdons Farm to Letches Corner only adds to the urgency of finding a solution . Despite this, the only concession within the project is the construction of a spur from the southern roundabout at J21 and there is no commitment for National Highways and Essex County Council to work together to make the link road a reality. It is almost unbelievable that a solution first mooted in 1991 has made no progress in 31 years -</i></p>	<p>increase capacity at the Maldon Road/The Street junction outweighed the performance benefits and this is not a feasible solution. Further information on the detailed assessment of Maldon Road and Hatfield Peverel Bypass can be found in Appendix 3.2: Assessment of Alternatives of Chapter 3 of the Environmental Statement [APP-070].</p> <p>The Parish can find several letter exchanges that National Highways has had with Essex County Council on this matter in Appendix A, Procedural Deadline A Submission - 9.3 Applicant's Response to Relevant Representations [PDA-004].</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<i>if the proposal was described then as "the only real solution", surely it has become imperative with the passage of time and the hitherto unforeseen growth in traffic volumes?</i>			
2.5	Construction	Outline Construction Traffic Management Plan (OCTMP), section 5.9 [REP2-003]	<i>HPPC has yet to be satisfied on the proposals for diverted traffic during the (potentially) six month replacement of Station Road Bridge. It is understood that negotiations are proceeding for affected residents to have access via the Hatfield Grove housing development - however, this is not yet confirmed. Any such arrangement will exclude heavy goods vehicles, delivery vehicles, non-residents' vehicles, taxis, agricultural vehicles and other commercial vehicles. All these will have to use the diversion route via Terling Road/Witham Road/Terling Road/Spa Road (thence into Witham with a choice of routes back to Hatfield Peverel or to Chelmsford/Colchester). This</i>	The temporary diversion through Hatfield Grove and Bury Farm will be undertaken within the Development Consent Order. Please refer to sheet 5 of the Land Plans Rev 2 [AS-009] , which shows the temporary land take of the Station Road/Bury Lane diversion route. The details of the diversion route can be found in paragraphs 5.9.26 to 5.9.33 of the Outline Construction Traffic Management Plan (OCTMP) [Applicant's Reference TR010060/APP/7.7 Outline Construction Traffic Management Plan rev 3]. The road users who will be	In discussion.	27/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>route is narrow in the extreme in places and totally unsuitable for even short term use by many of the above - if the closure covers the period of harvest, it presents a nightmare scenario for local farmers who would be using the route extensively. There is, as yet, no assurance that the alternative - even more unsuitable - route via Dancing Dicks Lane will be barred, by whatever means. It is essential that some form of temporary widening/creation of passing places plus an effective 30mph speed limit (patrolled by cameras and effective penalties).</i></p> <p><i>The Parish Council acknowledges, and supports, all the comments and concerns expressed by Terling Parish Council in terms of the use of Terling Hall Road, Terling Road, Witham Road and other Protected Lanes. The Parish Council recognises the lack of options available to the</i></p>	<p>permitted to use this temporary diversion are:</p> <ul style="list-style-type: none"> - Residents of properties on Station Road, Terling Road and Hatfield Road north of the A12 but south of the turn with Witham Road - Residents of properties in the existing Pines Estate and other roads off Station Road to the north of the A12 - Residents of properties in the new Hatfield Grove Estate - Carers supporting residents in properties identified above - Emergency services - Royal Mail - Refuse collection providers <p>For the diversion route for all other road users, National Highways has</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>Applicant but considers that there is further work to be done to ensure that the proposed route is totally safe for ALL road users.</i></p>	<p>considered other diversion routes. The route selected is viable as this avoids obstructions such as low height bridges. National Highways appreciates the Interested Party's concerns on the use of this route, and have proposed a suite of options, which are detailed in section 5.9 of the Outline Construction Traffic Management Plan (OCTMP) [Applicant's Reference TR010060/APP/7.7 Outline Construction Traffic Management Plan rev 3]. to reduce the number of journeys on this diversion route. National Highways notes that part of the proposed diversion route is a Protected Lane. It is not considered that the diversion route will have a negative impact on the setting of the Protected Lane. Due to the Protected</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>Lane status, National Highways would not look to widen it. National Highways would minimise impacts of the diversion routes by the use of suitable diversion signage, this would make it clear for road users to follow the proposed diversion route. Pre and post condition surveys would be undertaken on the diversion route. A risk assessment would be carried out on the proposed diversion route. If the risk assessment deemed a reduction in speed limits beneficial, a temporary reduction in speed limits would be considered via a Temporary Traffic Road Order (TTRO).</p> <p>The OCTMP proposes multiple forums with stakeholder groups including a Hatfield Peverel Access Forum. The Parish</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				can find more information about this in Table 3.1 of the OCTMP [REP2-003].		
2.6	Air Quality – traffic flow	Environmental Statement, Chapter 6: Air Quality [APP-073]	<i>Whatever the traffic modelling may say, the fact that the mini-roundabout is to be retained at this junction will impede the traffic flow to/from J21 and will thus increase the traffic congestion - and further adversely impact on air quality - particularly at peak times when vehicles already queue for several hundred yards on Maldon Road in particular.</i>	The UK Air Quality Standards (Air Quality Standards Regulations 2010) are a range of pollutant concentrations recorded over a given time period, which are considered to be acceptable in terms of what is scientifically known about the effects of each pollutant on health and on the environment. The UK Air Quality Standards for annual mean nitrogen dioxide (NO2) and particulate matter (PM10) are set at 40µg/m3. The traffic model which provides the input to the environmental assessment has several forecast assumptions associated with planned developments in the peak construction year 2025 and the opening	In discussion.	27/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>year 2027. A list of the housing developments which are included in the traffic model is provided in Appendix A of the Combined Modelling and Appraisal Report - Appendix C: Transport Forecasting Package [APP-256]. As the air quality assessment is based on the traffic model, the air quality assessment therefore includes consideration of these future committed developments and planned growth. Modelling predictions for the proposed scheme have indicated areas where pollutant concentrations are predicted to increase owing to the construction and operation of the proposed scheme. However, areas are also predicted to experience decreases in concentrations and subsequent improvements in air quality. Assessment of</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>air quality for Maldon Road sensitive receptors focused on the junction with the B1137 (The Street), Hatfield Peverel. This is because traffic results for Maldon Road did not show sufficient levels of change to warrant detailed assessment of its entirety in accordance with the Design Manual for Roads and Bridges (DMRB) LA 105 screening criteria. Sensitive receptors at the Maldon Road/The Street junction are predicted to experience an increase in pollutant concentrations owing to the changes in traffic flow and speed. The maximum predicted annual mean pollutant concentrations at receptors located on Maldon Road were 24.6µg/m³ (Receptor R43) and 16.7µg/m³ (Receptor R43) for NO₂ and PM₁₀ respectively, which were below the Air Quality Standard. The</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				<p>predicted changes in concentrations were 1.7µg/m³ and 0.3µg/m³ respectively for NO₂ and PM₁₀ and equate to small and imperceptible increases. Please refer to the results presented in Appendix 6.5 Air Quality Modelling Results [APP-104] and Figures 6.9 and 6.10 of the Environmental Statement [APP-213 and APP-214 respectively]. The air quality assessment outlined in Chapter 6: Air Quality of the Environmental Statement [APP-073] considered all changes in emissions with respect to the predicted total concentrations. The assessment concluded there would be no significant effects to human health during the construction and operation of the proposed scheme, in accordance with the DMRB LA 105 significance criteria.</p>		

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
2.7	Air Quality – health	Environmental Statement, Chapter 6: Air Quality [APP-073]	<i>The Parish Council position is that based on modelling produced by National Highways for PM 2.5, many of the sensitive receptor points will be above 10 micrograms during construction and operational and reflect a degree of deterioration in Air Quality as a result of the scheme. Based on evidence from the Committee of Medical Effects of Air Pollutants and the Royal College of Physicians it is reasonable to conclude that exposure to such levels of pollution represents a significant health risk to residents. There does not appear to be any tangible evidence that the annual mean target of 10 micrograms for PM 2.5 can realistically be achieved by 2040. It is accepted that the modelling by national Highways is based on DMRB LA 105 but with respect it is suggested that this is out of date in light of the Environment Act 2021 and is not consistent with the objectives of</i>	As per National Highway’s Response to Open Floor Hearing 1 [REP1-009], the air quality assessment for the worst-case receptors were assessed against the current applicable standard for PM2.5 of 20µg/m3. Judgement of significance was not required as no exceedance of the current standard was reported (see Chapter 6: Air Quality of the Environmental Statement [APP-073]). Until otherwise directed, the assessment undertaken is deemed to be appropriate and in line with current guidance. Appendix 13.1: Human Health Literature Review and Evidence, of the Environmental Statement [APP-153] presents the evidence for health effects associated with air pollution. Section 4.2 of the document	In discussion.	27/03/2023

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
			<p><i>DEFRA's Clean Air Strategy 2019.</i></p> <p><i>Whilst noting the pollution levels for R43 we respectfully point out that pollution levels at R40,41,34, P35 and P8 are all above R43 and the magnitude of change is different being graded as medium compared to R43 which is small, It should be noted that P8 (Sorrells Field) is a new development to which young families have moved to.</i></p>	<p>presents evidence for particulate matter and health. Section 4.5 sets out how this evidence is interpreted for the purposes of considering significance. Paragraph 4.5.3 notes that 'Any increase in exposure to air pollution is negative for population health, while any decrease in exposure to air pollution is positive for population health'. However, the determination of significance takes account of the considerations listed in paragraph 13.12.39 of Chapter 13: Population and Human Health, of the Environmental Statement [APP-080]. The argument on the effects of particulate exposure and health is not in question. Expert evidence points to there being no 'safe' level of air pollution below which no health effects can be observed in a population.</p>		

A12 Chelmsford to A120 widening scheme

Statement of Common Ground with Hatfield Peverel Parish Council

Ref	Issue	Doc Reference	Hatfield Peverel Parish Council	National Highways Position	Status	Date
				On 27 March 2023 National Highways' Air Quality expert met with the Parish to discuss the above.		

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Acronyms

Abbreviation	Term
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
ExA	Examining Authority
HGV	Heavy Goods Vehicle
PA 2008	Planning Act 2008
SoCG	Statement of Common Ground
TTRO	Temporary Traffic Road Order

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Glossary

Term	Definition

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Appendix A

Table G 1-9: Vissim Outputs 2042 Future Operation without Scheme

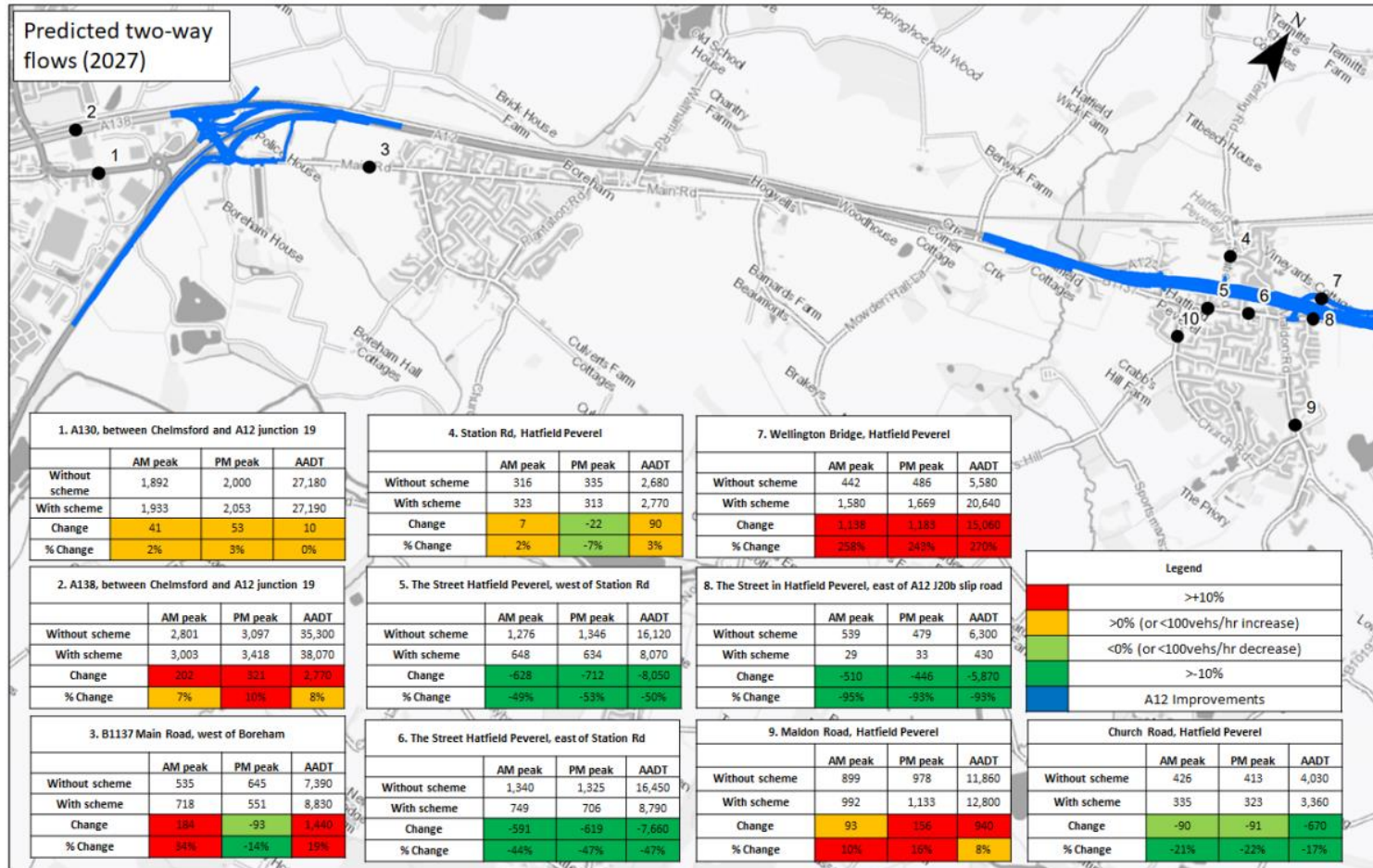
Time Period	Entry arm	LOS	Vehicle s	Vehicle Delay (s)	Average Queue (m)	Average Maximum Queue (m)
AM	Maldon Road NB	E	749	49	84	184
	B1137 The Street EB (West)	D	794	27	34	140
	The Street WB (East)	C	631	15	15	79
	Total	D	2173	31	-	-
PM	Maldon Road NB	D	634	30	30	106
	B1137 The Street EB (West)	E	885	46	111	254
	The Street WB (East)	C	600	24	30	96
	Total	D	2118	35	-	-

Table G 1-11: Vissim Outputs 2042 Future Operation with Scheme

Time Period	Entry arm	LOS	Vehicle s	Vehicle Delay (s)	Average Queue (m)	Average Maximum Queue (m)
AM	Maldon Road NB	E	832	49	101	215
	B1137 The Street EB (West)	E	512	43	45	112
	The Street WB (East)	A	803	10	9	69
	Total	D	2147	33	-	-
PM	Maldon Road NB	D	736	29	34	124
	B1137 The Street EB (West)	E	565	37	40	115
	The Street WB (East)	B	981	14	21	113
	Total	C	2282	25	-	-

Appendix B

C.1 2027 traffic flows for locations provided during consultation (1)



A12 Chelmsford to A120 widening scheme

Statement of Common Ground with Hatfield Peverel Parish Council

C.7 2042 traffic flows for locations provided during consultation (1)

