



Billy Parr  
Head of Network Development  
Essex County Council  
County Hall  
Chelmsford  
Essex  
CM1 1YS

Phil Davie  
Project Director  
National Highways  
Woodlands  
Manton Lane  
Bedford MK41 7LW

24 April 2023

Dear Billy

**LETTER OF INTENT – A12 Chelmsford to A120 proposed scheme: Main Road, junction 21 and, walking cycling and horse-riding (WCH) overbridges**

I am writing further to your letter of 7 February 2023, and the workshops held on 21 February 2023, 13 March 2023 and 22 March 2023. The purpose of this letter is to set out the intention of the A12 project team for Essex County Council on Main Road, junction 21 and the proposed WCH bridges. It explains what the A12 project would look to provide for, in respect of the items set out below, if National Highways secures development consent and proceeds with the A12 scheme.

**Main Road, Boreham**

As confirmed on 13 March, the A12 proposed scheme will work with Essex County Council to deliver a walking/cycling at grade crossing opposite the Co-op on Main Road. The exact requirements will be discussed with Essex County Council in technical working groups (the first of which took place on 22 March 2023), and we will seek to agree the form of the crossing with the council within the Statement of Common Ground. In addition, the A12 proposed scheme will work with you to deliver softer measures as outlined in Essex County Council's technical note (dated 6 February 2023) and will seek to agree these measures with you in the Statement of Common Ground (SOCG). The A12 project team does not yet fully understand the specific proposals for narrowing and this will be discussed with you further at the workshops, but I am grateful for the general arrangement drawings provided which show an example section of narrowing at the western end of the village.

For absolute clarity, as confirmed in the email sent to you on 24 February 2023, the A12 project maintains its position as outlined in our letter of 1 December 2022 that we are confident the DCO proposals are appropriate, and the proposed scheme is not required to provide additional interventions to Main Road to secure development consent. As such, these measures would be considered enhancements. This letter should be considered National Highways' commitment to working with you to deliver these features which can also be recorded in the SOCG as a commitment to Essex County Council by National Highways. We can then settle the nature and form of any agreement that may be needed. Because the works are considered enhancements, National Highways would not contribute to ongoing maintenance or operational liabilities once the enhancements have been provided.

## **Junction 21**

We are aware of the historic campaign for the Maldon Link Road and the location and provision of our junction 21 makes such a link eminently more deliverable than if the A12 proposed scheme did not go ahead.

That said, as confirmed on both 21 February 2023 and 13 March 2023, the A12 proposed scheme can provide a two-lane exit from both the junction 21 northern roundabout to the A12 northbound slip road and, from the junction 21 southern roundabout to the A12 southbound slip road. These features are expected to minimise later works needed to the A12 slip roads at junction 21, should a Maldon Link Road come forward.

For clarity, as confirmed in the email sent to you on 24 February 2023, the additional measures outlined above are not required to secure development consent. This letter should be considered National Highways' commitment to delivering these features in its detailed design proposals and construction.

## **Walking cycling and horse-riding**

We have had several workshops where we have discussed the arrangements for the WCH overbridges. At Deadline 4, and as discussed on 28 March 2023, we submitted updated Streets, Rights of Way and Access plans (SRoWA plans) to include limits of deviation (LoD). The purpose of including the LoD on the SRoWA plans is to make it clear that the flexibility that exists for the Works Plans, i.e., constructing the works within the LoD (in accordance with the Order), also exists for the ultimate location of the WCH routes proposed by the A12 scheme. This reaffirms that at the locations where we are seeking to implement Essex County Council's request for 5-metre external radii we can do so, and it accords with the preliminary design.

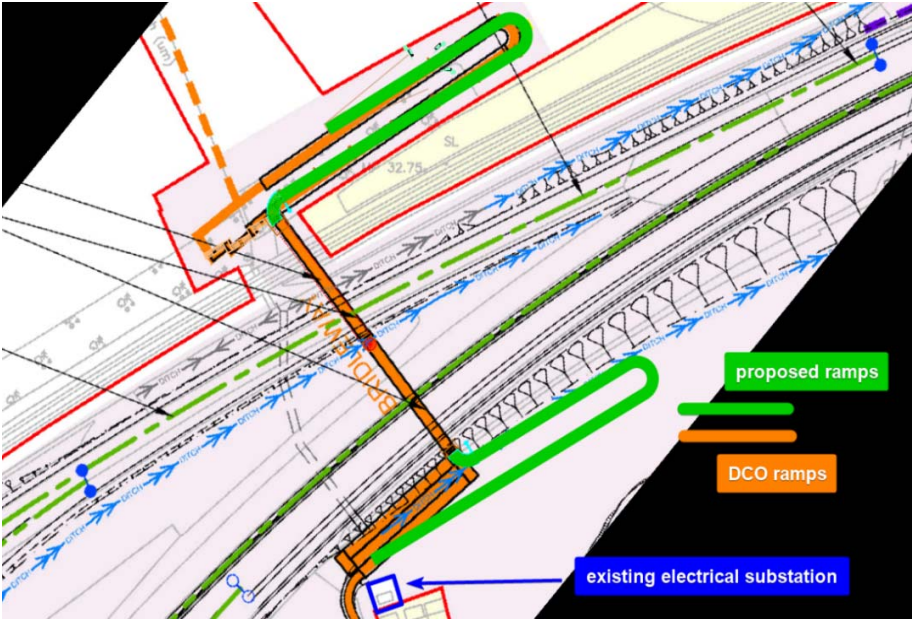
Where the new intended design does not accord with the preliminary design drawings submitted when the application was made (predominantly where we are removing switchbacks), we are proposing an avenue for us to build the bridges that Essex County Council is seeking. This avenue comes through approval from the Secretary of State,

after consultation with the relevant local planning and highway authorities, provided such a change does not give rise to any new or materially different environmental effects in comparison with those reported in the Environmental Statement. This is in accordance with requirement 10 of the draft DCO. Additional drafting allowing increased flexibility for the orientation of bridge approaches is to be found in Article 10(4) of the version of the draft Development Consent order submitted at Deadline 4 (REP4-008) (as well as the changes proposed to Article 20(2) (a)). This process under requirement 10 will be initiated after the DCO is made and will include a submission to the Secretary of State to make the changes to the preliminary design. As part of that application support from Essex County Council will help to ensure the revised designs can be built.

Below provides our committed intent for each of the WCH bridges.

Paynes Lane

As shown in the design provided below, the A12 project team will, in detailed design, implement 4m internal radii on both the northern and southern ramps. We have also reduced the number of switchbacks on the southern ramp from two down to one.



It is important to note that proposed design on the southside does not accord with the preliminary design drawings submitted when the application was made. However, the project has assessed the environmental effects of the changes to the layout, in particular to the approach on the Main Road side of the A12, to ensure it does not give rise to any new or materially different environmental effects. That assessment has concluded that it does not give rise to new environmental effects and as such will be included in our detailed design submission to be consulted on with you and provided to the Secretary of State following the Development Consent Order being made. Subject

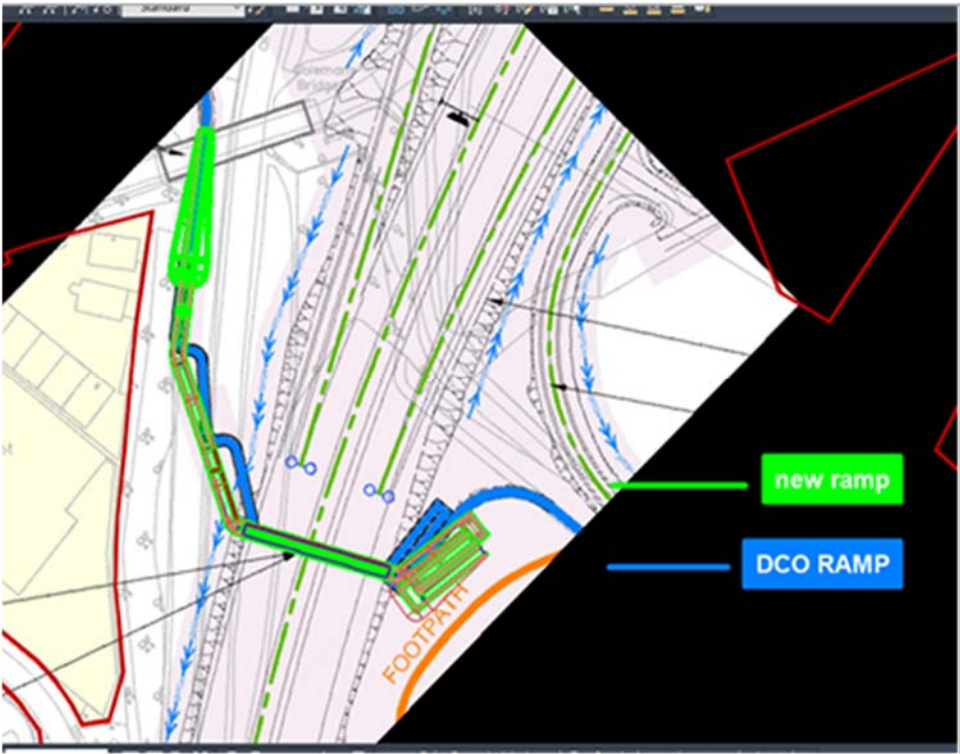
to Secretary of State approval, the proposed scheme would construct the bridges as per the revised configuration above.

Gershwin Boulevard

You will be aware there have been several objections raised in relation to this bridge and more recently in the council’s deadline 4 submission you commented that you did not in principle have an objection to the bridge moving. We are not proposing to move the bridge, but due to the ongoing discussions and the uncertainty they are creating, this letter does not provide any intent on the design at this stage.

Little Braxted

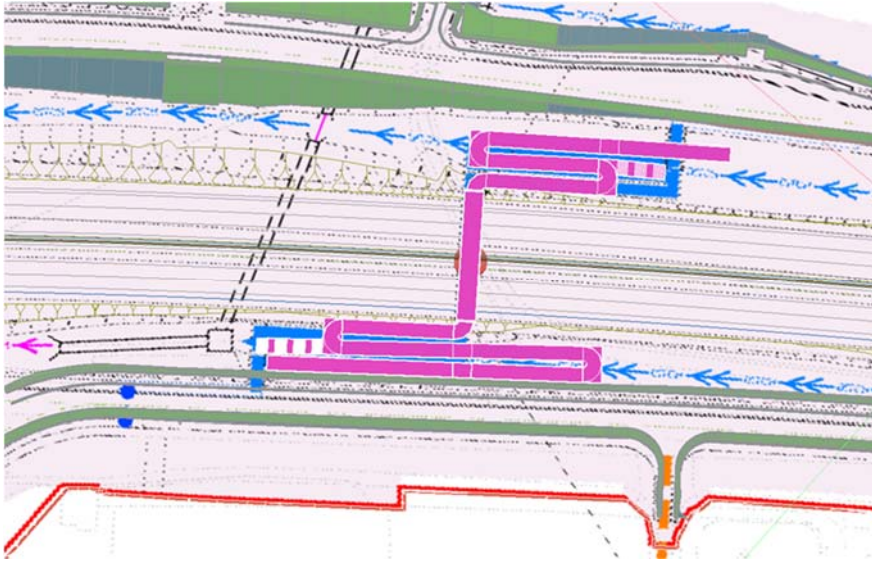
As you will be aware from our DCO submission, the A12 project team has straightened the northern ramp. As noted from the draft design below, we have further straightened the northern ramp and provided intermediate platforms. On the southern ramp we have developed a design that would provide 5 metre external radii. This can be seen in the drawing below. This design accords with the preliminary design.



Snivellers Lane

At this location we will look to provide for 5m external radii on both the northern approach and the southern approach as can be seen in the drawing below.

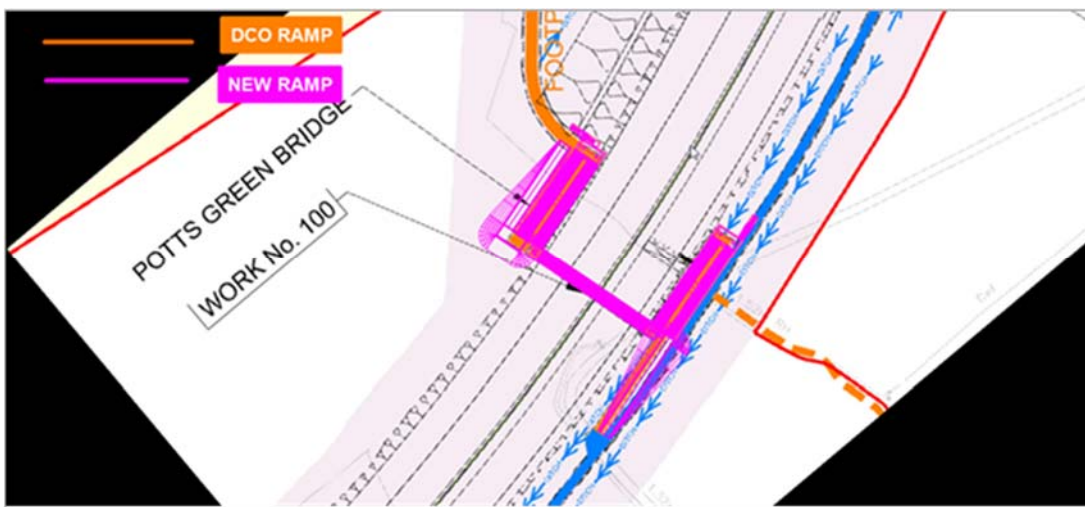




This does not accord with the preliminary design drawings submitted when the application was made. However, the project has assessed the environmental effects of the changes to the layout to ensure it does not give rise to any new or materially different environmental effects. That assessment has concluded that it does not give rise to new environmental effects and as such will be included in our detailed design submission to be consulted on with you and provided to the Secretary of State following the Development Consent Order being made. Subject to Secretary of State approval, the proposed scheme will construct the bridges as per the design above.

### Potts Green

At this location we propose 5m external radii on both the northside and the southside as can be seen in the design below. This design accords with the preliminary design.



## Marks Tey

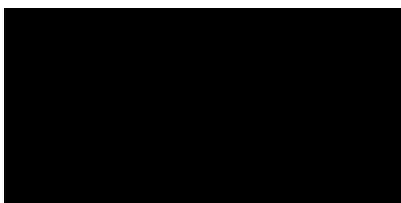
As shown in the design below, the A12 project proposes a flow bridge alignment for Marks Tey. This design provides a 4-metre internal radius on each of the curves and on the single switchback.



This does not accord with the preliminary design drawings submitted when the application was made. However, the project has assessed the environmental effects of the changes to the layout to ensure it does not give rise to any new or materially different environmental effects. That assessment has concluded that it does not give rise to new environmental effects and as such will be included in our detailed design submission to be consulted on with you and provided to the Secretary of State following the Development Consent Order being made. Subject to Secretary of State approval, the proposed scheme will construct the bridges as per the design above.

I hope that the above provides the clarity that Essex County Council has been seeking on the intention of the project regarding these matters and we look forward to continued engagement on the above, amongst other matters.

Yours sincerely



Philip Davie  
Project Director, A12 Chelmsford to A120