

A12 Chelmsford to A120 widening scheme

TR010060

8.10 Statement of Common Ground with Chelmsford City Council

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A12 Chelmsford to A120 widening scheme
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Statement of Common Ground with Chelmsford City Council

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P01.1	February 2023	Draft
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P01.3	May 2023	Draft Deadline 6
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DRAFT

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)

DRAFT

For the submission of the Statement of Common Ground for Deadline 6 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	Four topics moved from under discussion to Agreed.
Issues under discussion	All topics under discussion updated (2.1 to 2.14), with four topics added (2.8, 2.12, 2.13 and 2.14).
Issues in disagreement	One topic moved from under discussion to in disagreement.
Items merged	Items 2.7 and 2.8 merged into one topic.

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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, “In disagreement” 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.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
8 Nov 2016	Meeting	Non-Motorised Users Workshop - Early engagement with technical stakeholders to get understanding of key issues.
10 Nov 2016	Meeting	Road Users workshop - Early engagement with technical stakeholders to get understanding of key issues.
25 Nov 2016	Meeting	Members Forum - Update on progress and the forthcoming consultation, preview of materials for consultation. Update on emerging options / preview options identified for engagement.
1 Dec 2016	Meeting	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	<p>5th round of forums - The purpose of this forum is to maintain relationships. Topics to cover include:</p> <p>Scheme update</p> <p>Forum format going forward</p> <p>Environmental Impact Assessments</p>

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
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 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)

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
24 August 2020	Meeting	West Community Forum - To provide a scheme update: <ul style="list-style-type: none"> • Project update • Overview of how the schemes will now be drawn back together Overview of how, when a PRA is announced, it will be managed (publicity etc)
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.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
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.
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.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
19 April 2023	Meeting	Statement of Common Ground meeting
21 April 2023	Meeting	Statement of Common Ground meeting – to discuss Air Quality monitoring.
24 May 2023	Online meeting	Discussion on Payne’s Lane bridge.
25 May 2023	Online meeting	SOCG meeting regarding under discussion matters.
5 June 2023	Online meeting	SOCG meeting regarding under discussion matters.

- 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.

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 agreed issues between Chelmsford City Council and National Highways

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
2.9	Traffic	Main Road, Boreham	Agreed in principle. CCC would like it noted that they welcome the proposed traffic mitigation measures in Boreham. CCC note that National Highways are not proposing	25/05/2023

			the associated road narrowing as proposed by Essex County Council (ECC). CCC defer to ECC on the matter.	
2.7	Air Quality	Main Road, Boreham	Agreed.	25/05/2023
2.6	Landscape and visual	Canopy Cover Assessment	Agreed in principle. Defer to ECC. See also CCC's comments in respect of Cultural Heritage.	25/05/2023
2.5	Biodiversity	Badgers	Agreed in principle. Defer to ECC.	25/05/2023
2.4	Biodiversity	Water voles	Agreed in principle. Defer to ECC.	25/05/2023

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].

Table 3.2 Summary of issues under discussion between Chelmsford City Council and National Highways

Ref No.	Topic	Issue	Status	Date
2.1	Cultural Heritage	Assessment methodology	Under discussion	25/05/2023
2.2	Cultural Heritage	Main Road	Under discussion	25/05/2023
2.3	Cultural Heritage	Boreham House	Under discussion	25/05/2023
2.10	Traffic	Junction 19, Boreham	Under discussion	22/05/2023

Ref No.	Topic	Issue	Status	Date
2.11	Paynes Lane Bridge (WCH)	Construction of Paynes Lane Bridge	Under discussion	22/05/2023
2.12	Construction	Construction timing at Junction 19	Under discussion	22/05/2023
2.14	draft DCO (including Requirements)	To consider the wording of the draft DCO including requirements	Under discussion	22/05/2023
2.15	Paynes Lane Bridge	Paynes Lane Bridge – detailed design	Under discussion	22/05/2023

3.3 Summary of issues in disagreement

3.3.1 The below table [3.3] provides a summary of the issues currently in disagreement between Chelmsford City Council and National Highways. The full table of issues under discussion can be seen in Table 4.3.

3.3.2 Table 4.3 details the issues which are in disagreement to date between Chelmsford City Council and National Highways.

Table 3.3 Summary of issues in disagreement between Chelmsford City Council and National Highways

Ref No.	Topic	Issue	Status	Date
3.1	Noise and vibration	Low noise surfacing	In disagreement	25/05/2023

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 between National Highways and Chelmsford City Council.

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 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
1.2	Statement of Community Consultation Engagement	Consultation Report - Annex E: Response from local authorities on the draft Statement of Community	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	Agreed.	20/01/2023

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
		Consultation [APP-051]		the project and will continue to engage with Chelmsford.		
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 local authorities on these issues.</p>	Agreed.	20/01/2023
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</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</p>	Agreed. Defer to ECC.	25/05/2023

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
			<p>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 village of Boreham and traffic flows.</p> <p>CCC welcome the proposed traffic mitigation measures in Boreham. CCC note that National Highways are not proposing the associated road narrowing as proposed by Essex County Council (ECC), CCC and other interested stakeholders.</p> <p>CCC raise no objections in principle to requirement 15 but would prefer if the associated road narrowing was implemented as requested.</p> <p>However, CCC defer to the ExA and ECC on the final wording of the requirement and the provision of road narrowing measures.</p>	<p>compared to the route via junction 21.</p> <p>Chapter 5 of the Transport Assessment [APP-253] provides further details on the 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>National Highways has been in discussions with Essex County Council regarding the drafting of requirements. National Highways has proposed the following regarding Main Road, Boreham:</p> <p>Boreham operation phase traffic mitigation measures —(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for the B1137 in Boreham has been submitted to and approved by the Secretary of State, following</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
				<p>consultation with the relevant highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) The operation phase traffic mitigation scheme for Boreham must include provision for the following operational phase traffic mitigation – (a) A new controlled pedestrian crossing on the B1137 in the vicinity of Boreham Co-op (grid reference 575330, 210021); (b) road safety posters in the vicinity of Orchard Cottages (grid reference 576394, 210658), Boreham Recreation Ground (grid reference 575848, 210309) and outside of the Little Hedgehogs Day nursery (grid reference 575444,</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
				<p>210081); (c) installation of average speed cameras on the B1137 (excluding ongoing operation, maintenance/calibration and enforcement) within Boreham as defined by the extent of 30mph speed limit shown between reference A.010 and A.011 on the traffic regulation measures speed limit plans; and (d) installation of average speed cameras (but not including provision for their ongoing operation, maintenance /calibration and enforcement) on the B1137 between Boreham and Hatfield Peverel defined by the extent of 40mph speed limit shown between reference A.011 and A.012 on the traffic regulation measures speed limit plans. (3) The scheme of operation phase traffic mitigation for the B1137 in Boreham must be provided in accordance with the approved details.</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
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 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>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 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</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 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</p>	Agreed.	25/05/2023

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
			<p>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 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</p>	<p>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 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</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
			<p>particulates than it currently used to.</p> <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 main made (fencing) measures to mitigate and lower air quality.</p> <p>Chelmsford City Council has requested that National Highways undertakes one year of air quality monitoring 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</p>	<p>following supporting appendices:</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] <p>Under Local Air Quality Management Guidance (LAQM) local authorities are obligated to investigate an exceedance of an Air Quality Objective (modelled or measured). However, National Highways acknowledges that the exceedance at receptor R225 has been identified via the Air Quality (AQ) assessment undertaken of the Scheme. National Highways are firmly of the view that the assessment is conservative, and, as such,</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
			<p>identify any issues and work out what the baseline levels are.</p> <p>CCC have had positive discussions with National Highways regarding No2 monitoring, and the Council have reached an agreement with National Highways on the proposed monitoring arrangements at Boreham.</p> <p>Details of the monitoring arrangements are set out by National Highways in their position statement.</p>	<p>to support that view, and in light of the meeting held on 16 March 2023, the project is happy to install three NO₂ diffusion tubes at Garlands, Main Road, Boreham in accordance with LAQM monitoring criteria.</p> <p>National Highways will confirm a plan for when this monitoring will begin shortly, but this will be subject to getting agreement from the property owner. National Highways will let CCC know when contact has been made with them, and progress on securing permission.</p> <p>National Highways will collect data on a monthly basis. The final results will be based on an annual mean and subject to bias correction using Defra's National Bias Correction database and will be</p>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways Position	Status	Date
				<p>shared with Chelmsford City Council on completion. The monitoring will be in place for a maximum of 12 months to account for seasonal variability. Whilst not expected, in the event that the results show an annual mean exceedance of the AQO collaboration will take place between the Chelmsford City Council and National Highways in accordance with LAQM practices.</p> <p>In regard to physical barriers, a response was provided in Applicant's Comments on Chelmsford City Council's Local Impact Report [REP3-017], which stated:</p> <p><i>Whilst an exceedance of the Air Quality Objective was predicted at human health receptor R225, the Environmental Statement Chapter 6 Air Quality [APP-073] did not determine any significant effects as a</i></p>		

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				<i>result of the proposed scheme. As a result, a PAQAP was not required and an AQMA would not need to be declared, nor is any mitigation required, such as the introduction of physical barriers referred to by the Chelmsford City Council.</i>		
2.6	Landscape and visual –Canopy Cover Assessment	Environmental Statement - Appendix 8.4: Arboriculture Impact Assessment [APP-122] Retained and Removed Vegetation Plans - Part 1 [APP-035] Retained and Removed Vegetation Plans - Part 2 [AS-017]	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]. 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. 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	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 scheme, but the Scheme is aiming to retain subject to the detailed design).	Agreed. Defer to ECC. See also Cultural Heritage.	25/05/2023

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			<p>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 and to increase canopy cover. The assessment would also measure new tree planting and the expected canopy coverage as trees establish.</p> <p>CCC have been in discussion with National Highways on this issue. CCC agree to this item on the provision that it has been agreed within the Essex County Council SOCG. CCC defer to ECC on this matter.</p> <p>See also CCC's comments in relation to Cultural Heritage (Boreham House) at 2.3 of this draft SoCG.</p>	<p>New woodland, tree, shrub, and hedge planting are proposed as part of the mitigation strategy for the Scheme, and planting locations 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>		
2.5	Biodiversity - badgers	Environmental Statement - Chapter 9: Biodiversity [APP-076]	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].	Construction works at junction 19 will not result in any increased fragmentation of badger setts as these are limited to	Agreed. Defer to ECC.	25/05/2023

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		<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 (REAC) - (Clean) - Rev 2 [REP4-023]</p> <p>European Protected Species Mitigation license Appendix 9.17 [APP-141]</p>	<p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of biodiversity matters. Due to its sensitivity the PEIR Report does not share recorded badger information, 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>improvements of widening or existing infrastructure, therefore there will not be any expected mortality of badgers during operation. During 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. 		

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			CCC have been in discussion with National Highways on this issue. CCC agree to this item, on the provision that it has been agreed within the Essex County Council SOCG. CCC defer to ECC and other relevant stakeholders on this matter.	<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. This has been secured via the European Protected Species Mitigation licence Appendix 9.17 [APP-141]. 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</p>		

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				<p>be continually reviewed by 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 B111 and B123 in the REAC [APP-185] within the first iteration Environmental Management Plan [APP-184]). Any new information gathered during these surveys would feed into the</p>		

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				<p>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 (LONI) was issued by Natural England on 17 January 2023. The LONI is appended to the SOCG with Natural England submitted at Deadline 4 [REP4-035].</p>		
2.4	Biodiversity – water voles	Environmental Statement - Chapter 9: Biodiversity [APP-076]	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].	This is correct, it is not anticipated that there will be any impacts on water voles in the ditches located to the south of junction 19	Agreed. Defer to ECC.	25/05/2023

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		Environmental Statement - Figure 2.1: Environmental Masterplan [APP-086-088]	<p>CCC will be guided by Essex County Council (ECC) and other relevant consultees in respect of biodiversity matters. 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 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>CCC have been in discussion with National Highways on this issue. CCC agree to this item, on the provision that it is not raised as a concern in ECC SOCG. CCC defer to ECC and</p>	<p>where activity was recorded, as a result of the Scheme. Pre-construction surveys have been undertaken to ensure the baseline in Section 9.8 of Chapter 9: Biodiversity, of the Environmental Statement [APP-076] is still correct.</p> <p>A large series of ponds and ditches are being 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>		

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			other relevant stakeholders on this matter.			

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] First Iteration Environmental Management Plan Appendix A: Register of Environmental Actions and Commitments (REAC) - (Clean)	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	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]. The full methodology is detailed in section 7.5 of Chapter 7: Cultural Heritage [APP-074].	Under discussion	25/05/2023

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
		- Rev 2 [REP4-023]	<p>Boreham House and its Registered Park and Garden.</p> <p>CCC are awaiting National Highways response to these concerns.</p> <p>Subject on the timing of National Highways response, CCC may have to provide a final response to this matter within the SoCG (Deadline 7 Final version).</p>	<p>The First Iteration Environmental Management Plan Appendix A: Register of Environmental Actions and Commitments (REAC) - (Clean) - Rev 2 [REP4-023], LV4 states:</p> <p><i>Existing vegetation within the Order Limits including temporary works areas would be retained as far as reasonably practicable.</i></p> <p><i>Particular attention would be given to the retention of mature vegetation including the following, which would be retained in accordance with, as a minimum, the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</i></p> <p><i>Vegetation to be removed is shown on the same plan.</i></p> <ul style="list-style-type: none"> • <i>Ancient, veteran and notable trees (both verified and potential)</i> • <i>Trees subject to tree preservation orders</i> • <i>Specimen trees</i> • <i>Category A and B trees</i> • <i>Important hedgerows</i> 		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
				<ul style="list-style-type: none"> • <i>Ancient woodlands</i> <p><i>All trees to be retained would be protected throughout the construction period in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction – Recommendations.</i></p> <p>Where it is necessary to remove trees subject to tree preservation orders, such as in front of Boreham House, and trees within the Chelmer and Blackwater Navigation Conservation Area, they would be replaced on completion of construction using the same or similar species to that removed where practicable, subject to consideration of species with regards to climate change and resilience to pests and disease.</p>		
2.2	Cultural heritage – Main Road	Environmental Statement - Chapter 7: Cultural Heritage [APP-074] First Iteration Environmental	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]. Further information is required in relation to the detailed design to be able to fully assess the	The First Iteration Environmental Management Plan Appendix A: Register of Environmental Actions and Commitments (REAC) - (Clean) - Rev 2 [REP4-023], includes, under mitigation CH3, a commitment to use sympathetic	Under discussion	25/05/2023

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		Management Plan Appendix A: Register of Environmental Actions and Commitments (REAC) - (Clean) - Rev 2 [REP4-023]	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. Further comments will be provided in later iterations of the SoCG.	designs or materials, where practicable, to respect the settings of sensitive built heritage receptors, during the construction or operational phases. This detailed design will take place prior to construction, National Highways will continue to engage with the Local Authority throughout.		
2.3	Cultural heritage – Boreham House	Environmental Statement - Chapter 7: Cultural Heritage [APP-074] Environmental Statement - Figure 2.1: Environmental Masterplan [APP-086-088] First Iteration Environmental Management Plan Appendix A: Register of Environmental	Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106]. 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.	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. 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 First Iteration Environmental Management Plan Appendix A: Register of Environmental Actions and	Under discussion	25/05/2023

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		Actions and Commitments (REAC) - (Clean) - Rev 2 [REP4-023]	<p>CCC are awaiting National Highways response to these concerns.</p> <p>Subject on the timing of National Highways response, CCC will have to provide a final response to this matter within the SoCG (Deadline 7 Final version).</p>	<p>Commitments (REAC) - (Clean) - Rev 2 [REP4-023]</p> <p>This states that:</p> <p><i>Existing vegetation within the Order Limits including temporary works areas would be retained as far as reasonably practicable.</i></p> <p><i>Particular attention would be given to the retention of mature vegetation including the following, which would be retained in accordance with, as a minimum, the Retained and Removed Vegetation Plans [TR010060/APP/2.14].</i></p> <p><i>Vegetation to be removed is shown on the same plan.</i></p> <ul style="list-style-type: none"> • <i>Ancient, veteran and notable trees (both verified and potential)</i> • <i>Trees subject to tree preservation orders</i> • <i>Specimen trees</i> • <i>Category A and B trees</i> • <i>Important hedgerows</i> • <i>Ancient woodlands</i> 		

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				<p><i>All trees to be retained would be protected throughout the construction period in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction.</i></p> <p><i>If, however, the trees cannot be retained, they would be reinstated after construction as per LV7 in the REAC [REP4-023].</i></p> <p><i>Where it would be necessary to remove vegetation within temporary works areas, such as construction compounds, utility routes, haul roads and regrading areas, this would be replaced on completion of construction using the same or similar species to that removed where practicable (subject to restrictions to planting over and around pipeline easements and consideration of species with regards to climate change and resilience to pests and disease, and landowner agreement). All land used temporarily would be restored and returned to an appropriate condition relevant</i></p>		

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				<p>to its previous use wherever practicable and appropriate, including the ripping, minor regrading and respreading of topsoil. Hedgerows, fences and walls would be reinstated to a similar style and quality to those that were removed with landowner agreement.</p> <p>These details can be seen on sheet 2 of the Environmental Masterplan, part 1 [APP-086].</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 Junction 19, by</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 TAG (M4) guidance set out by DfT and supported by the NN NPS. The scheme could not justify the extra capacity nor the</p>	Under discussion.	25/05/2023

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			<p>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>CCC will defer to ECC as the Highways Authority regarding the acceptability of the proposed works to Junction 19. CCC would reiterate its preference that works to Junction 19 should be carried out early in the construction process.</p> <p>CCC note that there are a number of major construction works proposed /taking place within north Chelmsford, which include, but are not limited to the construction of the Garden Community in North East Chelmsford, a new bypass and railway station, and subject to Secretary of State Agreement, the Longfield Solar Farm.</p>	<p>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>		

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Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
			<p>The construction implications of the proposals have potential both individually and cumulatively to affect the quality of life of local residents and CCC are keen to ensure that construction is completed in a timely manner to minimise disruption to local residents and ensure that the works tie in with committed proposals including the new Beaulieu Park train station that has a targeted opening date of the end of 2025.</p> <p>Please also see 2.12.</p>			
2.11	Paynes Lane Bridge (WCH)		<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 proposed bridge to Paynes Lane needs to integrate with CCC Masterplan and surrounding development from Countryside Zest and Beaulieu</p>	<p>National Highways has held several meetings 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</p>	Under discussion	25/05/2023

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			<p>Park Station. This bridge should have a design in line with CCC design guides and be a Gateway Bridge to Chelmsford.</p> <p>CCC and National Highways have been working together to discuss the construction operation, and implementation of Paynes Lane bridge. Meetings have taken place, as detailed in the Record of Engagement (Table 2.1).</p> <p>National Highways have produced a Technical Note that CCC have provided comments on. National Highways and CCC have agreed to work on a number of detailed design matters, as detailed in 2.15 below.</p> <p>CCC maintain their objection in principle to the design of the bridge as set out in their Local Impact Report, however CCC have provided the comments set out in 2.15 below on a without prejudice basis and is keen to ensure that the bridge</p>	<p>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 provide an update to CCC and the Examining Authority in the SoCG at Deadline 7.</p>		

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			as proposed with the DCO is safe, well-lit and fit for purpose.			
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 that has a targeted opening date of late 2025.</p> <p>CCC notes National Highways comments and understands that further consideration will be given to phasing at requirement stage.</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 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</p>	Under discussion	25/05/2023

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				proposed scheme, or before the new railway station opens.		
2.14	draft DCO (including Requirements)	dDCO	<p>CCC made some representations in respect of requirements relating to design at OFH2 on 1 March 2023.</p> <p>CCC welcomes the inclusion of requirement 15 for measures within Boreham. CCC note that National Highways are not proposing the associated road narrowing as proposed by Essex County Council, CCC and other interested stakeholders.</p> <p>CCC raise no objections in principle to requirement 15 but would prefer if the associated road narrowing was implemented as requested.</p> <p>However, CCC defer to the ExA and ECC on the final wording of the requirement and the provision of road narrowing measures.</p>	<p>Under Requirement 19, National Highways will work with CCC to discharge the following requirements:</p> <ul style="list-style-type: none"> • Requirement 3: EMP • Requirement 5: Landscaping • Requirement 10: detailed design <p>Under Requirement 19, National Highways will work with ECC, as the Highway authority to discharge the following requirements:</p> <ul style="list-style-type: none"> • Requirement 9: traffic • Requirement 14: Walking, Cycling and horse riding • Requirement 15: Boreham mitigation • Requirement 17: operation phase of traffic monitoring. 	Under discussion	25/05/2023

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			CCC further welcome the preparation of the Technical Note for Paynes Lane Bridge.	National Highways would expect ECC to liaise with CCC as necessary when consulted.		
2.15	Paynes Lane Bridge – detailed design		<p>CCC has prepared the following comments to the Paynes Lane Technical Note.</p> <ul style="list-style-type: none"> • Bridge Design <p>The Warren Truss option has been selected. CCC do not agree with the summary that the steel equilateral triangles create an almost ‘see-through’ type aesthetic, However, CCC may be able to reach some consensus upon receipt of further details and a sensitive approach to colour.</p> <p>CCC noted that the railings which sit behind the steel triangle structure would need to be of a height greater than that shown in the images to account for equestrian users and would welcome clarity on the proposed approach. An accurate drawing and visualisations would be welcomed together with details</p>	<p>National Highways has prepared Paynes Lane Technical Note to provide details and the scope of works to be agreed, furthermore National Highways will commit to an updated visualization of the bridge and prepare detailed design to ensure the integration with the surrounding developments on the northern side of the bridge.</p> <p>In regard to Bridge Design, and as noted in Table 4.1 of Paynes Lane Technical Note (submitted at Deadline 6) Warren Truss - This is the preferred option. A relatively light solution, it can be lifted either in one unit into place or parts can be rapidly bolted together making it suitable for installation over road or railway with limited disruption. These structures if not well designed can look utilitarian, but with good design, particularly integrating the main</p>	Under discussion	25/05/2023

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			<p>of the bridge piers which the note states will be provided.</p> <p>Architecturally, CCC consider that the bridge design should be undertaken in close cooperation with an architect. If the footbridge is to be lightweight, the design ethos should be slender and airy.</p> <p>The colour of the bridge railings will need to complement or be the same as the main bridge. On colour, CCC's preference is for a gunmetal grey to be used. Examples can be found at: Parc Derwen footbridge (near Bridgend, South Wales), M20 East Street footbridge (between Junction 4 and 3) and the Iron bridge of the former railway bridge over Petherick Creek, Camel trail, Cornwall.</p> <ul style="list-style-type: none"> • Bridge Lighting <p>Further detail is required in relation to the proposed inset lighting.</p> <ul style="list-style-type: none"> • Bridge Surface Material <p>Further detail is required in relation to the likely material,</p>	<p>spans into the ramps and landscaping design, together with sympathetic paint schemes the aesthetic value can be enhanced.</p> <p>Whilst trusses can be fabricated from weathering steel, weathering steel is only available in plate, not RHS or CHS. Therefore, each member required has itself to be fabricated, often by hand, significantly adding to fabrication and testing costs. This is why trusses are usually painted steel.</p> <p>Further detail can be seen in section 4 of Paynes Lane Technical Note (submitted at Deadline 6)</p> <ul style="list-style-type: none"> • Bridge Lighting <p>Further engagement, following examination, will take place to understand CCC aspirations for lighting.</p> <ul style="list-style-type: none"> • Bridge Surface Material <p>Further engagement with CCC on the colouring of the surface,</p>		

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			<p>noting that the colour of the surface and available options are limited due to the need to take account of equestrian use. The surfacing finish will need to integrate with the proposed surfacing treatments at Greater Beaulieu and Paynes Lane.</p> <ul style="list-style-type: none"> • Ramps <p>Option C – the multi-span steel ramp and earthwork ramp combination has been selected. CCC need to see full details of the landscaping to understand how this would integrate with the railway corridor and proposals for planting alongside the footpath/cyclepath route to Beaulieu Park Station and on the Paynes Lane side, with adjacent fields/hedgerow boundaries. The arrangements for ongoing maintenance also need to be clarified.</p> <ul style="list-style-type: none"> • Public Art <p>The note indicates that the inclusion of public art would need to be off the bridge structure due to maintenance</p>	<p>however, note that this may be limited by availability.</p> <ul style="list-style-type: none"> • Ramps <p>Multi span steel ramp and earthwork ramp combination is the preferred ramp. This form of construction for the ramps provides an efficient solution that benefits from the advantages of a multi span elevated ramp and an earthwork ramp. The elevated steel ramps utilise a cost effective and relatively low volume of material where the ramp is at high level. The earthwork lower ramp benefits from a lower cost material where the earthwork volume is relatively low and removes the need for maintenance of the steel ramp deck and piers where the ramp would be below head height, which is beneficial from a health & safety and practical perspective.</p> <ul style="list-style-type: none"> • Public Art <p>The Applicant is content for CCC to propose, install and maintain Local Art off the</p>		

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			<p>implications; the suggestion is that CCC propose, install and maintain the public art off the structure/ramps upon completion of the proposed scheme construction. The inclusion of public art would be beneficial. However, there are operational challenges with this approach.</p> <p>CCC does not have the resources to deliver public art projects, especially on out of centre development areas.</p> <p>However, CCC encourages National Highways to commission local Public Art as part of the proposals. CCC can suggest independent commissioning agents to carry out the process with them and ensure that there is engagement with the local community.</p> <p>If the public art was sited adjacent to the bridge, it is suggested that the brief would be to focus on future interest to users of the path/cycle route/bridleway, rather than vehicle</p>	<p>structure/ramps (and on footpaths only), upon the completion of the proposed scheme construction.</p> <p>National Highways would like to reiterate that limitations are in place in terms of design, construction and materials following ongoing engagement with Network Rail.</p> <p>For example, National Highways will only be able to work on the railway for very limited periods of time, during possessions which can take a year or more to programme and will last a very short time. Design, construction methods, materials etc will have to allow for this and allow the quick and efficient installation of the bridge.</p> <p>In addition to time, there are further limitations on design, materials etc imposed by virtue of the fact that this is a bridge over a railway. For example NH will be required to undertake a luminance study to ensure that drivers are not</p>		

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			<p>drivers. It is suggested that this could be as an integral part of the landscaping that the developer will be required to make, such as artist created benches.</p> <p>It is noted that Boreham Parish Council have been working with an art consultancy and artist on a village art trail and this NH project could feed into this. NH are advised to consult with the relevant stakeholder to discuss what public art they could be providing.</p> <ul style="list-style-type: none"> Integration with Surrounding Infrastructure <ol style="list-style-type: none"> South Side: Paynes Lane – The proposed ramps (shown in green) have a greater land take than the ramp design initially shown in the DCO but are understood to be LTN1/20 compliant. The note states that it is National Highways intention to construct 	<p>distracted by the structure. The bridge may have to incorporate safety features due to its proximity to an overhead railway gantry. The design may also be influenced by issues such as overhead line equipment (ie the railway's electric line), signalling and communications requirements.</p>		

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			<p>the route with a bound surface material fit for cycling and horse riding.</p> <p>CCC requires confirmation of the following:</p> <p>a) that the entire length of the route from the ramp, to the point of connection with Main Road, will be constructed with a bound surface material,</p> <p>b) the exact width and surface material of the route and the arrangements for maintenance agreed at this stage,</p> <p>c) the measures put in place to prevent people parking along the edge of the route eg: commuters seeking to avoid car parking charges – typically</p>			

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			<p>this would mean low level timber bollards as per Beaulieu</p> <p>d) confirmation that the route will be lit; lighting needs to be appropriate for the location – street lighting columns are unlikely to be acceptable, the use of bespoke timber bollards akin to those being used in parts of Beaulieu might be an option but would attract a commuted sum.</p> <p>(ii) North Side – A detailed plan needs to be provided which</p> <p>a) details the precise alignment and extent of the approved footpath/cyclepath to Beaulieu Park Railway Station,</p> <p>b) the bridleway</p>			

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			<p>c) the allocated land for Beaulieu Business Park.</p> <p>CCC is keen to ensure that all routes connect to each other and provision made, most likely for space to be provided at the foot of the ramps and steps that is surfaced in an appropriate material. Thereafter, it is envisaged that all routes could stem from this area. ECC and Countryside to advise.</p>			

4.4 Issues in disagreement

4.4.1 The below table [4.3] details the issues in disagreement 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 4.3 Issues in disagreement between National Highways and Chelmsford City Council

Ref	Issue	Doc Reference	Chelmsford City Council (CCC) Position	National Highways (NH) Position	Status	Date
3.1	Noise and vibration	<p>Environmental Statement - Chapter 12: Noise and vibration [APP-079]</p> <p>Environmental Statement - Appendix 12.1: Introduction to Noise [APP-147],</p> <p>Environmental Statement - Appendix 12.2: Noise Assessment Methodology [APP-148]</p>	<p>Chelmsford City Council's position is set out in their Local Impact Report dated February 2023 [REP2-106].</p> <p>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.</p> <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</p>	<p>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 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</p>	In disagreement	25/05/2023

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			<p>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 mitigation should be included within the proposal.</p> <p>CCC maintains its position that both sides of the A12 between Junction 19 and Junction 25 be surfaced with low noise surfacing.</p>	<p>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 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</p>		

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				<p>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 Written Questions (ExQ1) [REP2-025] which explained:</p> <p><i>Without mitigation, significant adverse effects were identified at 222 dwellings alongside the A12 at Boreham. These significant adverse effects were primarily caused by a predicted increase in traffic speed on the A12, but also an increase in vehicle flow. The increases in noise at dwellings were between 1 and 1.2 dB(A), but with the absolute noise being above the Significant Observed Adverse Effect Level (SOAEL), these were deemed likely significant adverse effects in accordance with Table 3.60 of DMRB LA 111. When significant effects are identified, the first</i></p>		

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				<p><i>mitigation measures examined are to reduce the noise at source. The path of the noise is then next considered, followed by measures at the receiver. This mitigation hierarchy is described in paragraphs 12.10.1 to 12.10.4 of Chapter 12: Noise and vibration, of the Environmental Statement [APP-079]. Removing the significant adverse effects through surfacing was therefore considered first. The surface of the A12 alongside Boreham is already a low noise surface, and so following the guidelines in DMRB LA 111 for noise modelling, no benefit in noise terms could be gained through re-surfacing with a conventional low noise surface. Using a surface with better noise reducing properties than a conventional low noise surface was therefore</i></p>		

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				<p><i>considered. Re-surfacing just one carriageway was first examined in order to retain as much of the relatively new existing surface as possible, and this was found to be sufficient to remove the significant adverse effect at the dwellings, with changes in noise varying between negligible increase and negligible decreases (+/- 0 – 1dB(A)) with the surface with better noise reducing properties than a conventional low noise surface in place on one carriageway. Since this is predicted to reduce the noise level to the level it would be without the proposed scheme, this option was therefore taken forward by the Applicant. The provision of the surface with better noise reducing properties than a conventional low noise surface on both carriageways would deliver</i></p>		

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				<p><i>minor reductions in noise of between 1.8 and 2 dB(A) at those dwellings alongside the A12. Therefore, the provision of the surface on both carriageways would deliver a minor benefit (which is classed as a noise reduction between 1.0 to 2.9 dB(A)) compared with the identified mitigation which would have delivered negligible changes in noise. With the identified mitigation, all of the identified significant adverse effects would be removed, and this would be the same if both carriageways were resurfaced. The proposed scheme would therefore meet the first aim of paragraph 5.195 within the National Networks National Policy Statement by avoiding significant adverse impacts on health and quality of life from noise as a result of the new development.</i></p>		

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				<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] which explained:</p> <p><i>Without the identified mitigation measures in this area, the noise assessment predicted 250 receptors would have likely significant adverse effects within Boreham. Of these, 222 receptors were alongside the A12, with the majority to the south of the road. There were also 28 likely significant adverse effects identified at receptors alongside Main Road within Boreham. This response focuses on the 222 receptors along the A12. This is because the 28 significant adverse effects along Main Road are likely</i></p>		

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				<p><i>to remain with whatever option is considered for mitigating the noise from the A12, and mitigation is not feasible along Main Road, as described in paragraph 12.11.31 of Chapter 12: Noise and vibration, of the Environmental Statement [APP079]. Mitigation options were considered to remove the significant adverse effects at the 222 dwellings directly alongside the A12. As presented in paragraph 12.10.17 of Chapter 12: Noise and vibration, of the Environmental Statement [APP-079], the identified mitigation option was to resurface the southbound carriageway of the A12 with a surface with better noise reducing properties than a conventional low noise surface. The provision of noise barriers alongside the A12 at Boreham was discounted for the following</i></p>		

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				<p><i>reasons. • In accordance with the mitigation hierarchy outlined in paragraphs 12.10.1 to 12.10.4 of Chapter 12: Noise and vibration [APP-079], the first measure examined was to reduce the noise at source through the use of improved surfacing. The option of using improved surfacing was found to remove the identified significant adverse effects for receptors alongside the A12 without introducing the possibility of additional adverse effects on ecology or visual impacts which could occur with the installation of a noise barrier. Therefore, improved surfacing was taken forward within the scheme design and further options were not considered. As reported in paragraph 12.6.7 of Chapter 12: Noise and vibration [APP-079], there</i></p>		

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				<p><i>is already 250m of noise barrier at 2m in height present in this location. These existing noise barriers are already reducing the noise from the A12 for dwellings located behind them. • If new noise barriers were to be installed alongside the A12 at Boreham, the most efficient place for them to be located in terms of noise reduction would be at the top of the slight embankment and not directly alongside the A12. In order to install the noise barrier in this location, virtually all of the mature vegetation and other scrub would need to be removed. While variable in density and condition, the existing vegetation provides a visual barrier between the dwellings and the A12. The erection of a barrier could also affect trees within neighbouring land as it could impact on the roots</i></p>		

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				<p><i>and branches of those trees. Where roots are affected, trees may need to be removed on safety grounds to prevent them falling towards properties or the carriageway. The options for replanting would be limited due to space and the need to access the noise barrier for maintenance. In addition, as a result of the vegetation being removed, there could also be a perceived increase in noise from local residents due to vehicles using the A12 now being visible from some dwellings. • By removing the vegetation, as mentioned above, there may also be adverse effects on biodiversity due to the removal of trees and scrub which could have detrimental effects on the fauna which would use these habitats, for example small mammals, reptiles and birds. In addition to the</i></p>		

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				<p><i>reasoning above, the erection of a noise barrier in this location would likely have required temporary land acquisition for construction and permanent land take for maintenance access, which would likely include acquisition of residents' back gardens. The mitigation that could be provided following the installation of a noise barrier in place of the identified mitigation have been examined: • If a 2m high noise barrier were to be installed alongside the southbound carriageway of the A12 at Boreham there could be a reduction in noise at the closest dwellings of up to 3.5 dB(A). This compares to a reduction of around 2 dB(A) from the surfacing option. However, with the surfacing option all of the 222 identified significant adverse effects would be</i></p>		

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				<p><i>removed. With the noise barrier option, some of the 222 significant adverse effects would remain. The reason some significant adverse effects would remain despite a smaller reduction in noise through surfacing is that the efficiency of a noise barrier is reduced the further the dwelling is from the barrier, and there are some of the 222 dwellings that would not benefit sufficiently from the reduction in noise provided by a noise barrier. In addition, all of the dwellings to the north of the A12 along Waltham Road would remain as significant adverse effects with the installation of a noise barrier alongside the southbound carriageway. • A 3m high barrier could provide a reduction in noise of up to 6 dB(A); and • A 4m high barrier could provide a reduction in noise of up to 10 dB(A). • The 3m</i></p>		

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				<p><i>and 4m barrier options are likely to remove all significant adverse effects to the south of the A12 but those to the north of the A12 would remain. The significant adverse effects along Main Road would remain with any noise barrier option. This is because the cause of the significant adverse effects at those 28 dwelling is primarily from traffic using Main Road and not the A12. The quoted reductions in noise for each barrier height are for a dwelling in the optimal position of being very close to the barrier. At dwellings further from the barrier the reduction in noise would be less. At around 200m there would be no benefit from the noise barrier, whereas the surfacing, which reduces the noise at source, would provide a benefit throughout Boreham. As noted above,</i></p>		

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				<p><i>the installation of a barrier has the potential to result in additional adverse ecological and visual effects. The visual effects would likely be greater with a 2m noise barrier because views of the A12 and passing traffic would be greater with the likely loss of vegetation necessary to install the barrier. While a 4m barrier could be perceived as an intrusive feature in itself, a higher barrier would likely block more views of the A12 and passing traffic and would, on balance, cause lower visual effects than a 2m barrier. However, the visual effects could vary along the length of the barrier depending on relative levels between the carriageway and the location of the barrier and the size and extent of vegetation that needs to be cleared for installation and ongoing maintenance. A</i></p>		

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				<i>higher barrier, while screening more traffic, could also create a greater light and rain shadow that may make plant establishment more difficult even if space allows.</i>		

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Acronyms

Abbreviation	Term
AQ	Air Quality
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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