

# **A12 Chelmsford to A120 widening**

Development Consent Order Change  
Application Consultation

April 2023



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## Introduction

Large road projects such as the A12 Chelmsford to A120 widening project are classed as Nationally Significant Infrastructure Projects, which means that we need to apply for a Development Consent Order (DCO) to gain permission to build the project. Three independent Inspectors (the Examining Authority) – appointed by the Planning Inspectorate – are examining our DCO application, looking at evidence presented by the A12 project team and issues raised by others, during a six-month examination period which began in January 2023, and which will end in July 2023. After the examination closes, the Examining Authority will report to the Secretary of State for Transport, who will decide whether to grant development consent for the project.

This targeted DCO change application consultation reflects design changes to the DCO application that we are proposing. These changes are as a result of the continued design evolution, detailed design progressing in parallel with the application, and continued engagement with stakeholders, interested parties and our delivery partners.

Following this consultation, all responses will be analysed. We will produce a report of these responses and the proposed scheme's position on them. This will be submitted as part of the request to the Planning Inspectorate to accept, as part of our DCO application, those changes we still wish to proceed with. If those changes are accepted for examination, there will be opportunities for the detail of each proposed change to be considered and for all interested parties to make representations on the change as part of the ongoing examination of the DCO application.

Alongside this brochure we are publishing a set of map books for each proposed change and, where appropriate, a supporting technical note. In addition, to show how the DCO would be updated if we take forward these changes, we are providing a copy of the Schedule of Changes to the DCO Documents Required for DCO Change Application, a copy of the proposed updated draft Development Consent Order and an Explanatory Memorandum. All these documents can be found on the consultation website.

## About the A12 Chelmsford to A120 widening

The A12 road is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and the M25. In addition, the A12 is an important commuter route between Chelmsford and Colchester however current congestion often leads to delays that results in a driver's average speed during the morning commute to be particularly slow in both directions for a dual carriageway A-road of its kind.

The section between Chelmsford and Colchester (junction 19 Boreham Interchange to junction 25 Marks Tey Interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports.

Our proposed improvements to this stretch of the A12 road aims to:

- improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12
- reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25
- take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities
- ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area
- make improvements for walkers, cyclists and horse riders and public transport users, to give them better connections and safer, more enjoyable journeys

## Why are we having a DCO change application consultation?

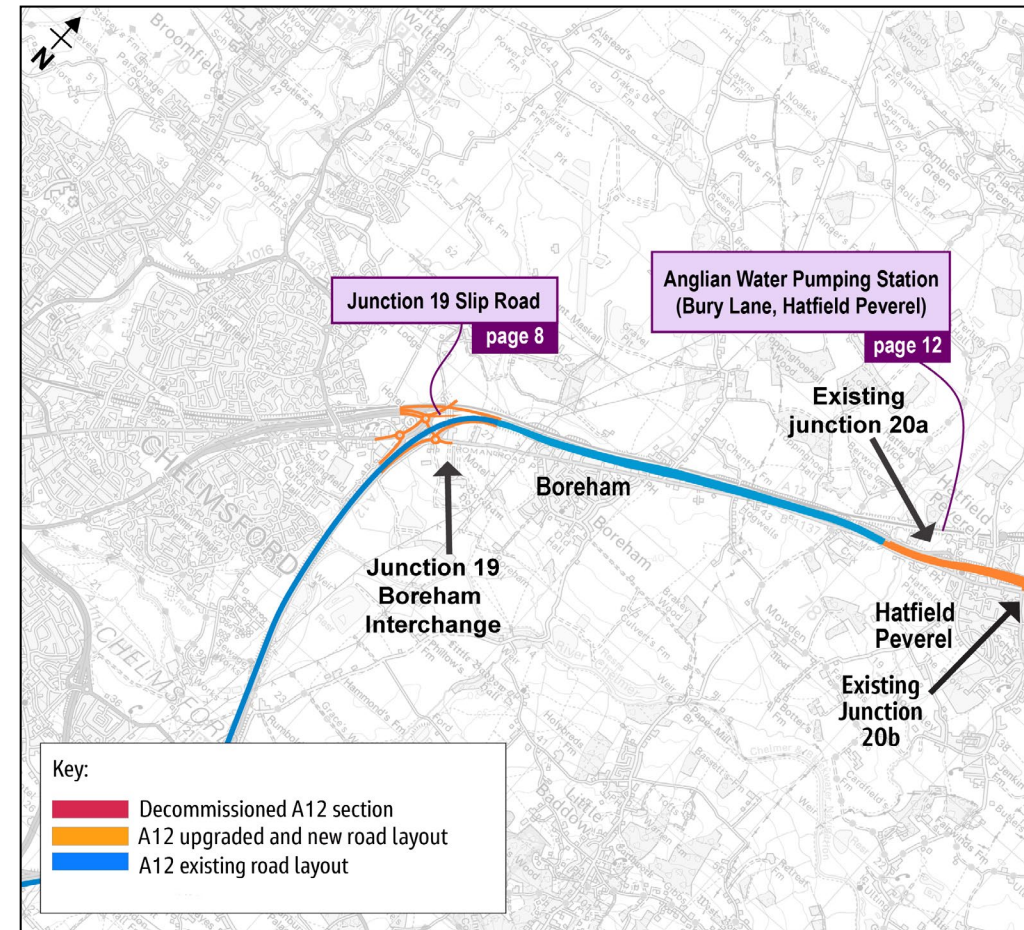
As part of the detailed development of the proposed scheme we have undertaken several consultations which have informed the design we submitted to the Planning Inspectorate as an application for Development Consent Order (DCO) on 15 August 2022. Our proposals were accepted by the Planning Inspectorate on 12 September 2022. Information regarding activity in the period leading up to the DCO submission can be found on the A12 Chelmsford to A120 widening scheme website (<https://nationalhighways.co.uk/our-roads/east/a12-chelmsford-to-a120-widening-scheme/>).

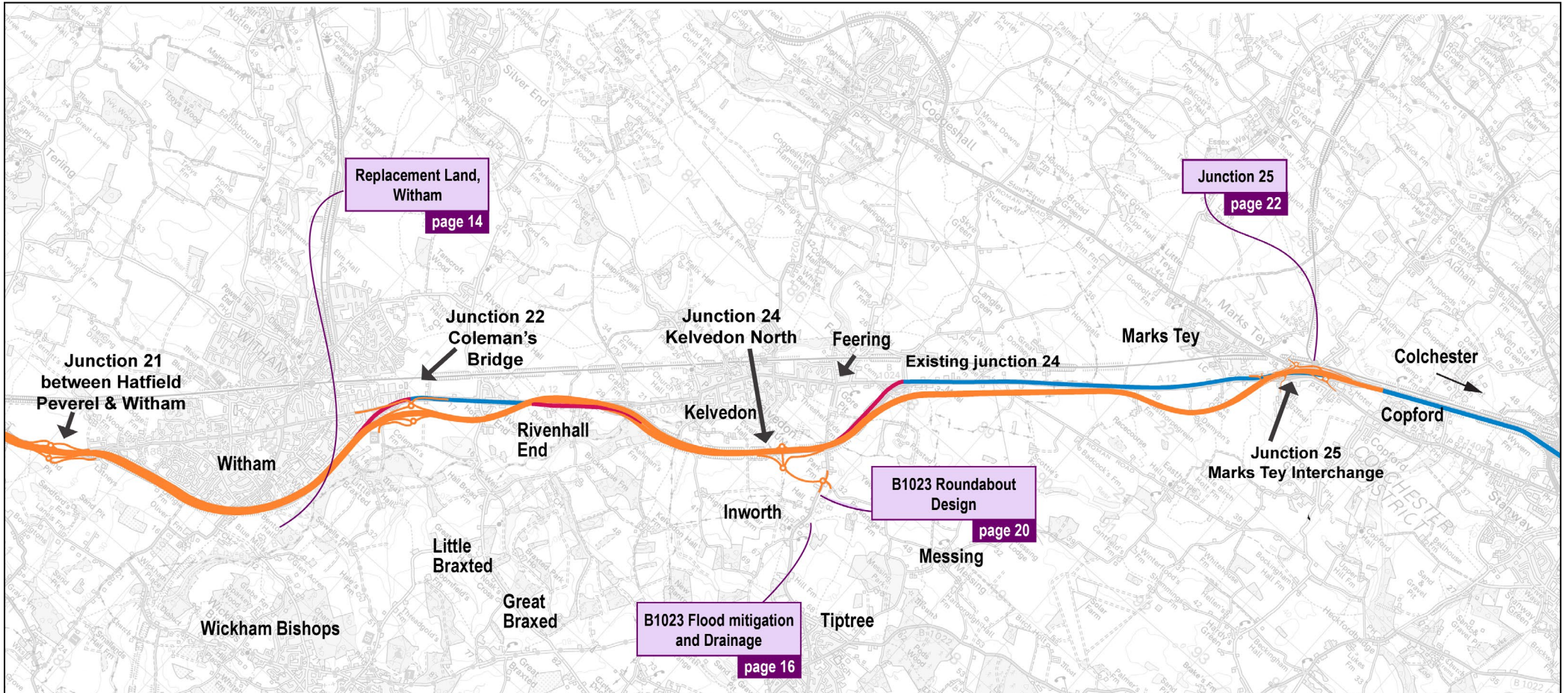
Since 12 September 2022, the proposed scheme has been in examination during which hearings have been held, as well as written questions answered, written representations made, Local Impact Reports submitted by the Local Authorities, and site visits undertaken by the Planning Inspectorate. All relevant documents are available on the project Examination Library held on the Planning Inspectorate's website. In this consultation we refer to some of these documents, which can be identified due to their unique reference number. An example would be Environmental Statement – Chapter 6: Air Quality [APP-073]. (<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/?ipcsection=overview>).

We have identified six proposed design changes that we would like your views on. These are marked and summarised on the map to the right.

The detailed design of the proposed scheme will continue and, if consent is granted, there may be further refinements to the proposed design within the constraints of the development consent order.

## The proposed design





## Responding to this consultation

We are proposing to make six changes to the Development Consent Order (DCO) application.

The targeted consultation on these proposals will launch on **Thursday 13 April 2023**. If you would like to take part in the consultation, please provide your comments by **11:59pm on Sunday 14 May 2023** in one of the following ways:

- Online via the response form at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>
- Email your response to **A12chelmsfordA120wide@nationalhighways.co.uk**
- Write to us at **FREEPOST A12 WIDENING**

In addition to the information presented in this consultation brochure, we have provided six map books (one for each change). Each book includes a guide to the map book which explains the change and what plans have been updated as a result. Where relevant we have also provided a technical note to accompany each change.

Documents can be viewed online, free of charge, at the locations listed in the table. You may need a form of identification to register as a library member to use a computer.

Please note the opening hours and availability of information technology is subject to change. There are facilities to print documents if needed, but please note there may be an additional charge for this.

If you require an accessible version of the materials, please get in touch with our project team at **A12chelmsfordA120wide@nationalhighways.co.uk** or by calling **0300 123 5000**.

**All responses must be returned by 11:59pm on Sunday 14 May 2023.**

Venue and address	Opening hours
<b>Chelmsford Library</b> County Hall, Market Road, Chelmsford, CM1 1QH	Monday 9am to 5:30pm Tuesday 9am to 5:30pm Wednesday 9am to 5:30pm Thursday 9am to 7pm Friday 9am to 5:30pm Saturday 9am to 5:30pm Sunday 10:30am to 1:30pm
<b>Maldon Library</b> Carmelite House White Horse Lane Maldon CM9 5FW	Monday 9am to 7pm Tuesday 9am to 5:30pm Wednesday Closed Thursday 9am to 5:30pm Friday 9am to 5:30pm Saturday 9am to 5pm Sunday Closed
<b>Braintree Library</b> Fairfield Road Braintree CM7 3YL	Monday 9am to 7pm Tuesday 9am to 5:30pm Wednesday 9am to 5:30pm Thursday 9am to 5:30pm Friday 9am to 5:30pm Saturday 9am to 5:30pm Sunday Closed
<b>Colchester Library</b> Trinity Square, Colchester, CO1 1JB	Monday 9am to 5:30pm Tuesday 9am to 5:30pm Wednesday 9am to 7pm Thursday 9am to 5:30pm Friday 9am to 5:30pm Saturday 9am to 5pm Sunday 1pm to 4pm

Venue and address	Opening hours
<b>Kelvedon Library</b> Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA	Monday 2pm to 5:30pm Tuesday Closed Wednesday Closed Thursday 9am to 1pm Friday Closed Saturday 9am to 5pm Sunday Closed
<b>Springfield Library</b> St Augustine's Way, Chelmsford, CM1 6GX	Monday Closed Tuesday 10am to 5pm Wednesday Closed Thursday 10am to 5pm Friday 10am to 5pm Saturday 10am to 1pm Sunday Closed
<b>Tiptree Library</b> Rectory Road, Tiptree, CO5 0SX	Monday Closed Tuesday 9am to 5:30pm Wednesday Closed Thursday 2pm to 7pm Friday Closed Saturday 9am to 5pm Sunday Closed
<b>Witham Library</b> 18 Newland Street, Witham, CM8 2AQ	Monday 9am to 5:30pm Tuesday 9am to 5:30pm Wednesday 9am to 7pm Thursday 9am to 5:30pm Friday 9am to 5:30pm Saturday 9am to 5pm Sunday Closed



## Webinars

We're also holding the following online sessions where a presentation will be provided on the changes by the project team followed by an opportunity to ask questions.

Date	Time
Wednesday 19 April 2023	2pm - 3:30pm
Friday 21 April 2023	10am – 11:30am
Tuesday 2 May 2023	6:30pm - 8pm

If you would like to attend one of these, please sign up on our website at [www.nationalhighways.co.uk/A12](http://www.nationalhighways.co.uk/A12).

You can also get in touch with our project team at [A12chelmsfordA120wide@nationalhighways.co.uk](mailto:A12chelmsfordA120wide@nationalhighways.co.uk) or by calling **0300 123 5000**.

# Junction 19 Slip Road



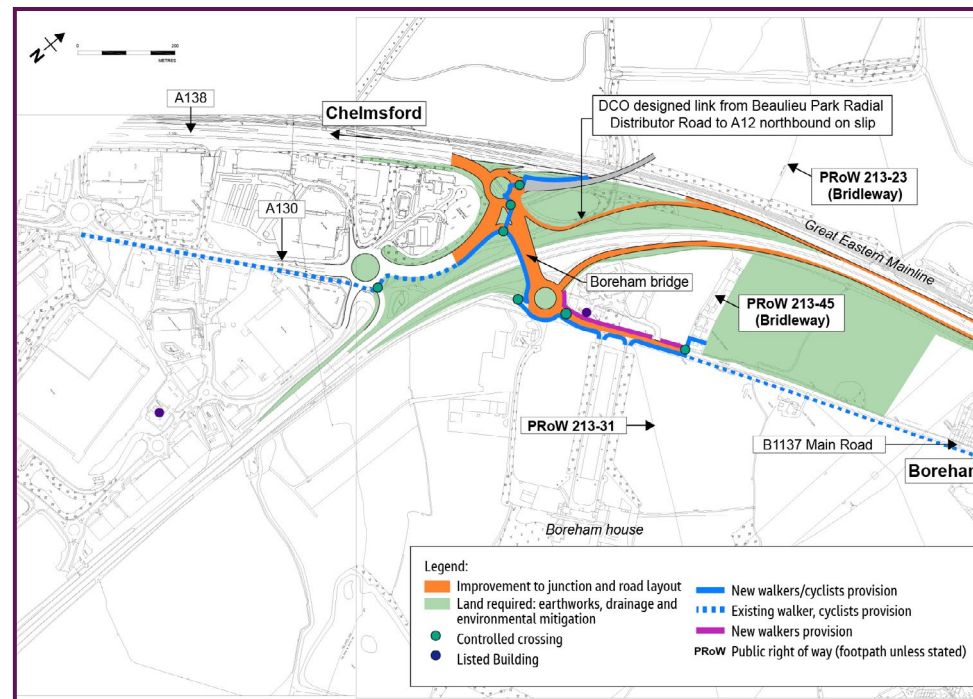
## What we submitted for our Development Consent Order application

Under the proposals submitted to the Planning Inspectorate in the application for development consent, there was a proposed northbound slip road for traffic from the Beaulieu Park distributor road to join the A12 via the existing A130.

These DCO proposals for junction 19 are shown in the map below with the relevant slip road indicated.

## Why have we changed our design?

During our ongoing detailed design, we have identified a refinement to the design submitted as part of our DCO application, which further enhances the configuration of the northbound slip road at junction 19. This proposed segregated slip road merge improves the overall safety for road users.



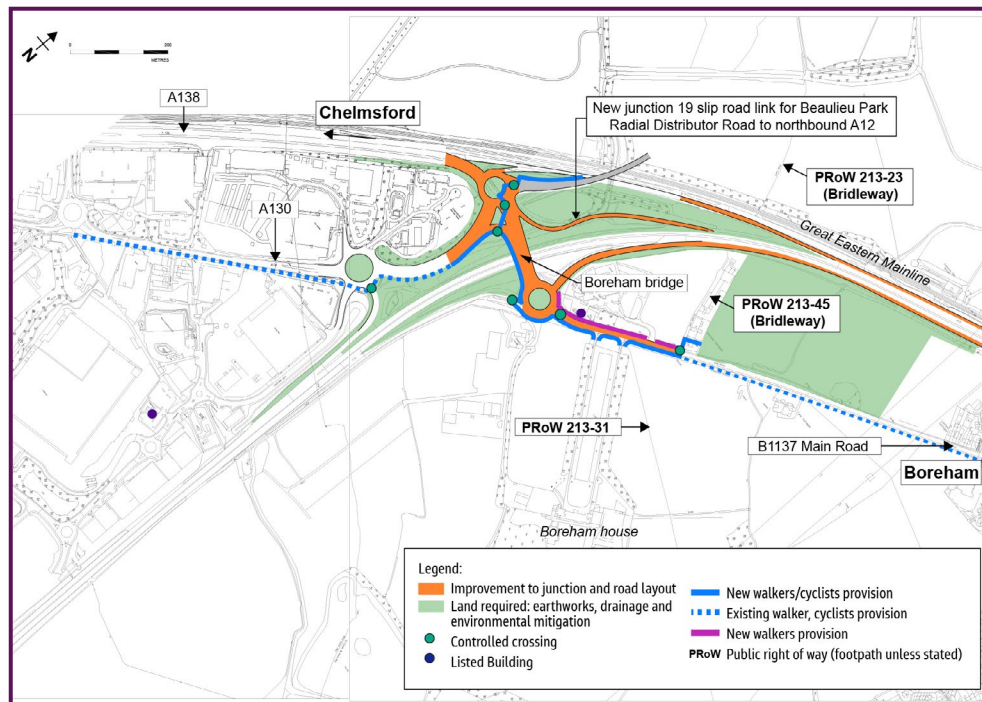
*Junction 19 slip road design submitted for DCO application*



## Our updated design

The new design has the northbound slip road for traffic from the Beaulieu Park distributor road joining the A12 directly via its own slip road. This will be far enough from the existing slip road to ensure that overall the new design will improve safety for road users. There are no changes to the arrangement for walkers, cyclists or horse riders as a result of this change.

The map below shows the updated design proposals for the junction 19 slip road with the new slip road indicated.



Updated Junction 19 slip road design

## Assessment of the change

As part of the consideration for making these changes we carried out a detailed assessment, the summary of which can be found below. Further information can be found in the Junction 19 Slip Road Technical Note, which is available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>.

### Traffic

The proposed change would mean that traffic from the Beaulieu Park distributor road wanting to join the A12 northbound at junction 19 would join the A12 directly via a new slip road, rather than joining via the existing northbound slip road. This would mean a slightly different journey for that traffic, and the traffic on those slip roads would change as a result.

However, we predict that this change would not result in any other drivers changing which routes they take for their journeys. Only the two slip roads and the short section of A12 between the slip roads would see a change in traffic numbers. With regard to surrounding local roads, any changes have been deemed to be extremely minor (plus or minus 2-3 vehicles per day).

There would be no change to the operational performance of the junction as reported in the Transport Assessment submitted in the DCO application [APP-253].

Further information regarding the junction 19 proposals can be found in:

- Junction 19 Slip Road Technical Note
- Map Book 1: Junction 19 Slip Road

These documents are available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>

## Environment

Compared to what was reported in the Environmental Statement submitted as part of the DCO application, there are no changes expected for the following environmental topics (Examination Library unique reference numbers provided):

- Air Quality [APP-073]
- Cultural Heritage [APP-074]
- Biodiversity [APP-076]
- Geology and Soils [APP-077]
- Material Assets and Waste [APP-078]
- Noise and Vibration [APP-079]
- Population and Health [APP-080]
- Climate [APP-082]

The environmental topics where there is a potential change to that reported in the Environmental Statement are as follows:

### Landscape and visual

There would be slightly more vegetation loss between the A12 and the A138 due to the revised slip road. However, the vegetation that would be lost is not designated or recognised as veteran, ancient or notable and is assessed as low quality and value. Changes would be very localised, and therefore there would be no change to the conclusions of the landscape and visual assessment in Chapter 8: Landscape and Visual of the Environmental Statement [APP-075].

### Road drainage and the water environment

There would be a slightly reduced impact on groundwater, as the revised slip road would not require as deep a cutting as the original design. There would be no further change in impacts on flood risk and water quality. The changes from the new design would not be at a level that would change the conclusions of Chapter 14: Road Drainage and the Water Environment of the Environmental Statement [APP-081].

### Conclusion

The change in impacts would not be on a scale or magnitude to change the significant effects reported in the Environmental Statement. No new or different mitigation measures would be required. There are therefore no new or different likely significant environmental effects expected as a result of the proposed design change.



## Anglian Water Pumping Station (Bury Lane, Hatfield Peverel)

### What we submitted for our Development Consent Order application

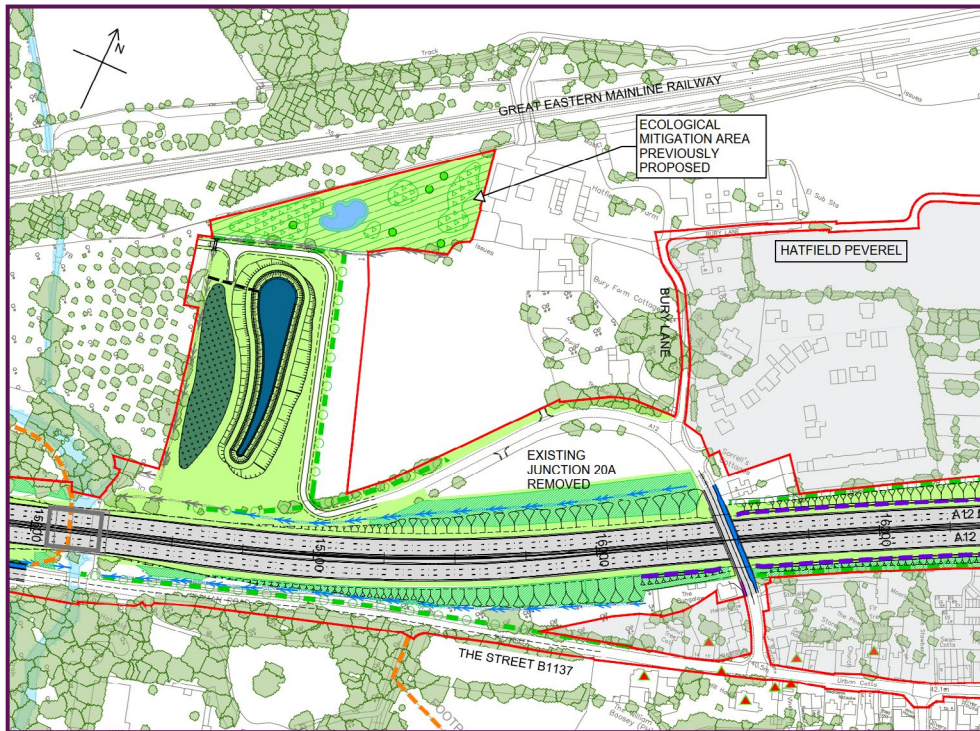
In the designs submitted as part of our DCO application we sought to compulsorily acquire land in this location to allow for ecological mitigation. The purpose of this ecological mitigation area was to provide habitat for reptiles.

The proposals submitted under the DCO application can be seen on the map below.

### Why have we changed our design?

Since the DCO application was submitted, ongoing engagement has taken place with the local housing developer and the local authority. This engagement has identified that this land is needed for a waste water pumping station to be installed, as required by an approved planning application.

The location of this pumping station is within the ecological mitigation area proposed to provide habitat to reptiles. The pumping station is infrastructure required to facilitate this development for 50 homes.

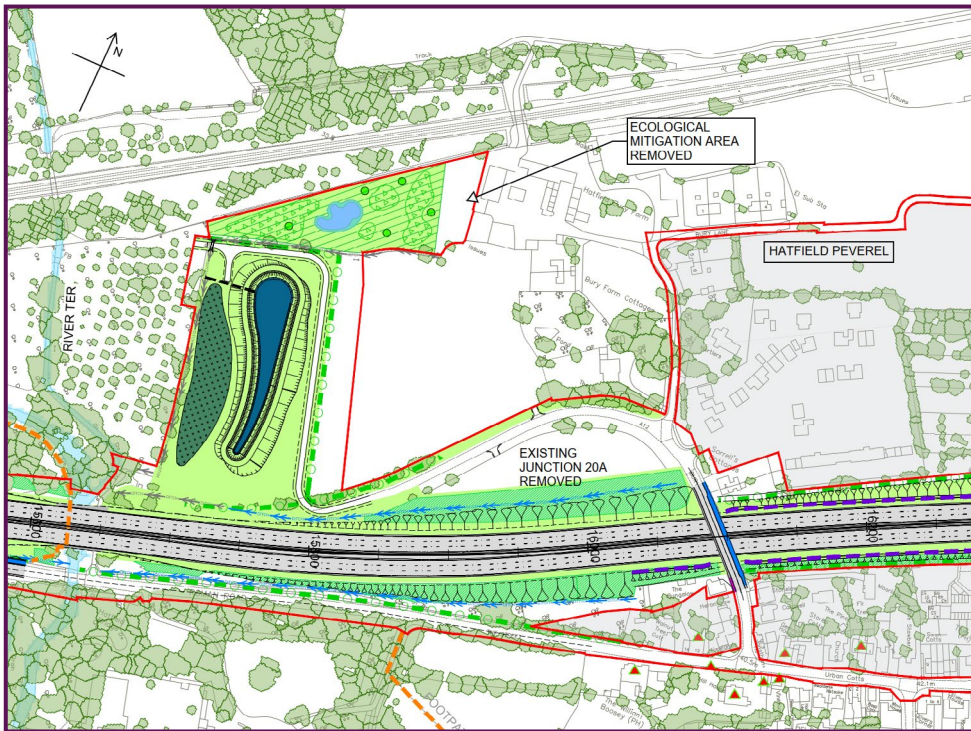


Anglian Water Pumping Station design submitted for DCO application

## Our updated design

To allow for the approved planning application we are now removing a small section of ecological mitigation as per the map below. The area of ecological mitigation lost decreases the reptile mitigation across the scheme by 0.4%. As the impact of this loss is negligible to the overall mitigation being provided, we do not need to replace this small loss of habitat.

This land will no longer be subject to compulsory or temporary acquisition powers.



Updated Anglian Water Pumping Station design

## Assessment of the change

As part of the consideration for making these changes we carried out a detailed assessment, the summary of which can be found below. Further information can be found in the Anglian Water Pumping Station (Bury Lane, Hatfield Peverel) Technical Note, which is available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>.

## Environment

The design change is a small reduction in size of an ecology mitigation area. This would not result in a change of impacts for any environmental topic compared to what was reported in the Environmental Statement submitted in the DCO application. No new or different mitigation measures would be required. There are therefore no new or different likely significant environmental effects expected as a result of the proposed design change.

Further information regarding the Anglian Water Pumping Station proposals can be found in:

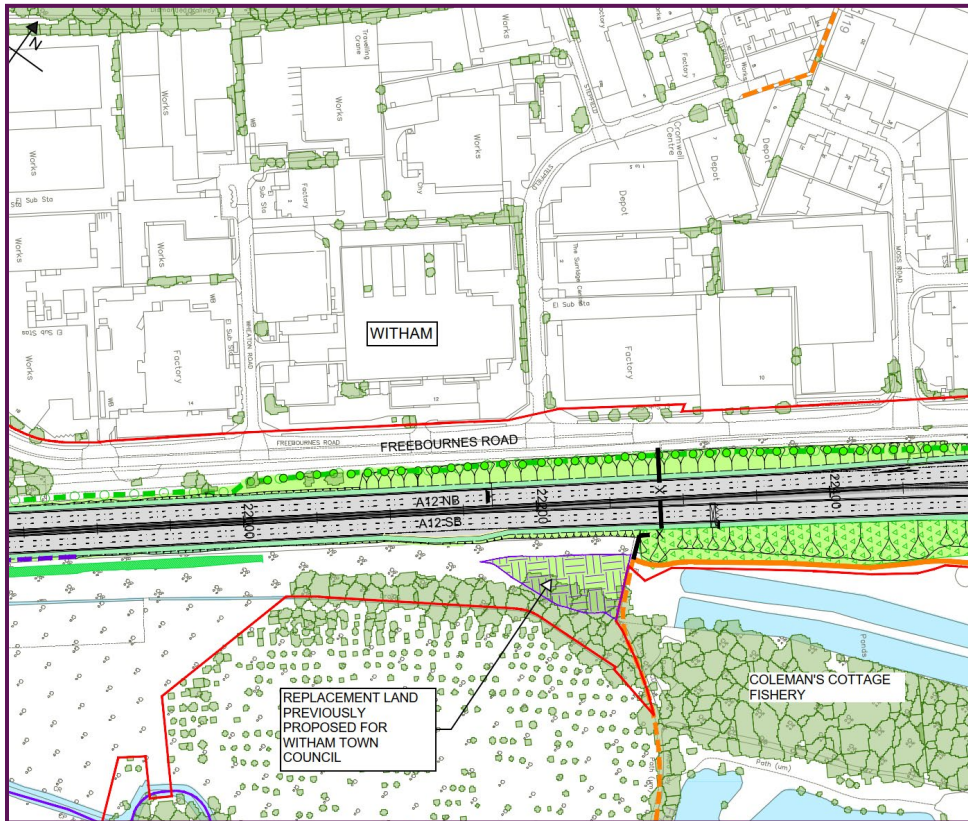
- Anglian Water Pumping Station (Bury Lane, Hatfield Peverel) Technical Note
- Map Book 2: Anglian Water Pumping Station (Bury Lane, Hatfield Peverel)

These documents are available at [www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/](http://www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/)

## Replacement Land, South of Witham

### What we submitted for our Development Consent Order application

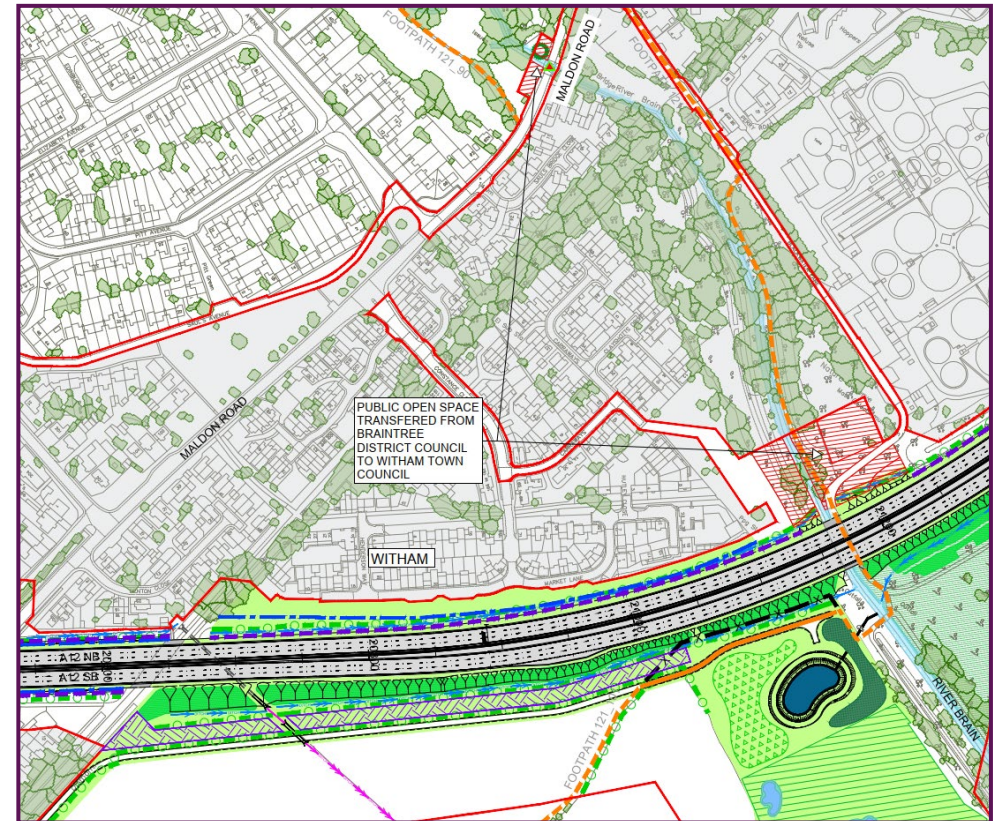
As part of our application for development consent we need to ensure that community open space land that may be lost because of the proposed scheme is replaced with a suitable alternative. The map below shows the area of land we initially proposed to provide to Witham Town Council to replace land the Town Council was proposed to lose.



### Why have we changed our design?

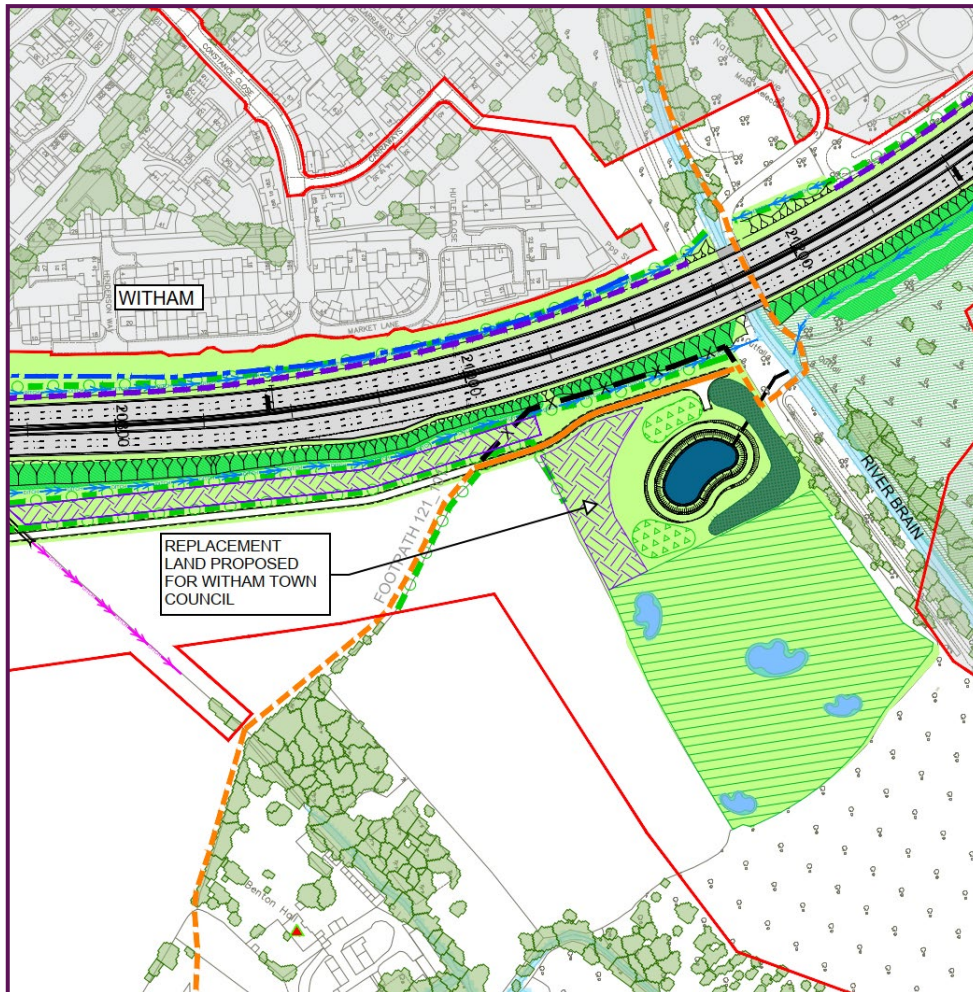
Engagement with the Town Council has continued since we submitted our application for development consent. During this engagement, and giving it further consideration, the Town Council concluded that the proposed replacement land was too isolated.

In addition, the Town Council was recently transferred land from Braintree District Council which was also impacted by the proposed scheme and would need to be replaced in agreement with the Town Council. The area of land transferred to the Town Council is shown in the map below.



## Our updated design

The map below shows the agreed land to be provided to the Town Council to replace both areas of land being lost as part of the proposed scheme. The land is close to the Whetmead Nature Reserve and surrounds the proposed drainage pond.



## Assessment of the change

The considerations of the impact of these changes can be found summarised below.

### Environment

The change in potential impacts from the changes to replacement land are considered negligible, as they would only result in minor amendments to the landscape design. The change in impacts would not be on a scale or magnitude to change the significant effects reported in the Environmental Statement submitted in the DCO application. No new or different mitigation measures would be required. There are therefore no new or different likely significant effects from the proposed design change.

Further information regarding the Replacement Land, Witham proposals can be found in:

- Replacement Land Statement (Areas 6, 8, 9 and 10)
- Map Book 3: Replacement Land, South of Witham

These documents are available at [www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/](http://www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/)

## B1023 Flood Mitigation and Drainage, and Roundabout Design

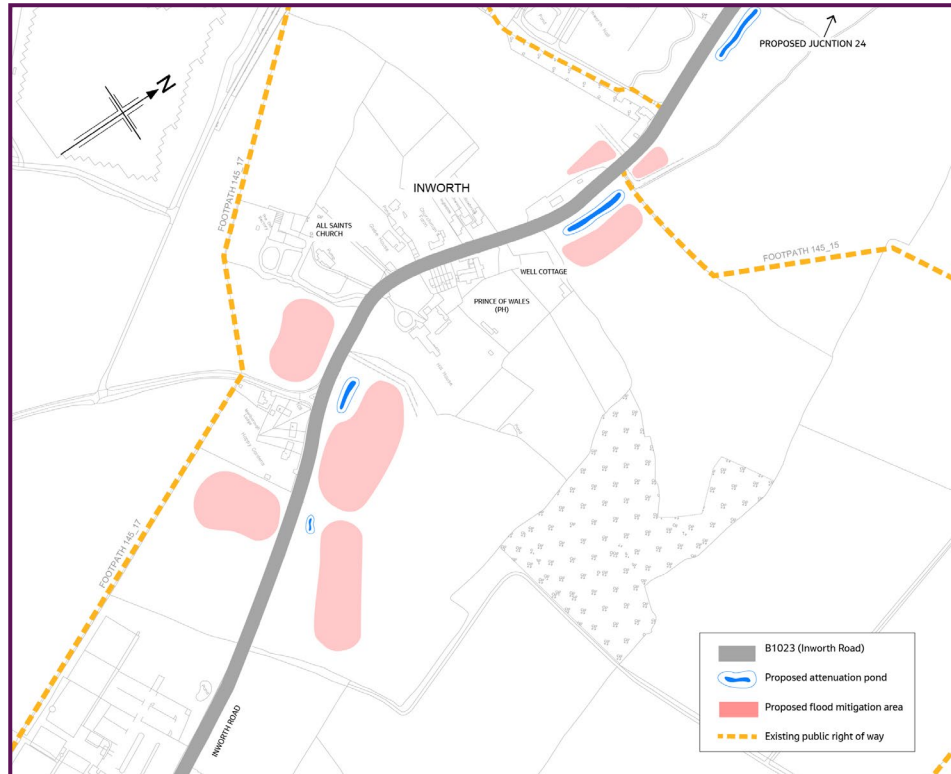
## B1023 Flood Mitigation and Drainage

### What we submitted for our Development Consent Order application

Flood mitigation works are proposed alongside the B1023 to ensure we achieve the policy requirements for the proposed scheme. These requirements ensure that the road would remain operational and safe for road users in flood events up to a 1 in 100 year event. This also provides an

allowance for climate change. These proposed works also include drainage improvements to the road. This will ensure there is no increase to flood risk.

The map below shows the proposals we submitted for our application for development consent. It included four drainage ponds and seven flood mitigation areas.



*B1023 Flood Mitigation and Drainage design submitted for DCO application*



## Why have we changed our design?

Further information has been secured by the project that has allowed us to improve our design. This included:

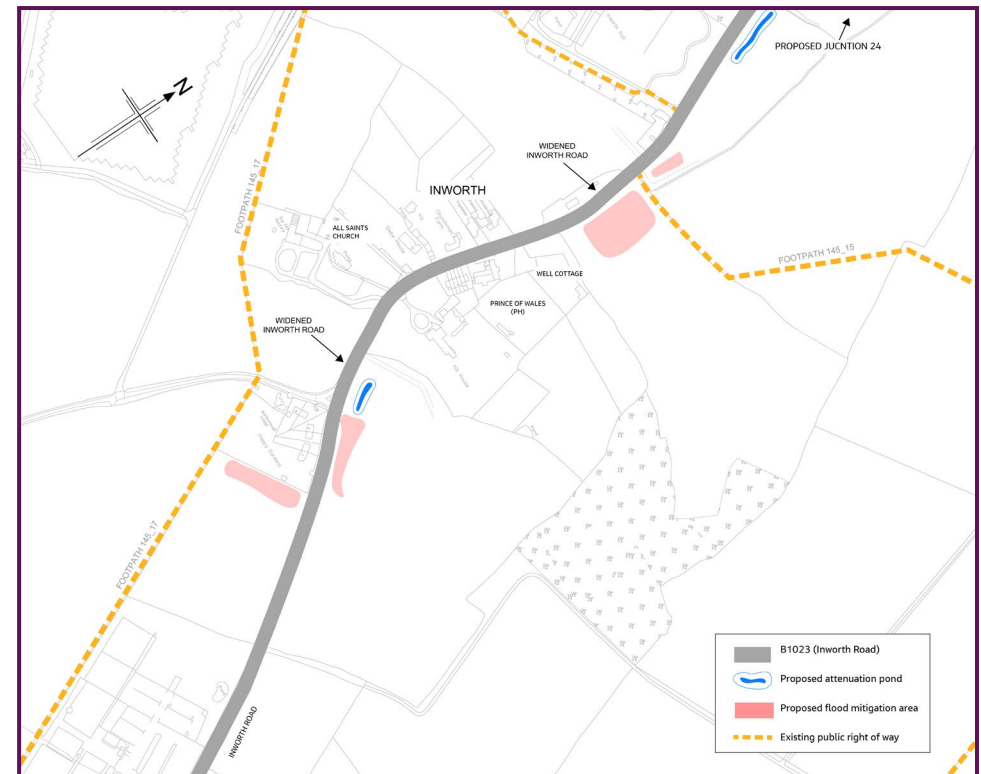
- Additional surveys and investigations, in particular of the existing drainage network, as well as utilities surveys.
- Hydraulic computer aided modelling of watercourses. A lack of available information on the existing drainage network meant that hydraulic modelling could not be undertaken for the design submitted at DCO, which was accordingly based on a worst case approach. With the additional information received, a hydraulic model has been built and used to refine the design of proposed flood mitigation measures.
- Further assessment of landtake in the area to address concerns raised by local stakeholders.
- Consideration of the existing high pressure (HP) gas main that crosses the B1023. The location of this gas main was not known at DCO submission and the initial design would have required excavation to take place over it.

## Our updated design

As a result of new information available to the project such as site surveys and investigations, we are now able to present an updated design for the drainage ponds and flood mitigation areas alongside the B1023.

As a result of this, we have been able to reduce the number of drainage ponds from **four** down to **two**. We have also reduced the number of flood mitigation areas from **seven** down to **four**, and of those four two have also reduced in size.

This new design, shown on the map below, considerably reduces the number of ponds and flood mitigation areas required by the proposed scheme. It does however continue to ensure we achieve the policy requirements.



Updated B1023 Flood Mitigation and Drainage design

## Assessment of the change

As part of the consideration for making these changes we carried out a detailed assessment, the summary of which can be found below. Further information can be found in the Flood Mitigation and Drainage Technical Note, which is available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>.

## Environment

Compared to what was reported in the Environmental Statement submitted as part of the DCO application, there are no changes expected for the following environmental topics (Examination Library unique reference numbers provided):

- Air Quality [APP-073]
- Material Assets and Waste [APP-078]
- Noise and Vibration [APP-079]
- Climate [APP-082]

The environmental topics where there is a potential change to that reported in the Environmental Statement are as follows:

### Cultural heritage

Due to the removal or reduction in size of some proposed flood mitigation areas and drainage ponds, the duration and scale of impacts during construction on the settings of five listed buildings would be reduced. However, this would not change the overall significance of effect assessed in Chapter 7: Cultural Heritage of the Environmental Statement [APP-074].

## Landscape and visual

Localised landscape impacts along B1023 would be slightly reduced as there would be less vegetation removal due to the removal and reduction in size of some drainage ponds and flood mitigation areas. Given the localised change of impacts, there would be no change to the landscape and visual effects reported in Chapter 8: Landscape and Visual of the Environmental Statement [APP-075].

## Biodiversity

There would be a slight reduction in localised biodiversity impacts as the removal and reduction in size of some drainage ponds and flood mitigation areas would increase the distance between construction activities and sensitive ecological features, as well as reduce vegetation loss. This would not be of a scale to change the significant effects reported on biodiversity reported in Chapter 9: Biodiversity of the Environmental Statement [APP-076].

## Geology and soils / Population and health

There would be a slightly reduced impact on agricultural landholdings and soil due to the reduced land take for drainage ponds and flood mitigation areas. This would not be of a scale to change the significant effects on agricultural landholdings and soils reported in Chapter 10: Geology and Soils [APP-077] and Chapter 13: Population and Health [APP-080] of the Environmental Statement.

## Road drainage and the water environment

The design change has the potential to affect water quality due to the change in drainage ponds, which provide mitigation before water is discharged into watercourses. The outfalls for B1023 have been assessed to reflect the design changes, and this shows that they all pass the Environmental Quality Standards. There is therefore no change to the water quality conclusions in the Environmental Statement. Flood risk mitigation would still deliver a large benefit over the existing situation, as reported in Chapter 14: Road Drainage and the Water Environment of the Environmental Statement [APP-081]

## Conclusion

The change in impacts would not be on a scale or magnitude to change the significant effects reported in the Environmental Statement. No new or different mitigation measures would be required. There are therefore no new or different likely significant environmental effects expected as a result of the proposed design change.

## Construction

The changes in the design will reduce the number of HGV movements associated with construction of the drainage ponds and flood compensation areas. However, they are unlikely to reduce the construction programme or road closures required along B1023 due to the extent of the improvements to the existing drainage network still required.

Further information regarding the B1023 Flood Mitigation and Drainage proposals can be found in:

- Flood Mitigation and Drainage Technical Note
- Map Book 4: B1023 Flood Mitigation and Drainage

These documents are available at [www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/](http://www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/)



## B1023 Roundabout Design

### What we submitted for our Development Consent Order application

In the designs submitted as part of our DCO application we proposed a segregated left turn lane (SLTL) for traffic from Inworth Village at the B1023 roundabout. A SLTL is used to provide a link for traffic turning left at roundabouts which bypasses the roundabout itself. This feature allowed traffic from Inworth Village to join the link road to junction 24 without the need to give way to traffic already on the roundabout, reducing the delay for vehicles from this approach.

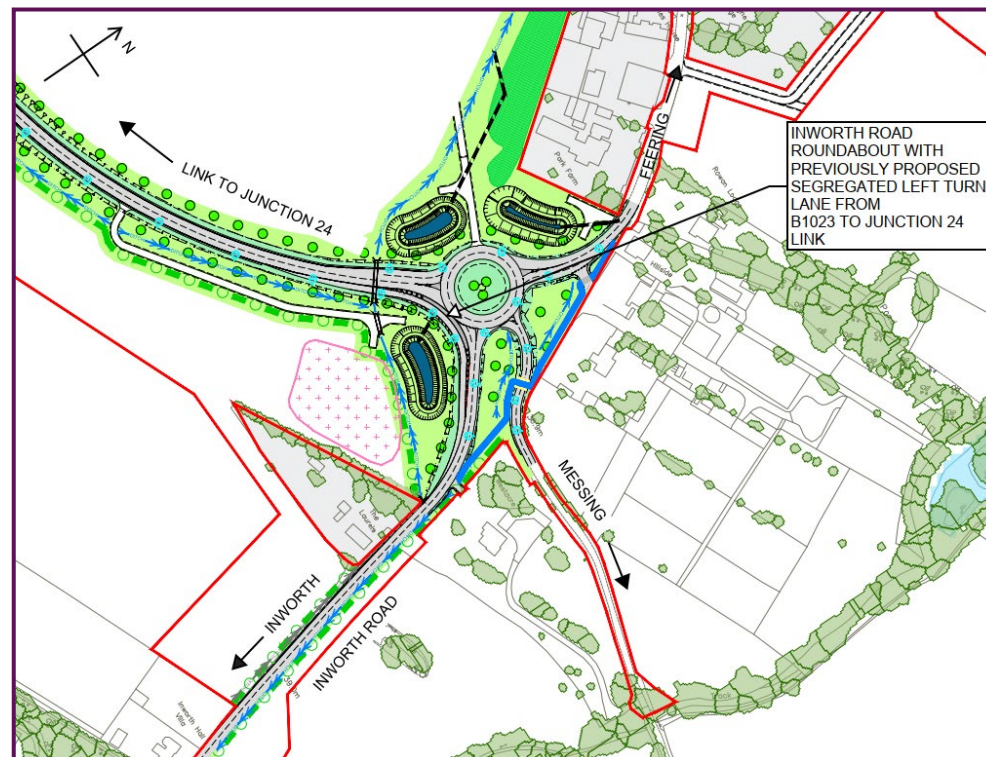
Our proposals under the DCO for the B1023 roundabout can be seen in the adjacent map.

### Why have we changed our design?

We have carried out further design work and continue to listen to the feedback received from local stakeholders and these proposals address the concerns raised as part of this engagement.

The SLTL was proposed to alleviate the potential queuing of traffic wishing to turn left from the B1023 south of the roundabout, by removing the conflict of this movement with drivers wishing to turn right at the roundabout from the B1023 north of the roundabout.

Through refinement of the design and validation against the strategic traffic model presented as part of the DCO Application, its inclusion is not required for the roundabout to perform acceptably in the proposed scheme's design year of 2042. Further to this, SLTLs are often associated with higher speed trunk road design, and the proposed removal of the SLTL helps reinforce the local nature of the existing B1023 in this area.

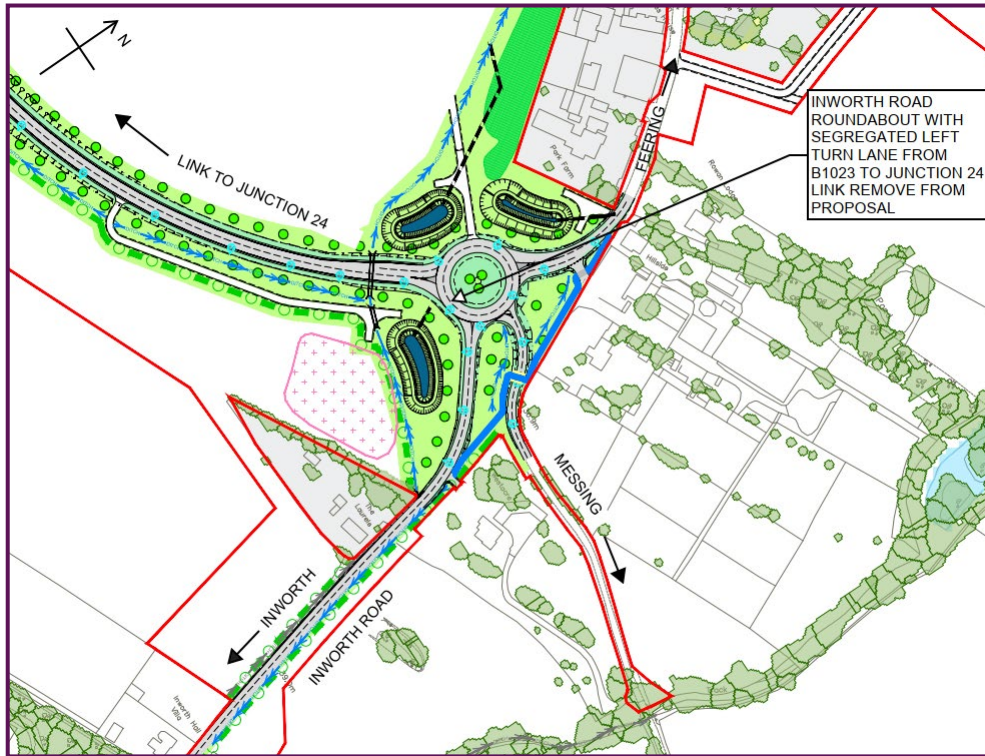


*B1023 roundabout design submitted for DCO application*

Further information regarding the B1023 roundabout proposals can be found in:

- B1023 Roundabout Technical Note
- Map Book 5: B1023 Roundabout

These documents are available at [www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/](http://www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/)



*Updated B1023 roundabout design*

## Our updated design

We are proposing to remove the segregated left turn lane (SLTL) from the arrangement of the B1023 roundabout. Traffic from Inworth Village will instead join the link road to junction 24 by utilising the B1023 roundabout. This will require traffic to give way to traffic already on the roundabout, as is the case with most roundabouts.

Our updated design is shown on the map above.

## Assessment of the change

As part of the consideration for making these changes we carried out a detailed assessment, the summary of which can be found below. Further information can be found in the B1023 roundabout Technical Note, which is available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>.

## Traffic

Although traffic joining junction 24 on the approach from Inworth Village would have to use the B1023 roundabout itself to access junction 24 rather than a separate left-hand turn lane, this is not predicted to affect the performance of the junction. All arms of the roundabout are still predicted to operate with a Level of Service 'A' (i.e. the best level of operation), the same as was reported in the Transport Assessment submitted in the DCO application [APP-253].

The change is not predicted to make drivers change which routes they take in their journeys, so there would be no change in the amount of traffic forecast on local roads.

## Environment

The change in potential impacts from the removal of the junction 24 B1023 segregated left turn is considered negligible, as there would be no change in land take or traffic flows from the new design. The change in impacts would not be on a scale or magnitude to change the significant effects reported in the Environmental Statement submitted in the DCO application. No new or different mitigation measures would be required. There are therefore no new or different significant effects arising from the proposed design change.

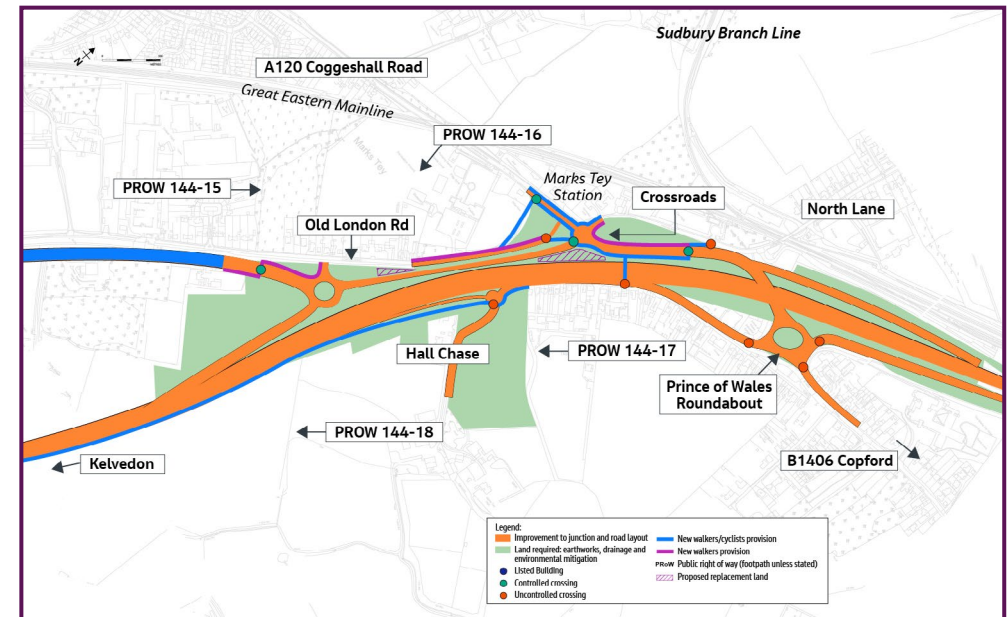
# Junction 25



## What we submitted for our Development Consent Order application

As part of the application for development consent we presented proposals for junction 25. Junction 25 was proposed to remain an elevated junction and provided access to the A12 both northbound and southbound. These proposals converted the Old Rectory roundabout to a signalised crossroads.

The map below shows the proposals for junction 25 presented under the DCO application.



Junction 25 design submitted for DCO application

## Why have we changed our design?

As part of the ongoing submissions from stakeholders, Marks Tey Parish council provided written representations reaffirming their position that the crossroads the scheme was proposing should be changed and instead the proposed scheme should aim to retain the existing roundabout. Further investigations of traffic data have shown that a roundabout, albeit with signals is able to accommodate the predicted traffic at this location.

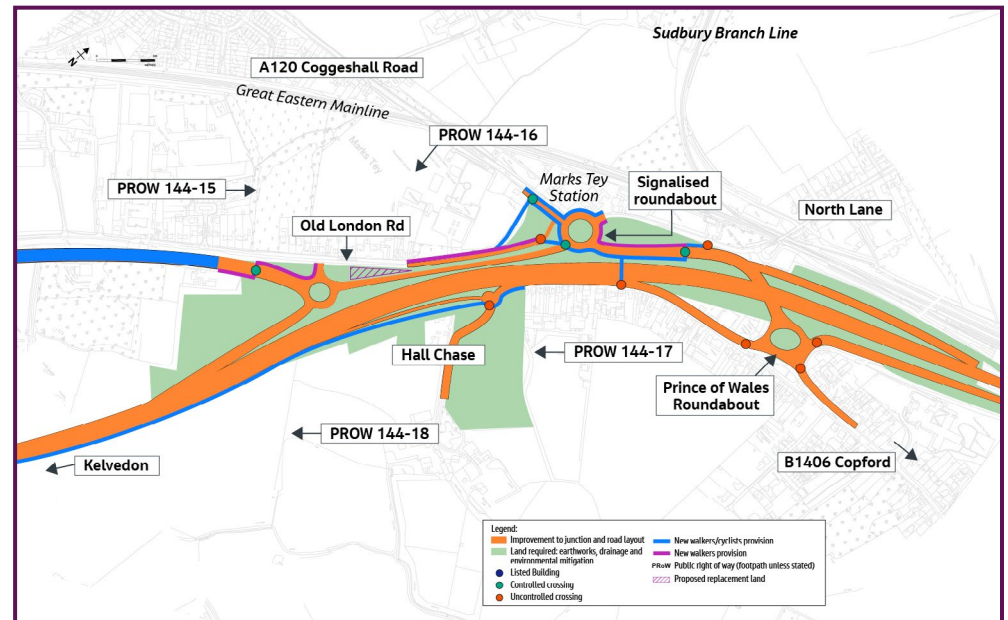
Considering this further investigation, alongside the fact that retaining the roundabout would reduce land take, maximise the use of the existing infrastructure and make it possible to retain more of the existing vegetation we are proposing to amend our DCO design. This change also responds to the views expressed by the parish council.

While this change has an impact on the proposed replacement land, we have found an alternative location for this land at Old London Road. In addition, WCH facilities at this location will remain unchanged.

## Our updated design

Our new proposals see the Old Rectory roundabout maintained, which will become a partially signalised roundabout. This will maximise the existing infrastructure in the design and minimise tree loss within the Old Rectory roundabout island.

The map below shows our proposals for the updated design of junction 25.



Updated junction 25 design

## Assessment of the change

As part of the consideration for making these changes we carried out a detailed assessment, the summary of which can be found below. Further information can be found in the Junction 25 Technical Note, which is available at <https://highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/>.

## Traffic

Traffic models were used to predict how well junction 25 would operate with the proposed changes, compared to the design presented in the DCO application when submitted.

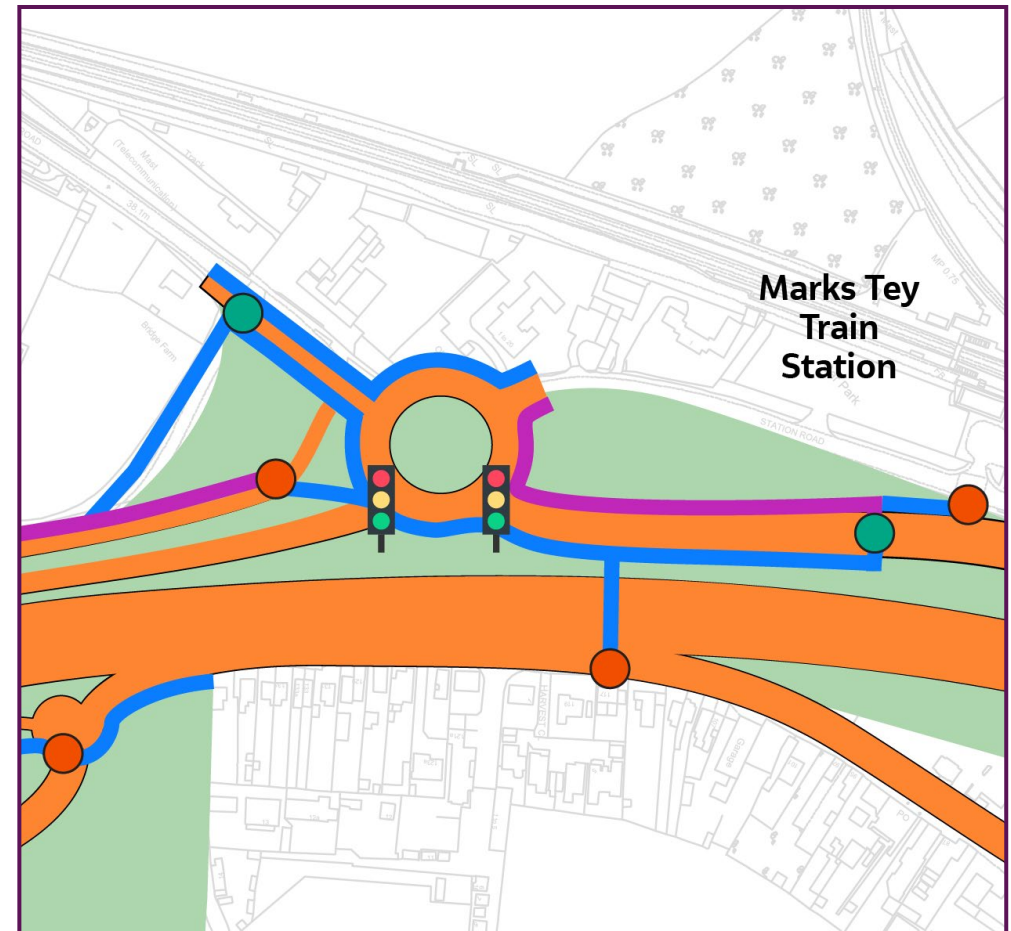
The adjacent map shows which arms of the roundabout will be signalised. The partially signalised Old Rectory roundabout is predicted to operate better than the previously planned signalised crossroads during peak hours. At quieter times of the day, the change in design also means that traffic from non-signalised arms (such as on the A120 approaching from Braintree) would be able to pass through the roundabout without the risk of having to wait at signals.

Because traffic would be able to flow more freely through the Old Rectory roundabout, the adjacent Prince of Wales roundabout would become slightly busier. However, this roundabout is still predicted to operate well.

Overall, junction 25 is expected to perform better as a result of the proposed change.

The change to a partially signalised roundabout is predicted to result in some changes in traffic flows on local roads. This is because of slight changes in how long it takes to travel through the junction from different approach arms.

More traffic from Copford is predicted to use junction 25 (Marks Tey) to access the A12 northbound, instead of travelling via B1048 London Road and joining the A12 at junction 26 (Stanway). This is because it is easier to make this movement if the Marks Tey roundabout becomes a partially-signalised roundabout. This change would therefore result in a slight increase in traffic in travelling around junction 25 and a slight decrease in traffic on the B1408 London Road between Copford and Stanway.



Updated signalisation of Old Rectory Roundabout





## Environment

Compared to what was reported in the Environmental Statement submitted as part of the DCO application, there are no changes expected for the following environmental topics (Examination Library unique reference numbers provided):

- Cultural heritage [APP-074]
- Biodiversity [APP-076]
- Geology and soils [APP-077]
- Material assets and waste [APP-078]
- Population and health [APP-080]
- Road drainage and the water environment [APP-081]
- Climate [APP-082]

The environmental topics where there is a change to that reported in the Environmental Statement are as follows:

### Air quality

The impact of the changes to air quality from the new junction layout is considered negligible. The air quality model for the junction changes showed that of the 260 modelled human health receptors in Chapter 6: Air Quality of the Environmental Statement [APP-073], there are modelled changes at 36 receptors for annual mean nitrogen dioxide concentrations, nine receptors for annual mean PM10 (particulate matter) concentrations and 17 receptors for PM2.5 concentrations. Three receptors resulted in an adverse change from an imperceptible to small impact. Five receptors resulted in a beneficial change from a small impact to an imperceptible impact. There are no receptors within the modelled concentrators above the relevant Air Quality Objective.

## Landscape and visual

Localised landscape impacts around junction 25 would be slightly reduced when considering the new design as the roundabout layout would make it possible to retain existing vegetation within the existing roundabout junction. Given the localised change of impacts, there would be no change to the landscape and visual effects reported in Chapter 8.

## Noise and vibration

There would be a reduced noise increase at the seven dwellings along London Road in Copford which were predicted to experience significant adverse effects due to an increase in traffic, as reported in Chapter 12: Noise and Vibration of the Environmental Statement [APP-079]. This is due to the predicted reduction in traffic flow along London Road between Copford and Stanway as a result of the new junction design. There are no longer significant adverse effects at the seven receptors along London Road due to the reduced noise increase.

## Conclusion

There would be no new significant effects from the design change. However, there would be a beneficial change in noise impacts due to a reduction in traffic flows along London Road from the assessment in the Environmental Statement submitted under the DCO. This would remove significant adverse effects for seven receptors in Copford.

## Replacement Land

Retaining the Old Rectory roundabout impacts the replacement land proposals submitted under the application for development consent. There is not sufficient space between the roundabout and the A12 to provide the replacement land initially proposed.

Therefore, we are proposing the replacement open space be located along Old London Road. This improves the practical use of this open space for the community by making it more accessible.

Further information regarding the Junction 25 proposals can be found in:

- Junction 25 Technical Note
- Map Book 6: Junction 25

**These documents are available at** [www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/](http://www.highwaysengland.citizenspace.com/he/a12chelmsford-to-a120-widening-consultation-apr23/)





## What happens next

The closing date for responses to this consultation is **11:59pm 14 May 2023**.

Following this consultation, all responses will be analysed. We will produce a report of these responses and the proposed scheme's position on them. This will be submitted as part of the request to the Planning Inspectorate to accept, as part of our DCO application, those changes we still wish to proceed with. If those changes are accepted for examination, there will be opportunities for the detail of each proposed change to be considered and for all interested parties to make representations on the change as part of the ongoing examination of the DCO application.

We are currently in the examination period which launched in January 2023. The examination can take up to six months, following which the Planning Inspectorate has three months to report to the Secretary of State. They will then have a further three months to make their decision. If the project is approved, construction is proposed to start in 2024.

The Planning Inspectorate's website will provide updates on the process (<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/?ipcsection=overview>).

## Keep in touch

You can contact us by email on **[A12chelmsfordA120wide@nationalhighways.co.uk](mailto:A12chelmsfordA120wide@nationalhighways.co.uk)**

or call us on **0300 123 5000**

For more information on the A12 Chelmsford to A120 Widening please visit our website: **[www.nationalhighways.co.uk/A12](http://www.nationalhighways.co.uk/A12)**

## Application process



For more information about the DCO process, please visit:  
<https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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