



# **A120 to A12 Improvements Project Public Consultation**

## **Braintree District Council Response**

**March 2017**

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## **Introduction**

Braintree District Council (BDC) is strongly supportive of the proposals to improve the A120 between Braintree and the A12. Improvements to the strategic road network are long overdue and are needed to enable the delivery of new homes and economic growth, whilst reducing congestion, bringing benefits to existing communities and businesses.

Having studied the route options and considered the impact of each on the delivery of our emerging Local Plan, BDC does not wish to confirm specific support for a single option; it appears that none of the growth options set out in the draft Local Plan would be compromised by the proposals in this consultation. Indeed, improvements to the strategic road network should ensure that capacity is available for the growth generated from new homes and employment facilities.

Following a detailed review of the options, BDC does have a preference to discount Option A. The reasons for this position are detailed on page 6 of this document.

BDC is committed to working with Essex County Council (ECC), our communities, businesses, neighbouring authorities and all other relevant stakeholders to promote the A120 to A12 Improvement Project and optimise the positive effects the final preferred route option.

## **Braintree District Council Draft Local Plan 2017-2033**

BDC is currently preparing a draft Local Plan which is due to be submitted in autumn 2017. The Plan will include over 15,000 new homes being built in the District, together with new employment, services and facilities to support the new residents. This level of growth represents a step change in housing delivery in the District since the 2011 Core Strategy was adopted, and more than triples the annual housing requirements. Infrastructure has been identified as key criteria in the provision of new development to ensure that new residents and businesses have access to high quality, reliable transport infrastructure. It is also a key concern of existing local residents and businesses that a congested local and strategic road network cannot cope with additional vehicles.

This level of growth is matched by many of our neighbouring local authorities, with Chelmsford and Colchester in particular providing large numbers of new homes and jobs. All authorities are required to substantially increase housebuilding to meet government targets and the full objectively assessed need for new homes. Comments made to the Draft Local Plan consultation generally noted the need for new homes but were also concerned about increased traffic, which could be generated from the new development.

Modelling work for the Local Plan has been undertaken to support both the Draft Local Plan for consultation in summer 2016 and to support the Pre-Submission Local Plan, which will be subject to consultation in summer 2017. ECC and Ringway Jacobs have carried out this work on behalf of BDC, which should ensure a joined-up approach and a further sharing of information. BDC and ECC will need to continue to work closely on all current schemes underway in the District to ensure

that transport and growth measures are as integrated as possible and opportunities are taken to provide additional benefits. There may also be the opportunity for some developments in the District to provide funding to help support the delivery of the A120, junctions, ancillary link roads and facilities.

## **Highway Modelling**

Some limited highway modelling of the surrounding road network has been carried out and is presented in the document at a position of 2026. The pack states that the position in 2041 has also been modelled, however these findings are not presented. It is noted that the growth figures are taken from NTEM data. However it is not clear whether NTEM 7 data was used or if the modelling relied on the older NTEM 6.2. This would include a general background growth figure, which depending on which dataset was used, would be accurate for the likely future growth position of the District and the surrounding areas. It is understood why this position has been used, however there are several major growth proposals in the vicinity of the A120 that BDC believe should be factored directly into the modelling work. It does not appear this is the case at the moment and we would suggest, as work towards a preferred option progresses, these specific sites are fed into the modelling. A full list of the draft site allocations in the Local Plan is available to ECC and has been used in the modelling to support the Local Plan.

We would draw particular attention to the garden communities proposed along the A120 corridor as part of the North Essex Garden Communities Project of which ECC is a partner. These are significant new settlements in the A120 corridor, which have the potential to affect traffic movements in the vicinity significantly and should, therefore, be specifically factored in.<sup>1</sup> Other small sites proposed for growth may have more local impacts but nevertheless should be considered in the context of wider impacts. This includes the 1,000 homes to the north of Feering and new homes proposed in the vicinity of Braintree town, including 1,000 homes at Straits Mill and up to 2,000 homes to the south of Braintree near Great Notley. Highways investigation work for the Great Notley site includes converting one of the two slip roads off the A120 into the main access point for this development. BDC do not know if that has been factored into the modelling and how it may affect any modelling which has been undertaken.

We would also note that during peak hours, traffic re-routes through the local network to avoid the strategic road congestion hotspots, especially through Braintree town centre in order to avoid Galley's Corner and through country lanes around Cressing and Black Notley. Has putting this traffic back on the strategic road network been factored into the modelling?

## **Non-Strategic Road Network and Non-Vehicular Movements**

The A120 routes cross a number of existing country lanes, roads, footpaths, byways and bridleways in the District, including the B1024, which is a major desire line

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<sup>1</sup> Areas of search for three new garden communities were contained within the Local Plan Preferred Options consultations of all three local planning authorities (Braintree, Colchester, Tendring) in 2016. Specific sites and boundaries have not yet been determined but will be refined through the Local Plan decision-making process.

between Coggeshall and Kelvedon. Whilst the consultation document sets out that these local connections will be maintained and realigned, the detail of how this is done is very important to the local communities. Additional bridge structures for example add extra cost, have visibility implications and environmental consequences which must be assessed although can often offer the best solution for local residents. BDC appreciates that this work is detailed but is required quickly moving forward to provide certainty for communities and users.

The widening of the A120 is of course primarily to accommodate private vehicle travel, HGV movements and commercial traffic. However BDC and ECC are promoting the increasing use of sustainable travel methods within the District. This could include recreational and commuter cycling, walking and increasing public transport. Opportunities should be taken as part of the new route options to enhance the existing provision, by for example providing cycle ways or footpaths in parallel to the road, and not just do no harm to the existing routes.

The consultation also makes no reference to what would happen to the old route of the A120 if the preferred option was one which is offline. BDC would like to be involved in the discussion around the future use of the road which gives significant opportunities for local vehicle movements, accommodating growth proposals and improving pedestrian, cycling and public transport links.

## **Links with A12 Widening Project Consultation**

New routes for the A12 are currently out for consultation which shows the A12 moving south of the existing A12 in several options. The A120 would then need to extend further south to reach the A12 than is shown in this consultation. The treatment of this area where the A120 will need to cross the mainline railway line, the old A12 and then join the new A12 at a grade separated major junction will need considerable thought.

Whilst appreciated this may be difficult at the scale of the maps shown in the documents, it would have been helpful to show listed buildings, historic parks and gardens and local wildlife sites on the maps in order to inform views.

## **Landscape and Biodiversity Evaluation Comments on Options A-E**

All five options will require the construction of new sections of road and major junctions in large tracts of open countryside which will inevitably have a physical impact on the local landscape between Braintree and the A12. Three of these options will also require major construction works within the valley landscape of the River Blackwater: either to the south of Stisted, or across the same corridor further to the east between Coggeshall and Feering. Previous assessments of the landscape character in the Braintree District (including recent evaluations of settlement fringes of Braintree, Coggeshall, Feering and Silver End, carried out for BDC by The Landscape Partnership in 2015) has placed great emphasis on the value of the river valley corridors for their charm, tranquillity and unspoilt character and the contribution these special landscapes make collectively to the overall attractiveness of the district.

Whilst it is accepted that the visual impact and intrusion from large sections of these proposed routes can be screened and to some extent mitigated by careful design and sympathetic landscaping, the physical form of the engineered structures, ambient traffic noise and vehicle movement will deliver a level of disturbance within the calm and attractive setting of the River Blackwater which once lost cannot be recovered and should be avoided where possible.

It is noted that the consultation document identifies that all options will have a potential significant adverse impact on biodiversity but suggests that the loss of habitat and disturbance to protected species in the range of habitats encountered by these routes to great crested newts, dormice, badgers and bats can be addressed with suitable mitigation. Suitable measures should be in place where particular sensitivities are identified from more detailed survey information.

The sensitivities within the landscape are largely identified on the consultation maps but there is a concern that a number of Local Wildlife Sites have not been identified within the mapping process including the extensive site around Coggeshall Hall on the River Blackwater between Coggeshall and Feering (Ref. Bra225 Coggeshall Hall Farm – Feering), which will be affected by the proposed routes for Options B and C. Other local wildlife sites that should be included within the constraints plan are Mill Park Drive Wetland (Bra 91), Troys Wood, Faulkbourne (Bra 120) and Coven Plantation (Bra 130).

All options will sever public rights of way (PROWs) nominally between 10 and 13 per route depending on the option; this also includes those that form part of the promoted Essex Way. The continuity of these routes will need to be addressed at a more detailed stage; however, the impact on the views of open countryside and the current experiences enjoyed by walkers and horse riders using these routes will be altered and sometimes significantly diminished.

## Specific Comments relating to Options

*Note - The response sets out questions/implications for a certain area when it first appears in an option. These are not then repeated in subsequent options where the same issues come up.*

### Option A

BDC supports the replacement of Galley's Corner with a grade separated junction. There are a number of businesses and homes which back directly on to the A120 in the vicinity of and around Galley's Corner. Are there any requirements for widening in this area and if so what are the implications for these home owners and businesses?

Fowler's Farm is a grade 2 listed building and whilst it is already impacted by the road network, may considered to be more so in this option. Additional screening and careful design may be required to mitigate this impact.

It doesn't appear that the B1018 'bend' would be tackled by this option with the link road to the new A120 junction coming off the B1018 after this point. If increased traffic (and speed of traffic) could be expected because of the new arrangements then it is essential that this area is tackled as part of this work.

Between Bradwell and Coggeshall this option goes offline slightly and presumably the existing road remains to ensure traffic can exit the A120 to the west of Coggeshall. What would the treatment of these two roads in close proximity to each other be? Could it mean that drivers may be tempted to use Coggeshall as a diversion route if there was congestion on the A120?

The proposed grade separated junction to the north of Coggeshall to Earls Colne is essential in order to ensure the safety of drivers using this junction, the poor quality of the current road surface and to get HGVs using the employment areas at Earls Colne off the local road network. However considering the height, size and scale of this it would have a significant urbanising effect on this area. There could also be noise implications here for residents in Coggeshall village and Honeywood Secondary School. Implications from visual and air pollution should also be taken into account at the Marks Hall Arboretum.

Between the Earls Colne turn and a new junction with the old A120 at east Coggeshall, the A120 goes offline. Whilst new local connections would need to be provided if these are not on the existing route of the A120, would this be removed? There appears to be some very large mature trees and homes in the area of the grade separated junction. Would these be lost if this option was taken forward?

About halfway between the Coggeshall east junction and the junction with the A12 there appears on our mapping a strategic gas pipeline. We presume this has been taken into account in the planning and costing of this and other options.

## **Landscape and Biodiversity Evaluation Comments on Option A**

- **Impact on Existing Landscape Features:**

- The route from Braintree includes areas populated by areas of moderate enclosure and small field copses before passing under the existing A120 and into the valley of the River Blackwater. The provision of five full movement junctions (two in the vicinity of Coggeshall) will be significant features in the landscape requiring the removal of trees and hedgerows that define the existing roadside features and connecting boundaries. The widening of the existing carriageway will require the extensive removal of established hedgerows and areas of more developed tree lines. There should be scope to retain the boundary features on one side of the carriageway, preferably on the southern extent which would maintain some of the screening of the road improvements from the settlement of Coggeshall.

- **Visual Impact and Landscape Value:**

- Approximately 30% of the proposed route runs along the line of the existing A120. There is provision for five full movement junctions (two in the vicinity of Coggeshall) which will be significant features in the landscape requiring the removal of existing trees and hedgerows that are a feature of this part of the countryside setting north of the village. An interlocking network of PROWs overlook the area around the river valley and the landscape setting between Bradwell and Stisted. The road will extend in a broad arc and partly as a viaduct across the valley landscape creating a discordant note within the more intimate setting of narrow lanes, small bridges, hedgerow enclosures and a gentle topography.

- **River Blackwater:**

- The capacity of the floodplain to absorb development is consistently low, due to the good condition and strong character of the valley landscape, and nature of landscape features and visual factors which underpin it. A major road development will inevitably provide a visual intrusion and level of disturbance from noise and movement within a peaceful and tranquil setting that by these qualities informs the character of the valley landscape.

Overall in the view of BDC, Option A offers the least advantages of all the routes that are under consideration. Whilst all options will have varying impacts on local communities, Option A will have a significant effect on the larger villages of Stisted, as well as having the potential to bring more noise, pollution and visual impacts to Coggeshall. Both villages have significant Conservation Areas with a large number of listed buildings sitting in a rural context. Option A would bring the new route of the A120 into closer proximity to these communities with the subsequent negative implications.

Option A largely uses the existing route of the A120 which means there is less resilience in the highway network and less overall capacity when compared to other options where both a new dualled A120 and the existing single carriageway route will be available to traffic in addition to the smaller local road network. In other routes



there is opportunity to develop the existing A120 as a public transport route. These options are not available with Option A.

## **Option B**

BDC are pleased to see that this option avoids the ancient woodlands in the vicinity and also Glazenwood historic park and garden (which it would be helpful to have appropriately noted on the map). The proximity of the new road to Glazenwood is not clear but may need additional screening or disturbance measures to protect the historic landscape.

This route passes through a large part of Bradwell Quarry which is allocated in the Minerals Local Plan for sand and gravel extraction. This provides opportunities for a direct access for the quarry and the integrated waste treatment works on to the A120 route, keeping a significant HGV presence from the local road network. There may also be opportunities to use some of the material from the quarry in the construction of the A120 which would be sustainable and reduce mineral miles. There may also be opportunities to regrade the land here following quarrying to protect views from Silver End, Coggeshall, Coggeshall hamlet and the river valley.

It is not clear from the information if the proposal would affect any of the proposed quarrying at Bradwell Quarry or its long term restoration and management plan which is part of the adopted Minerals Local Plan. BDC would not want to see the need generated for additional quarrying in the District to take place because of sterilisation of agreed and reserve assets.

As this route crosses the River Blackwater around Coggeshall Hamlet it appears there is sufficient room to avoid the listed buildings and local wildlife sites. Whilst we understand these were shown on some maps they are not in the consultation booklet. It would have been helpful to show these on the main consultation maps so others could see these assets and make their responses accordingly. However depending on the nature of the road and the width required, mitigation measures may be required.

## **Landscape and Biodiversity Evaluation Comments on Option B**

- **Impact on Existing Landscape Features:**

- The proposed road navigates a route east from the proposed full movement junction near Crossing Lodge with a line that passes close to the historic garden at Glazenwood and two relatively small blocks of ancient woodland. (Glazenwood, Braintree, late 20<sup>th</sup> Century garden and woodland of approximately 21 hectares on the site of an earlier 19<sup>th</sup> Century fruit and shrub garden established by Samuel Curtis. He purchased the land in 1808 and planted extensively, particularly with new introductions from America. By the late 1820s the site was famous for its spectacular planting.) The proximity of a new road to this historic garden will inevitably lead to disturbance and negative impacts on the setting and character of the site.
- Where the route crosses the River Blackwater it will also affect the Local Wildlife Site Bra225 Coggeshall Hall Farm. This river valley site comprises

a mosaic of open Cricket-bat willow (*Salix alba* var. *caerulea*) plantations, with some flower-rich grassland and associated hedgerows. The adjacent sections of the River Blackwater are also included. Reference in the description for this site is made to it being a key foraging area for the nationally rare bumblebee *Bombus ruderatus*. (This bee has declined in Britain to the point of near extinction, and is now the subject of a national Biodiversity Action Plan in order to help stabilise and increase populations.) The fauna also includes several other scarce Essex insects, listed on the provisional Essex Red Data List. These include the bumblebee *Bombus rupestris* and the bees *Sphecodes niger* and *Lasioglossum pauxillum*.

- **Visual Impact and Landscape Value:**

- A section of the proposed route will run through the restored and reformed landscape covered by the extents of the mineral extraction at Bradwell Quarry. The setting here will be determined by the timing of other works but potentially this part of the route has more scope for successful embedding within a changing landscape.

- **Visual impact on the river valley corridor and landscape setting between Coggeshall and Feering:**

- The new road will create an intrusive element in the local setting and as a structure will be prominent in cross-valley views and compromise the sense of settlement separation. Coggeshall Road is typical of the character and scale of the local road network, running within a well-established hedge line, which means the current link between the two settlements, is not really visible in the rural landscape. A number of PROWs traverse the area in and around the valley corridor giving attractive views over and across the open landscape where the woodland and riverine setting appear largely unspoilt.
- The capacity of the River Blackwater floodplain to absorb development is consistently low, due to the good condition and strong character of the valley landscape, and nature of landscape features and visual factors which underpin it. A major road development will inevitably provide a visual intrusion and level of disturbance from noise and movement within a peaceful and tranquil setting that by these qualities informs the character of the valley landscape.

## **Option C**

This proposal means an additional crossing of a railway line, in this case the Braintree branch line. The information states it will go under the branch line. BDC along with colleagues from ECC have been lobbying Network Rail and the Department for Transport for improvements to the branch line for many years. Any crossing or bridges should not have implications for improvements to the branch line. It appears that the gap between existing properties and the Braintree substation as the route approaches the B1018 is very tight. At least one pylon appears to be necessary to move. Can this be done easily and in a timely fashion? This route requires more new roads in this area of Braintree/Cressing than other options with three links to the B1018, A131 and Fowlers Farm roundabout being proposed. It

appears that the existing B1018 route would also be required. This will require careful planning and design but is likely to change the character of this area and reduce the current gap between Cressing Tye and Braintree.

Following the junction, a new dual carriageway link road of some distance is then required to join the A120 with the existing dual carriageway for those heading towards the A131 but also on the old A120 to places such as Coggeshall. As such this will be a substantial road carrying significant loads. It is not clear whether as this road crosses Ashes Road it has enough room between current development. In particular there are sensitive receptors of two gypsy and traveller sites located in the vicinity of this road crossing, as well as the Cordons Farm waste transfer facility. It would be helpful to know if these would be lost or affected by the proposals as both are uses that would require significant thought in their relocation.

### **Landscape and Biodiversity Evaluation Comments on Option C**

- **Impact on Existing Landscape Features:**
  - Largely as for Option B.
- **Visual Impact and Landscape Value:**
  - The new road will extend further to the west and join the existing A120 closer to the Notley Road and crossing the local branch line. The proposal will add further infrastructure into an area that currently provides a degree of visual separation between Braintree and Tye Green/Cressing, which with the prospect of further residential development around these villages will increase the sense of coalescence and urban extent.

### **Option D**

Option D beyond Parkgate Farm crosses a very rural part of the District where there are few properties but views are rural, open and expansive. As such careful design and siting of the road would be needed.

The proposed junction at Kelvedon south would have implications for the River Valley, particularly if the A12 was to move south as is proposed in several consultation options, however the impacts may already be severe due to the proposals to reroute the A12 here.

As with earlier options a new junction to serve the Integrated Waste Management Plant at Rivenhall Airfield and Bradwell Quarry would be strongly support to ensure heavy goods vehicles are able to access the strategic road network as quickly as possible and not use less suitable local roads.

The location of the A12 and A120 junction would be at a remodelled junction 23 at Kelvedon. An all movements junction in this location is strongly welcomed. This option shows significant decline in traffic movements around Kelvedon and Feering which would be of strong benefit to the local community. Any remodelled junction would need to retain the access from the junction into Kelvedon itself, as such the junction is likely to be of substantial size and complexity and its design and mitigation will be key to ensure its urbanising effect is kept to a minimum.

## **Landscape and Biodiversity Evaluation Comments on Option D**

- **Impact on Existing Landscape Features:**

- The area forms an open rural setting on the edge of Braintree with reasonable tree cover and established hedgerows providing strong boundary features. As for Option B in the early stages the proposed road navigates a route east from the proposed full movement junction near Cressing Lodge with a line that passes close to the historic garden at Glazenwood (not designated) and two relatively small blocks of ancient woodland.

- **Visual Impact and Landscape Value:**

- The route does not impact on the riverine landscape of the Blackwater but is likely to influence the nature of the views from up to 13 rights of way including the Essex Way and up to 3 local conservation areas.

## **Option E**

Comments regarding option E covered in other options above.

## **Landscape and Biodiversity Evaluation Comments on Option E**

- **Impact on Existing Landscape Features:**

- The proposed route traverses a number of field boundaries as it leaves the Braintree area. Mature trees and hedgerows define the existing field boundaries in the section close to Braintree and there will be some impact on these features but the impact is reduced as it traverses the more open larger scale field-scape further to the east beyond the extents of Bradwell Quarry. The route also passes very close to ancient woodland at Links Farm and a wider margin would be preferred at this point.

- **Visual Impact and Landscape Value:**

- The new road will extend further to the west and join the existing road closer to the Notley Road and crossing the local branch line. The proposal will add further infrastructure into an area that currently provides a degree of visual separation between Braintree and Tye Green/Cressing, which, with the prospect of further residential development around these villages, will increase the sense of coalescence and urban extension into the countryside. The route may also change the views from the conservation areas in Cressing and Silver End, up to 13 rights of way including the Essex Way.

## **Landscape and Biodiversity Evaluation Comments Summary**

Summary of key points for each option (Landscape preference rating in brackets based on the relative impact on landform and land cover, historic pattern and level of discordance):

### **Option A (3)**

- Partly occupies the route of existing road.
- Prominent Impact in the river valley corridor between Bradwell and Stisted.
- Extensive removal of hedgerows and trees to widen existing route.

- Creation of 2 full movement junctions around Coggeshall which will lend an urban edge to this historic settlement.
- Impact on views from local PROWs.
- Good scope to mitigate in the medium term and in keeping with existing landscape pattern for some of the route along existing line of A120 but limited scope to provide suitable mitigation for impact in the valley corridor around Stisted.

#### **Option B (4)**

- A new route through open countryside.
- Prominent Impact on the river valley corridor between Coggeshall and Feering.
- Loss of habitat associated with Coggeshall Farm Local Wildlife Site.
- Change in character is likely to be absolute.
- Impact on views from local PROWs.
- Limited scope to mitigate for physical impact, loss of landscape character and tranquillity.

#### **Option C (5)**

- A new route through open countryside.
- Prominent Impact on the river valley corridor between Coggeshall and Feering.
- Loss of habitat associated with Coggeshall Farm Local Wildlife Site.
- Change in character is likely to be absolute.
- Impact on views from local PROWs.
- Very Limited scope to mitigate for physical impact, loss of landscape character and tranquillity.

#### **Option D (1)**

- A new route through open countryside.
- Proximity to Glazenwood – historic garden and ancient woodlands
- Use of restored setting around Bradwell Quarry.
- Impact on views from local PROWs.
- Good scope to mitigate for physical impact in the medium term and in keeping with existing landscape pattern.

#### **Option E (2)**

- A new route through open countryside.
- Sense of urban coalescence and loss of visual separation between Braintree and Tye Green/Cressing.
- Likely impact on views from conservation areas in Silver End and Kelvedon
- Impact on views from local PROWs.
- Good scope to mitigate for physical impact in the medium term and in keeping with existing landscape pattern.

### **Potential Location of Junction for Options A, B and C**

The consultation material notes a 1.5km corridor in which the A120 and A12 junction could be located. However this is shown on the existing A12 route. If the A12 is to be in a different location in this area, will the corridor of opportunity still be in the same

place? Notwithstanding this uncertainty BDC would consider the most appropriate option would be to incorporate the A120 junction with the existing Kelvedon north junction on the A12. This would provide a grade separated all movements junction in the vicinity of Kelvedon and would be of benefit for those travelling from the Tiptree direction and beyond. A new junction would likely be of substantial size and therefore care would need to be taken on its design and mitigation and exact location, taking into account existing business such as the service station and Prested Hall located in the direct area. New local roads would also be required to take traffic using this junction away from the centre of Kelvedon and directly to this junction, particularly from the south. This is an opportunity to address a long term issue for the historic villages of Kelvedon and Feering with traffic congestion to which no solution on the existing local road network has been able to be found. This junction would also ensure new housing and employment growth proposed in the vicinity would be able to be accommodated and access the strategic growth network. Additional junctions and link roads may also be required in this vicinity to support the Colchester Braintree Borders Garden Community.

Summary of Queries	
Section	Query
Highways Modelling	Confirmation of which data was used: NTEM 6.2 or NTEM 7.
Highways Modelling	Has the potential conversion of the A120 slip road into main site access for Great Notley development been factored into the modelling?
Highways Modelling	Has the impact of existing displaced traffic using the strategic road network following improvements been factored into the modelling?
Highways Modelling	Clarification as to whether existing rural routes, footpaths, bridleways etc will be severed.
Option A	Galley's Corner: re there any requirements for widening in this area and if so what are the implications for these home owners and businesses?
Option A	Between Bradwell and Coggeshall this option goes offline slightly and presumably the existing road remains to ensure traffic can exit the A120 to the west of Coggeshall. What would the treatment of these two roads in close proximity to each other be? Could it mean that drivers may be tempted to use Coggeshall as a diversion route if there was congestion on the A120?
Option A	Between the Earls Colne turn and a new junction with the old A120 at east Coggeshall, the A120 goes offline. Whilst new local connections would need to be provided if these are not on the existing route of the A120, would this be removed? There appears to be some very large mature trees and homes in the area of the grade separated junction. Would these be lost if this option was taken forward?
Option C	It appears that the gap between existing properties and the Braintree substation as the route approaches the B1018 is very tight. At least one pylon appears to be necessary to move. Can this be done easily and in a timely fashion?
Option C	Would the two gypsy and traveller sites and Cordon's Farm waste transfer facility be lost or affected by the proposals as both are uses that would require significant thought in their relocation?

Potential Location of Junctions	The consultation material notes a 1.5km corridor in which the A120 and A12 junction could be located. However, this is shown on the existing A12 route. If the A12 is to be in a different location in this area, will the corridor of opportunity still be in the same place?
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