

## **National Highways A12 JN19-25 Expansion – DCO Application Examination**

### **Marks Tey Parish Council Issues with Junction 25 Proposals**

Marks Tey Parish Council has registered itself as an interested party with the Inspector looking at the Development Control Order Application and would like to make the following points if called at the Enquiry.

To put the Parish Council views in context, National Highways **A12 proposals, at Marks Tey, have the greatest interaction with a residential area anywhere between Jn19 and 25** and the Parish Council are asking that this is recognised, and that National Highways proposals do not further damage the residential environment, and indeed seek to improve the environmental damage done in the 1970's. The A12 cuts right through Marks Tey village, separating the bulk of village housing from their shops, and will continue to do so after these proposed works. The Parish Council sought to get this remedied earlier in the proposals and may have achieved this had the Garden Community proposals at Marks Tey been accepted. National Highways will and have argued that by proposing the new route for the A12 between Marks Tey and Feering they are easing this situation for a number of Marks Tey residents. However, the Parish Council view is that overall this is not the case and in its detail National Highways is making a trunk road environment further dominant on our village already fragmented by the A12 and A120. Leaving the future detrunked A12 as a dual carriageway will leave another high speed highway running into the centre of our village and the County Council's proposals to reduce this to a single carriageway are essential.

The National Highways proposals for Junction 25 further increase the trunk road and major highway dominance in Marks Tey and remove vital established landscaping.

- The proposals will create an additional lane to the south bound carriageway moving it closer to London Road residences and businesses. 128 residences and flats and 27 businesses will have the A12 moved closer to them (within 100 metres) and will have existing mature shielding tree screening removed.
- Even if this landscape is partially replaced in the reduced space, this will take 10 years or more to give less protection than current.
- Against this the A12 will be moved away from 36 residences on Old London Road but the National Highways proposals see the existing A12 left as a dual carriageway between Feering and Marks Tey leaving a fast highway in front of those premises, which is further compromised by HGV access to an expanding existing employment site.
- The existing Old Rectory roundabout at the junction of Old London Road and the A120 single carriageway and dual carriageway and its 16 mature trees creates a break between the major Highway and the residential area. National Highways proposals to remove this roundabout and replace it with a series of multi lane traffic lit crossroads creating a sea of asphalt where the 16 trees were.
- The new northern exit slip from the improved A12 ends at a new roundabout with the former A12 and Old London Road but this proposes a chicane for traffic accessing the expanding Marks Tey Ltd employment site using the substandard width Old London Road for HGVs.

Marks Tey will be a worse place to live following National Highways current proposals and they seem to have shown insufficient concern to the implications of the highway proposals on a significant residential area.

From the above, the Parish Council have previously sought to have the A12 routed around the back of Marks Tey and National Highways were prepared to consider this as part of the subsequently dismissed Garden Community proposals within Colchester's new Local Plan. The current proposals do address the Parish Council's concerns about commuter access to Marks Tey station and the importance of the London road businesses access to the A12. However, following more detail the Parish Council have made three main comments on the current proposals to National Highways together with suggestions as to how they can be overcome. These are:

1. Concern that the removal of the Old Rectory roundabout and its 16 mature trees at the end of the A120 dual carriageway for a multi lane traffic lit crossroad is a significant degrading of our urban environment. The cross road solution is partially justified by National Highways on the volume of traffic flowing east on the substandard single carriageway A120 through the village when this traffic is currently restricted by slow moving traffic and queuing through Little Tey, Gt Tey Road junction, through Marks Tey village itself (Coggeshall Road), and the blind railway bridge. The existing roundabout and mature trees should be retained even if an additional lane needs to be added and the roundabout traffic lit. Further capacity improvement can be dependent on decisions on the future of the A120
2. That the new roundabout at the end of the northern exit slip needs to link directly with Marks Tey Ltd's (former Andersons) existing and expanding employment site in order to allow direct access for HGV's to the strategic network. As proposed this HGV traffic has to mix with domestic traffic on Old London Road before meeting the new roundabout. This arrangement increases danger and inconvenience for residents and will look ill conceived into the future when a relatively small adjustment could achieve a direct link. Essex County Council's suggestions to reduce the detrunked A12 to a single lane could require a smaller roundabout and aid a direct access into the Marks Tey Ltd expanded site.
3. A new widened pedestrian/cycle bridge is proposed by National Highways broadly in the position of the existing pedestrian bridge. National Highways say that this bridge needs to be higher and require gentler ramps meaning new ramps on the London Road side replacing the current direct access and questioning if the new bridge will be shorter and quicker than using the existing highway footway over the A12. Marks Tey Parish Council have also asked that this new bridge be continued across the adjacent A120 dual carriageway towards the rail station. This would avoid the need and inconvenience to traffic and pedestrians of a traffic lit crossing on the A120 dual carriageway and save the proposed new footpath and crossing between the A12 and A120 dual carriageways.

National Highways have considered the above and have said none are possible but have not suggested any alternatives that will meet the Parish Council's community concerns.

Essex County Council's suggestions to reduce the detrunked existing A12 to a single carriageway on its southern lane may significantly help with 2 above in that it may:

- Remove a potentially unnecessary high speed road into Marks Tey
- Enable a smaller northern exit roundabout with direct access to Marks Tey Ltd extension site (Marks Tey Ltd as part of their extension Planning Permission agreed to create this as the prime access to the whole of their site if it were possible).
- Enable direct on and off access from the former A12 for any industrial accesses and for Dobbies Lane to avoid industrial vehicles using the substandard width Old London Road leaving this for residential use.
- Create an enhanced and landscaped pedestrian, cycling and equestrian route between Feering and Marks Tey which could continue along Old London Road

On this basis of the above the Parish Council maintain that the National Highways scheme at Junction 25 inadequately addresses the interaction of the highway with a significant residential area and continues to further degrade the Marks Tey residential area. The Parish Council also support the County Council detrunking proposals as addressing some of these issues. The following plan indicates with red circles the location of the above issues.

