

# Cllr Kevin Bentley CC

Member for Marks Tey and Layer, Colchester Borough Council

Return address:  [@colchester.gov.uk](mailto: [REDACTED]@colchester.gov.uk)

Dear Sirs,

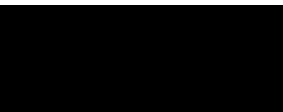
## **A12 Chelmsford to A120 Widening Scheme – TR10060**

I write in respect of the above referenced application. I am the Borough Councillor for the area which includes the villages of Messing and Inworth. I have received a number of concerned representations from residents of these villages regarding the proposed development, particularly at junction 24 of the A12. I consider that National Highways needs to respond to the concerns raised by residents.

I understand that the Parish Council of Messing and Inworth has submitted a relevant representation to the you and wishes to participate in the Examination. This is in addition to the Messing and Inworth Action Group (MIAG) who have similarly raised concerns in respect of the application which I consider need to be interrogated by the Examining Authority.

Given the involvement of the MIAG and the Parish Council I do not consider I need to detail each concern as there parties have succinctly done this (and I support their positions). Nevertheless, I reserve the right to make further representations during the Examination and I would be grateful if you could please keep me updated on progress as the Examination progresses.

Yours faithfully



Cllr. Kevin Bentley CC  
Marks Tey and Layer ward CBC  
Stanway and Pyefleet ECC  
Leader, ECC.

**Cllr. Andrew Ellis**  
Member for Marks Tey & Layer Ward  
Colchester Borough Council

[REDACTED]

18<sup>th</sup> October 2022

The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

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Yours faithfully,

Cllr. Andrew Ellis

[REDACTED]

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**From:**

**Sent:**

[REDACTED]  
01 November 2022 13:02

**To:**

**Subject:**

[REDACTED]  
Messing National Highways submission.

From County Councillor John Jowers, [REDACTED]

Dear Andrew, as the CC for Messing, I am sending this missive in support of your admirable campaign to bring some commonsense to the proposals regarding the Inworth junction, and the impact that this will have on both Inworth and Messing. I feel that Priti Patel and yourself have made the case well, therefore I will say that I am Fully in support of you and the residents of my County Division. John Jowers CC. Sent from [Mail](#) for Windows

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Yours faithfully

Jackie

Cllr Jackie MacLean

Marks Tey & Layer Ward

Private and Confidential – Privilege Communication



# MIAG- report on summary benefits of the Main Alternative

Date of Issue 2. 31<sup>st</sup> May 2022

## **Benefits of Main Alternative**

The villagers of Messing and Inworth are facing a dramatic change to their quality of life and to their right to enjoy the quiet peace of the countryside.

However, they also recognise that the UK transport infrastructure is a vital part of modern life and it is necessary for this to be constantly upgraded and maintained to the highest possible standard. This is why, despite the changes and challenges to be faced by the two villages, there has been no opposition to the development of the A12 corridor. The villages and their representatives fully acknowledge the need to upgrade that major arterial route and new entry and exit junctions are a necessary part of this. The villages of Messing and Inworth are not opposed to the creation of a junction on the A12 at point 24 but **safety is paramount**.

The concerns of the villagers, expressed through the actions and endeavours of the Messing and Inworth Action Group, (MIAG), are to ensure the best possible standards of safety for those living in the villages, and, equally importantly, for the road users on the A12 and surrounding roads. This includes horse riders, cyclists, pedestrians and school children. The concerns voiced by all stakeholders, from Essex County Council, Parliament and the MIAG about the National Highways proposal for Junction 24 are dealt with in great detail in other reports and will not be addressed here.

This document is solely to review the benefits of the Main Alternative, (MA), and no mention has been made of the concomitant negatives.

On the stated basis that Essex County Council 'will never have enough money' to bring all roads surrounding the proposed Junction 24 up to minimum Highways Standard levels of safety, the Main Alternative (MA) offers the following solutions and benefits;

- 1.** The route of the MA new road system across land that does not create land 'islands' surrounded by roads. The dangers of access and egress for farmers, or subsequent house developments, are clear and obvious. The MA follows, for large part, the old "Cockle line" route. This means that much of the gradient and shaping work has already been outlined.
- 2.** The substrate of the MA route would be constructed to Highways Standard, whereas the route today is of a substandard construction incapable of supporting high volumes of traffic and heavy goods vehicles.
- 3.** Road safety standards would be intrinsically woven into the MA route design, whereas today these roads are dangerous in multiple respects including the fact that they are not sealed, no kerbs, have no formalised passing places, inadequate road surface drainage, causing the B1023 to be flooded on a regular basis.
- 4.** Major disruption to traffic flow would be avoided, as the connections to B1023 and A12 would only need to be completed when all the other parts of the road building are finished.

- 5.** Construction of the MA route would provide a safe working environment for road construction staff and residents, eliminating all safety hazards / risks associated with working on a “live road” (existing B1023).
- 6.** The route of the MA avoids bottle necks and pinch point issues that would require major land acquisition and massive disturbance to residents and road users on the B1023 (Inworth Road). The difficulties of Hinds Bridge and Kelvedon Road would be completely negated;
- 7.** The B1023 stretch of road serving Inworth is already a Royal Mail ‘no go’ area as postal services will not deliver to properties on the road as it is deemed too dangerous. The MA allows normal expected delivery services to operate safely, and this would include food delivery and parcel services. Safe access and egress from private properties is also assured with the adoption of the MA;
- 8.** The need to conduct major upgrade works on all local roads that would act as feeder and ‘rat run’ routes to Junction 24 would be obviated by the creation of the MA;
- 9.** Ancient village buildings, including the Church in Messing and the Conservation Area at the heart of Messing would be preserved, as there would be no material advantage for traffic to use these roads. The original Messing Action Group report highlights all the dangers of this anticipated traffic flow. The corollary rationale is that by adopting the MA all these issues and safety risks are removed.
- 10.** The safety of schoolchildren whilst both walking to and from school on the existing roads, and their wellbeing from breathing clean air, is also maintained by the benefits of adopting the MA.
- 11.** Safety is an absolute priority for NH and the MA enables the safety of all road users, motorised or other, to be maintained to the highest possible and practical levels;
- 12.** The adoption of the MA route would provide NH with a “Right First Time” culture. There would be no additional expense in rectifying deficiencies associated in an attempt to modify B1023 road configuration and roundabout improvements.
- 13.** Design and construction of the MA road will provide better sound proofing/barriers mitigating noise levels from increased traffic volumes.
- 14.** Road speed can be increased as the road will no longer be residential. (\*Special road surface material can be used to reduce noise, no benefit under 30mph)
- 15.** Point 13 will improve and protect historical buildings from vibrations caused by increase of traffic volumes.
- 16.** Sustainability – MA will be purpose built to accommodate future increase in traffic volumes from surrounding developments in Tiptree, Tolleshunt D’arcey, Maldon and other villages and communities.
- 17.** Adoption of MA by ECC – Because the road will be constructed to latest specifications and regulations, the maintenance of the road and its surface condition will provide financial relief for ECC/Essex Highways for a considerable period than if the B1023 was amended.
- 18.** The MA will permit the B1023 to return to being a village road, allowing walkers, cyclists, and horse riders to use the entire length of B1023 (from Feering boundary to Perrywood Nursery) with confidence and safety.

**19.** Traffic calming measures could be deployed along B1023 making point 14 safer for walkers, cyclists and horse riders.

**20.** If MA is required to be maintained or due to a vehicle accident the road is closed, the B1023 can provide temporary relief for traffic to access Jct 24. If the NH B1023 plan was to experience the same scenario, there would be no alternative route (e.g. Hines Bridge Closure).

**21.** Adoption of the MA plan will improve resident's wellbeing and enjoyment of their properties.

We, the undersigned, wish to lodge our opposition and objection to the proposed A12 Chelmsford to A120 widening scheme – Messing-cum-Inworth and the failure of National Highways (formerly Highways England), together with Essex County Council, to properly address our concerns. We further lodge our opposition and objection to these authorities who have refused to confirm the viability of the alternative, supported and suggested route, which has been proposed by the Messing-cum-Inworth Parish Council.

Signatures attached hereto are each registered as an individual objection and protest and are to be treated as such, in addition to this collective petition.

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EAST ESSEX HUNT  
@ THE CROWN, FEB 22ND, 2022

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12/3/2022

M. V. H. / Ladies group

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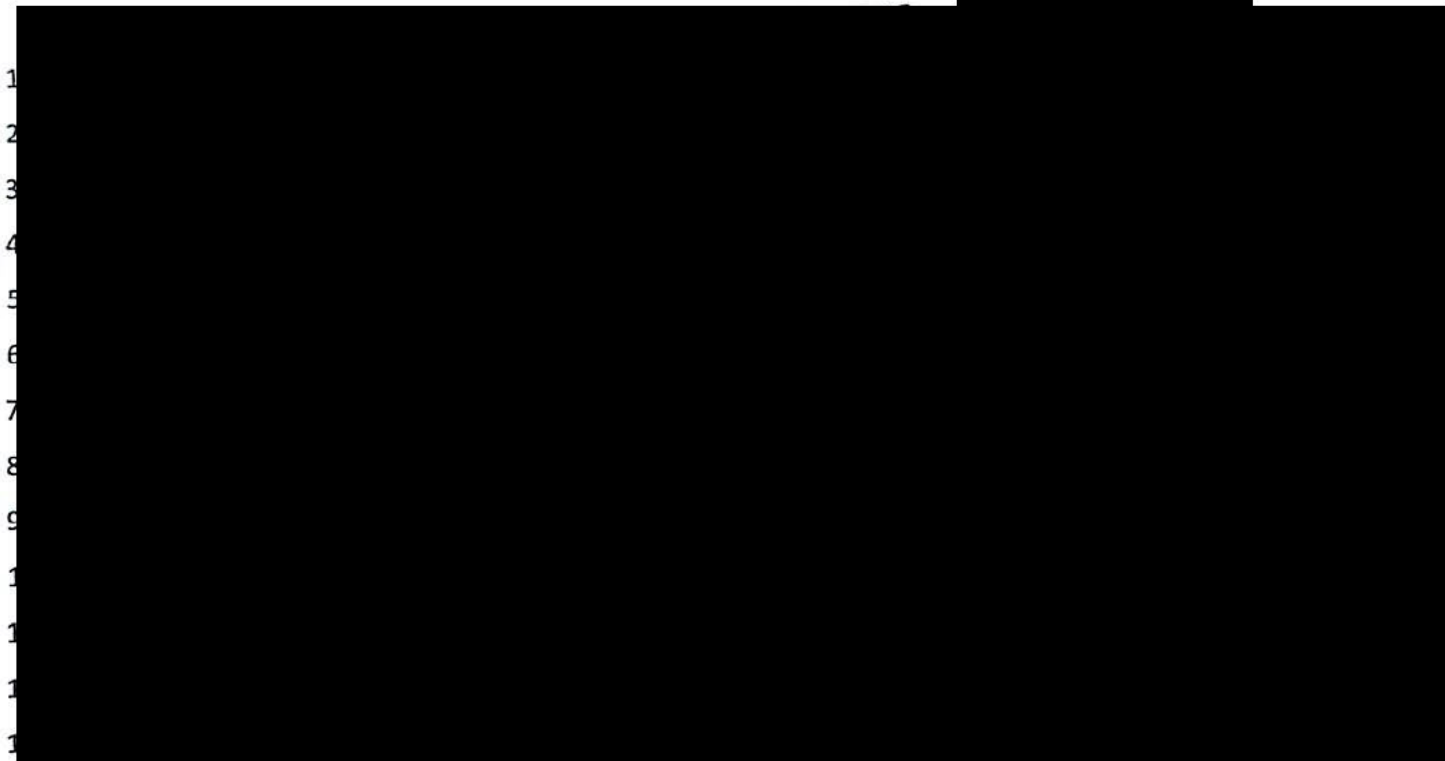
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Neal Pavitt - The Messing Action Group

## Signatures

| #  | Date       | Name                | Place of residence | Comment  | Email address |
|----|------------|---------------------|--------------------|--|---------------|
| 1  | 2022-03-10 | Neal Pavitt         |                    |  |               |
| 2  | 2022-03-10 | Jenny Pavitt        |                    |  |               |
| 3  | 2022-03-10 | Katie Cole          |                    |  |               |
| 4  | 2022-03-10 | Laura Poole         |                    | <p>The impact that the proposed scheme will have on the village of Messing both environmentally, and in terms of the safety of its residents, particularly children will be huge. It is ill thought out, poorly researched and the need for it is questionable. It also potentially leaves the local countryside wide open for prospective development. Again something that is not needed given the already large amounts of development occurring in neighbouring villages.</p> <p>Consultation with the local community has merely served as lip service in what would appear to be a foregone conclusion. This scheme needs reviewing fairly and responsibly and consideration should be given to the proposed alternative route provided by the Parish Council.</p> |               |
| 5  | 2022-03-10 | Tom Holbrook        |                    | <p>I live in Messing and strongly Oppose the current road scheme. It will bring unacceptable and unnecessary levels of traffic through the quiet village of Messing.</p>   |               |
| 6  | 2022-03-10 | Roy Lewis           |                    |  |               |
| 7  | 2022-03-10 | Charlotte Stevenson |                    |  |               |
| 8  | 2022-03-10 | Kirk Culley         |                    | <p>Messing village with its conservation area will become a 24/7 rat run.</p>  |               |
| 9  | 2022-03-10 | Timothy Wilson      |                    |  |               |
| 10 | 2022-03-10 | Jane Poole          |                    |  |               |
| 11 | 2022-03-10 | John Poole          |                    |  |               |
| 12 | 2022-03-10 | Joanne Collins      |                    |  |               |
| 13 | 2022-03-10 | Brian Collins       |                    |  |               |
| 14 | 2022-03-10 | Paula Clark         |                    |  |               |
| 15 | 2022-03-11 | Jane Gilbey         |                    |  |               |
| 16 | 2022-03-11 | Andrew Watson       |                    | <p>I'm am objecting to the plans that National Highways are proposing to implement on the B1023 and force upon the residents of Inworth. There plan and the Projected traffic levels is unsafe, damaging and will decimate this village and blight the residents that live on this road. NH and ECC must investigate the Community bypass as the main alternative to their plan.</p>   |               |
| 17 | 2022-03-12 | diane laccohee      |                    | <p>This proposed route is going to bring loads of traffic through the village of Inworth which is already very busy at peak times .</p>  |               |

| #  | Date       | Name                       | Place of residence | Comment   | Email address |
|----|------------|----------------------------|--------------------|---|---------------|
| 18 | 2022-03-12 | Tabetha Powell             |                    | I live in Messing and this is going to have a negative impact on our village life. As above the village council have proposed alternative options that are more viable.   |               |
| 19 | 2022-03-12 | Steve Gilbey               |                    |   |               |
| 20 | 2022-03-12 | Kevin Betts                |                    | I made a series of detailed, and reasonable, objections to this ill-conceived scheme when the plan was originally presented, as did others, but these were ridden roughshod over by the planners. Now with fuel prices rising rapidly the need for a more integrated approach to national transportation is revealed even more starkly. |               |
| 21 | 2022-03-12 | Neil Jasper                |                    |   |               |
| 22 | 2022-03-12 | Nikki Moore                |                    |   |               |
| 23 | 2022-03-12 | Michael Hatchett           |                    | I cycle and walk with my grandchildren along the lanes around Inworth and Messing, and my daughter and wife ride horses on those lanes. The proposed junction 24 will mean sat nav will direct traffic from all of south Colchester to lanes through Messing in rush hour when Stanway Marks Tey and Tiptree are slow moving.           |               |
| 24 | 2022-03-12 | Ruth Hatchett              |                    | The proposals will cause further congestion on unsuitable roads and danger to pedestrians cyclists and horse riders.  |               |
| 25 | 2022-03-13 | Emmelene Gardner           |                    | Emmelene Gardner  |               |
| 26 | 2022-03-14 | Muriel Jackson             |                    | I feel that the present scheme will result in overwhelming traffic on unsuitable country roads through both Inworth and Messing and I think they our council's alternative proposal should be given urgent consideration  |               |
| 27 | 2022-03-14 | Robinson Jess              |                    |   |               |
| 28 | 2022-03-14 | Tricia Wenborne            |                    |   |               |
| 29 | 2022-03-15 | Anne Wild                  |                    | National Highways current scheme has not been properly thought through and will have devastating effects on Inworth and Messing, as well as a danger to life on these too-narrow, single lane roads.  |               |
| 30 | 2022-03-15 | Andre Turner               |                    | I'm signing because the area around Messing is used by me and my family to exercise and be amongst nature with quiet roads. This scheme will [REDACTED] increasing the burden on mental health charities and the NHS plus the increase in Government funds to support these additional requirements                                     |               |
| 31 | 2022-03-16 | Kelly Quin                 |                    | Traffic bad now, potholes, accident hotspot will be even worse  |               |
| 32 | 2022-03-16 | Milene Smith               |                    | I am part of a rambling group who frequently walk the quiet lanes of messing there are no pavements and people's lives will be endangered and with new highway code rules there will be huge tailbacks. [REDACTED]  |               |
| 33 | 2022-03-18 | Jon Shippey                |                    | I am signing due to the lack of consideration for local villages and the extra traffic that is a risk to public health and danger to pedestrians & cyclists   |               |
| 34 | 2022-03-21 | Trish Pennington-Partridge |                    | This should not take place, as this is damaging to the countryside and wildlife   |               |
| 35 | 2022-03-26 | Taig Pennington Partridge  |                    |   |               |
| 36 | 2022-04-13 | Gracie George              |                    |   |               |
| 37 | 2022-04-19 | A Flaherty-Webb            |                    |   |               |
| 38 | 2022-04-19 | Anthony Flaherty           |                    |   |               |
| 39 | 2022-05-04 | Ollie Culley               |                    |   |               |



| #  | Date       | Name               | Place of residence | Comment  | Email address |
|----|------------|--------------------|--------------------|--|---------------|
| 40 | 2022-06-05 | Robert Suckling    | [REDACTED]         | Current National Highways proposals will be highly detrimental to the villages of Messing and Inworth. This is totally unnecessary because a perfectly viable alternative that is better in all respects has been identified. Full details have been provided to National Highways but they refuse to fully evaluate it.   | [REDACTED]    |
| 41 | 2022-07-21 | Charlotte Lawrence | [REDACTED]         | I live in [REDACTED] The traffic on this road is already horrendous and I struggle to exit the driveway of my property due to heavy traffic. The heavy lorries that drive down the road constantly shake the property, to the point where it rattles the glasses and crockery in my kitchen cabinets, and I struggle to sleep properly at night. By moving the A12 junction I fear this would increase traffic and make my property unbearable to live in and unsafe to exit onto [REDACTED] | [REDACTED]    |

## **Messing and Inworth Action Group**

### **Messing-cum-Inworth Parish Council**

In regard to; National Highways 'public meeting' 21.10.22

*Definition of 'consultation';*

#### **'Deliberation, or a meeting for deliberation'**

*Definition of 'deliberation';*

#### **'To consider, or think about carefully'**

MIAG and MCI PC do not believe that National Highways have either 'consulted' or 'deliberated' the Main Alternative. The A12 - Junction 24 has only been available to review and consult since late summer of 2020. We believe that National Highways have created a false narrative around their plan for this Junction, and denigrated without substantive reasoning, and through their confirmation bias, the Main Alternative.

Despite the false illusion created by statements from National Highways, the Planning Inspectorate has **MADE NO DECISION**. The substantive design and engineering proposals for the **MAIN ALTERNATIVE HAVE NOT YET** been reviewed by the Planning Inspectorate, nor any challenges made to National Highways as a consequence.

There will be a full **legal challenge to the Development Consent Order**, which we believe to have been poorly drafted. We also believe it seeks wide ranging and excessive powers arrogated to National Highways, with no justification or need, for years to come.

**The Gunning Principles** have been established to attempt to ensure proper process is followed and proper consultation and deliberation surround the decision making process.

#### **1. Proposals are still at a formative stage;**

A final decision has not yet been made, nor predetermined, by the decision makers;

#### **2. There is sufficient information to give 'intelligent consideration';**

The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response;

#### **3. There is adequate time for consideration and response;**

There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation, despite the widely accepted twelve week consultation period, as the length of time given for consultees to respond can vary depending on the subject and extent of impact of the consultation;

#### **4. 'Conscientious consideration' must be given to ..... responses before a decision is made;**

Decision makers should be able to provide evidence that they took consultation responses into account;

**WE BELIEVE THAT NATIONAL HIGHWAYS CONTINUE TO BREACH ALL OF THESE LEGAL PRINCIPLES.**

# FRIENDS OF MESSING CHURCH



14<sup>th</sup> July 2022

To: Messing and Inworth Action Group,

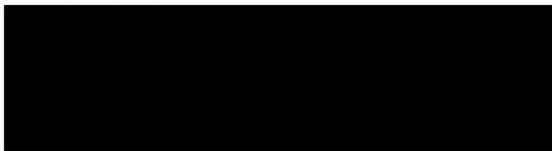
We are very concerned that we were not consulted by National Highways about the risks of damage caused by vastly increased traffic numbers, and vibration, to our Grade II\* listed church and churchyard, parts of which date back to the thirteenth century, if NH plans for Junction 24 feeder roads go ahead.

We would like to thank you for bringing the results of the vibration and sweep tests to our attention. Please convey our thanks to Essex County Council for carrying out some of these tests although, surely these should have been completed by National Highways?

Our church is located in the conservation area in the centre of the rural village of Messing. It is very much the centre of village life, together with our village hall and pub. Local people work hard to raise money throughout the year to try and ensure our church is maintained for future generations and it appears that National Highways are intending to put this historic and valued village asset at risk without even giving due and proper consideration to the Main Alternative route proposed by our Parish Council.

Our narrow local roads are not designed to take large, articulated lorries. They are currently used by pedestrians, cyclists, joggers, horse riders and a small amount of local traffic. Maintaining safe access to the church and graveyard is essential, as well as ensuring that the very fabric of this church and its surrounding wall are not affected in any way. The failure of National Highways to consult on the risks of vibration damage and the reduction in safe access routes that their plans may cause is undeniably a breach of their statutory duty.

Kindest Regards,



Jan Barker

Chair of Friends of Messing Church





**THE RT. HON. PRITI PATEL MP**  
WITHAM

HOUSE OF COMMONS  
LONDON SW1A 0AA



Mr Andrew Harding

Our Ref: ZA77794

2 November 2022

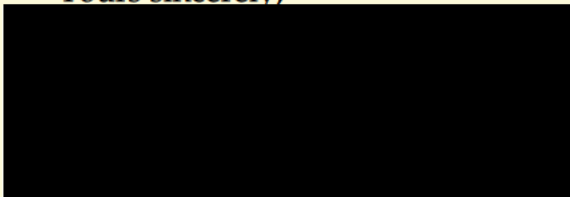
Dear Mr Harding,

Thank you for copying me into your email to National Highways regarding the A12 Widening Scheme and arrangements for meetings between National Highways and Marks Tey Parish Council and the local community.

National Highways should be engaging constructively and positively with the local community and working with them to address the concerns and issues raised.

I will contact National Highways to remind them of the importance of engaging constructively, especially given the ongoing concerns residents in Messing and Inworth have with the proposals.

Yours sincerely,



**Rt Hon Priti Patel**  
**Member of Parliament for Witham**



THE RT. HON. PRITI PATEL MP  
WITHAM

HOUSE OF COMMONS  
LONDON SW1A 0AA



Mr Andrew Harding

Our Ref: ZA77794

8 November 2022

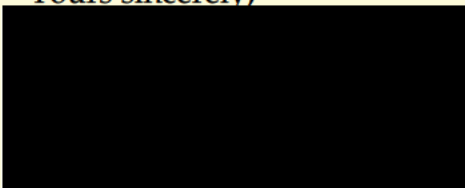
Dear Mr Harding,

I have received the letter attached from Mr Philip Davie at National Highways in response to the representations I have made to him regarding your concerns about engagement and meetings with the community in Messing.

In the letter he has offered to meet with the Parish Council. With this in mind, it may be useful for that meeting to take place with me present as well.

I would be glad to assist in arranging a mutually convenient date and time in the coming weeks.

Yours sincerely,



**Rt Hon Priti Patel**  
**Member of Parliament for Witham**