

Mr Gerrard and Mrs Jayne Bibbey (our clients') own parcels [REDACTED] (known as land on the [REDACTED]), [REDACTED] (known as land on the [REDACTED]) and separately [REDACTED] (known as 1 [REDACTED]).

Further to the initial representations submitted on their behalf when registering them as an Interested Party (Interested Party reference number is: 20033125), Parcels [REDACTED] and [REDACTED] form part of our client's business [REDACTED] which includes [REDACTED]. The accommodation available includes 5 Glamping Pods and 5 Hook up Touring caravan pitches.

This business is successful and a community asset and the current A12 Chelmsford to A120 widening proposals stand to have a significant negative impact on both the running of the business and its customers enjoyment of it.

Our clients comments / Objections:

• Plans submitted by National Highways as part of their DCO application propose to acquire the western part of the parcel [REDACTED] running adjacent to the A12 with the proposed ownership boundary abutting to the fishing lake. This would have a detrimental impact on their business as it could prevent anglers accessing the northern area of the lake to fish and cut off use of the car park currently in situ. We would therefore argue the boundary be pushed further back to the A12 to allow reasonable access to the lake by both anglers and vehicles.

• Our clients want an assurance that access to their site will be available, prior, during and post construction with adequate signage to the fishery in place on the A12 from the South Bound and North Bound directions, to limit the impact on the business and its customers.

• As part of National Highways' proposals they seek to reduce the height of the bund currently in place by greater than 2 metres in places. This was constructed by the owners to reduce noise from the A12. My clients propose this stays at the same height in order to mitigate any further sound from the road. If there is no way for the bund height to remain as it is currently, then our clients would request that sound boarding is put in place to mitigate noise pollution from the A12. Furthermore, should any of the 6ft high otter fencing currently in place be damaged or removed in construction then this must be replaced.

• National Highways have proposed a new footpath / bridleway be included, running along the proposed boundary of [REDACTED], adjacent to the A12. The footpath would use the same access as the anglers and give access the fishing lake. My client strongly opposes this, as it would have a detrimental impact on the business by taking away privacy from anglers using the lakes. It would also increase the risk of trespass to the wider ownership of the fishing lakes and increase potential for poaching. We propose this additional right of way be removed completely from the scheme proposals.

• The current proposals show attenuation ponds to the North of the fishing lakes. The plans indicate the outfall will run onto Mr and Mrs Bibbey's land. If potentially polluted water from the A12 enters their fishing lakes, it could pollute the lakes and affect the health of their fish. We propose all outfalls be positioned away from Mr & Mrs Bibbey's land to reduce this risk. Furthermore, given the risk of pollution our clients have requested that the drains are widened and the ditches are rubber lined to reduce the risk of said pollution killing their fish stock. It is important to note that these ditches also run into the River Blackwater.

We and our clients are in ongoing discussions with National Highways representatives about the above issues but are yet to receive satisfactory assurances from them to any of them.

Yours Faithfully

Oliver Lukies and Edward Rout of Strutt & Parker
For and on behalf of Gerrard and Jayne Bibbey.