

Cllr Katherine Evans, of Feering Parish Council, brought to my attention the ECC representations made by Michael Humphries KC that "A plan for the monitoring and management of wider impacts on the local highway network" should be included in this A12 DCO [see REP3-035 page 13 etc].

I support Feering Parish Council's formal request that ECC include the following locations in the Feering and Kelvedon Ward for inclusion in the post-operational monitoring programme that ECC are seeking to get included in the Development Consent Order:

1. Inworth Road north " including Hinds Bridge;
 2. Gore Pit Corner junction (Inworth Road/London Road/Feering Hill)
 3. New Lane, Feering as the Network Rail representation has alerted us to the fact that around 20-50 additional vehicles per day are forecast to use New Lane and its railway overbridge [see REP2-092-006]
 4. Coggeshall Road, Feering
 5. Coggeshall Road / Station Road, Kelvedon
- AND also 6. Station Road / Swan Street / Kelvedon High Street junction

The locations and forecasts are National Highways documents:

APP-256: 7.2 Transport Assessment Appendix C Traffic Flow Diagrams Communities & A12 mainline

REP1-009 National Highways response to OFH1 - Technical note on Traffic appendix

Feering Parish Council is concerned about the forecasting which has been undertaken by National Highways on the local roads, particularly as another 835 homes are due to be built in the village before 2033, being the majority of the 1000 homes in the adopted BDC Local Plan Policy LPP21 Strategic Growth Location - Land at Feering. It has been stated that these homes and the up to 4ha of employment generating uses (LPP 2) cannot be included in the modelling due to there being no planning consent in place. If the monitoring shows that traffic volumes on local roads are higher than forecast then National Highways will be required to contribute towards alleviation schemes.