

Written submission of Mr Ray Strudwick (interested party ref. No. 20032945) meeting participation representing Messing & Inworth Action Group at the Specific Hearing 3 (ISH3) held at Kingsland Church, Lexton 26th April:-

Agenda item 2. Change request: Drainage work associated with B1023 Kelvedon Road at Inworth.

On behalf of Messing & Inworth Action Group, I raise the concerns over the reduction of flood compensation attenuation ponds from 4 to 2 and the flood mitigation areas from 7 to 4, an overall reduction of approx. 50%, which is very surprising considering that the environmental changes in world weather conditions implies that we are going to suffer increased sporadic heavy rainfall. I have lived in Messing for 9 years and have noticed a dramatic increase in the flooding of the field / natural flood plan at the bottom of Lodge Road. I would have thought that National Highways having already purchased this land would take full advantage and provided as much mitigation as possible for future climatic weather change as supported by the Environmental Agency.

Agenda item 3. Traffic and Transport: De-trunking sections of the A12

On behalf of Messing & Inworth Action Group, I raise the following concerns: -

The new access route from the village of Easthorpe to the to be de-trunked A12 will not provide access for any motorised vehicles. This access crosses over the new A12 between Feering and Marks Tey that is to be newly constructed, located south of the existing A12. In addition to this new road requiring its own separate DCO as a newly constructed road, it is ridiculous for the access between the village of Easthorpe and the de-trunked A12 to be non-motorised. This will mean that up to 800 truck movements across harvest time will be attracted to route south west down single track routes via Messing village or Blind lane to the B1022 and B1023. These roads are not designed to carry such truck volumes or payloads. These roads are already in a perilous and unsafe state with many long-term potholes, unrepaired by Essex Highways. It is essential that any design properly provides for unrestricted motorised access between Easthorpe and the detrunked A12 as use of the detrunked A12 between Feering and Marks Tey will have the capacity and provides a much safer route than the rural route alternatives. It is not realistic to assume that all Easthorpe traffic will route via Copford to J25 at Marks Tey. School Road is already very congested and dangerous at peak times due school drop-off and extensive on-road parking, that leaves insufficient visibility to drive past these stationary cars safely.

Agenda item 3. Traffic and Transport: De-trunking sections of the A12

On behalf of Messing & Inworth Action Group, I raise the following concerns: -

In 2017 at the time of the West Tey Garden Village examination, National Highways were investigating 4 possible options (A, B, C & D) to route from existing junction 23 to junction 25. We were advised that if the West Tey Garden Village didn't go ahead, the original plan to widen the existing A12 would be implemented. I was under the impression that some of the properties along the existing A12 had already been purchased. As the West Tey Garden Village programme has since been scrapped, why is National Highways are still progressing an alternative route, when the rest of the A12 is purely widened, and the existing infrastructure utilised? The cost to the environment, wildlife habitat, and de-trunking of the existing A12 is an expenditure that is not required and the country should not be burdened to pay during a recessive financial crisis.

Agenda item 3. Traffic and Transport: Messing and Inworth. Progress on agreement of provision of additional mitigation.

On behalf of Messing & Inworth Action Group, I raise the following concerns: -

Firstly, on behalf of MIAG and the residents of Messing and Inworth, I would like to remind the Examining Authority that National Highways has still made no serious attempt to evaluate the 'Main Alternative' proposed by Messing & Inworth Parish Council and MIAG which is fully supported by our MP and our local council officials including Kevin Bentley the leader of Essex County Council.

I would further like to remind the Examining Authority and National Highways that the failure by National Highways and the Secretary of State for Transport to fully consider alternatives, led to a judicial review finding against the preferred scheme; we already highlighted this at the open floor hearings at the Witham Public Hall in January. We would repeat that it would be in everyone's interests to avoid another judicial review.