

1) Inworth Road, Feering including Hinds Bridge & Gore Pit corner

Feering Parish Council fully support the submissions requiring the widening of Hinds Bridge – specifically ECC’s response at deadline 4 & before [REP4- 075 page 23] that..... *“ECC remains of the view that Hinds Bridge should be widened so that it can accommodate two large vehicles passing in opposite directions. By 2042 there is predicted to be an increase in peak hour traffic and incidents are most likely to occur at these busier times.”*

As noted before, Hinds Bridge is a historic brick bridge that takes Inworth Road over the Domsey Brook. Crown Estates Land and the BDC Local Plan LPP21 “Feering Strategic Growth Location” development - which will total 1000 dwellings together with business, retail and leisure uses - is on the north (Feering) side of Domsey Brook and will straddle the Inworth Road. As previously stated, Feering Parish Council are seriously concerned that the extra domestic, business & HGV traffic that will be generated by this doubling in size of Feering, including an up to 4ha employment site, is not taken into account in the Development Consent Order and that there is no safe active travel provision in this area. A general recognition of economic trends and housing developments across Braintree District does not take into account the fact that housing growth in the BDC Local Plan 2013-2033 has been deliberately focussed on the A12 corridor, with its adjacent mainline railway links.

Both Feering Parish Council [REP3-041 at deadline 3] and Cllr Paul Thorogood [REP4-081 at deadline 4] have required that the following Feering locations are included in the traffic monitoring sites:

1. Inworth Road – specifically including Hinds Bridge, the narrow brick bridge with no footway over Domsey Brook
2. Gore Pit corner aka Blue Anchor junction: Junction of Inworth Road B1023 and London Road / Feering Hill B1024 and Rye Mill Lane.

Feering Parish Council were assured by ECC in an email of 11 April that... *“ECC intend to seek inclusion of locations 1 and 2 within the (traffic) monitoring programme”*. Feering Parish Council request that the above sites are indeed included.

2. Severing of Prested Hall Drive and Feering FP 15

As noted in Feering Parish Council’s submissions at deadline 2 [REP2-059 at 13 February 2023] and deadline 3 [REP3-041 at 9 March 2023], National Highways DCO proposals cut both Prested Hall drive and Feering PROW 15 to the east. These routes are used together with the current Threshelfords PROW & farm accommodation bridge over the current A12 as a convenient and semi-rural circular route. Prested Hall drive provides a direct attractive route for pedestrians and cyclists from the north-east end of Feering to the leisure facilities at Prested Hall.

It is requested that National Highways provide a public WCH crossing and route over the new A12 in the general area of Prested Hall Drive / Feering PROW 15 to maintain this north-south connectivity.

3. De-trunking of the A12 north-east of Feering

Feering Parish Council are broadly supportive of Essex County Council's proposal for the green infrastructure and walking/ cycling/ horse riding provision on the northern carriageway.

It is not clear at present whether users of properties with access onto the to-be-detrunked A12 will be able to turn both left and right out of their properties or whether they will have to go to a roundabout to turn round. Similarly with entering the properties.

In the interests of sustainable transport, bus stops must be re-instated on the de-trunked A12 especially by:

- the garage, shops & hotel.
- Domsey Chase, which has several residential & business properties. The relocated Easthorpe Road turning will also be in this area.

There must be no conflict between buses pulling into- & out-of bus-stops and users of walking/cycling/horse riding provision along the de-trunked A12.