

27 June 2023: Issue Specific Hearing 5 (teams)
Cllr Katherine Evans – Feering Parish Council representative

FPC have not studied the Inworth Road roundabout plans in detail but we do have a question... we are not sure whether all the properties on Inworth Road (in the roundabout area) actually have vehicular access.

NH reply (Mr Greenland): With or without the proposed change at the interface of the roundabout (with Inworth Road) all properties that currently have vehicular access to the B1023 (Inworth Road) will continue to have permanent case vehicular access to the B1023 (Inworth Road).

Re: Operation phase local traffic monitoring – draft DCO (new) article 16 (p94)

Feering Parish Council are concerned that locations in Feering, which we understand that Essex County Council agree with – namely Gore Pit Corner & Hinds Bridge – are NOT included in the draft DCO. And the latest submission from Essex County Council DID appear to agree some of the other locations that Feering Parish Council had suggested, which was...

- Coggeshall Road Feering
- Coggeshall Road Kelvedon
- London Road Kelvedon
- London Road Feering

These locations don't appear in article 14 (should have said 16). I don't have the expertise to know whether they're going to appear or whether they appear somewhere else.

Examiner to NH: I was going to ask myself the point that Councillor Evans raised because I was aware that a number of other locations that had been suggested by other parties.... [continues page 30+31 of transcript]

Feering Parish Council obviously don't agree with National Highways contention of leaving out Feering location.

ECC input page 32 re original locations in the ECC LIR (Local Impact report at deadline 2) & subsequent consultations / discussions including with Feering Parish Council so ECC think that additional monitoring locations need to be considered – see REP6-100, ECC's Monitoring & Mitigation Plan Technical Note

re: Local Plans

(p31) Attention has been directed to the national planning policies for NSIPs and specifically the National Policy Statement for National Networks (NPS 2014)). I would point out that it specifically says that local plans should be taken into account. And there has been a reluctance to take local plans into account - adopted local plans - specifically the Strategic Growth Location at Feering. And it should be noted that national highways did actually change - had a specific separate consultation, which was then not relevant any more - to change the A12 route to take into account the proposed Garden Community at Marks Tey. So it seems perverse that there was a willingness to make a complete change to the A12 planning and plans to take into account the proposed Garden Community but there's no willingness to undertake changes and take into account matters that are in the adopted Braintree Local Plan now. Thank you

NH response by Ms Emma Harling-Phillips of WBD (page 33): just to put down a marker, it is not the case that the applicant has ignored adopted local plans, all adopted local plans and national planning policy has been taken into account by the applicant as relevant to the NSIP process. And that was fully demonstrated in our application documents, as you'll be well aware, sir. Thank you.