
From: A12chelmsfordA120 <A12chelmsfordA120@planninginspectorate.gov.uk>

Sent: 07 March 2022 16:38

To: Mary Lindsay | [REDACTED]
A12chelmsfordA120 <A12chelmsfordA120@planninginspectorate.gov.uk>

Cc: [REDACTED]; [REDACTED]; [REDACTED]
[REDACTED]; [REDACTED]; [REDACTED]
[REDACTED]; [REDACTED]

A12chelmsfordA120wide@highwaysengland.co.uk

Subject: RE: A12 Chelmsford to A120 widening J24 and B1023

Dear Ms Lindsay,

Thank you for your letter and attachments. The Planning Inspectorate has not received an application from National Highways regarding the A12 Chelmsford to A120 Widening Scheme. We have been notified by the applicant that they are intending to submit in Quarter 2 of 2022. Please see our website for information received about the project.

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/>

The Planning Inspectorate is unable to consider representations about the merits of any application until the application has been submitted and accepted for Examination, therefore, you may wish to address your concerns to your local authority or National Highways directly.

If the application is accepted to be examined you will be able to register as an Interested Party by submitting a relevant representation. This must be submitted on the 'Registration and Relevant Representation form' which will be made available on the project webpage of the National Infrastructure Planning website if the application is accepted.

Further information about registering as an Interested Party can be found in the Planning Inspectorate's 'Advice Note 8.2: How to register to participate in an Examination'

<https://infrastructure.planninginspectorate.gov.uk/legislation-andadvice/advice-notes/>

Information about the process is also available on our website:

<https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

You may find it helpful to subscribe to receive email notifications for key events

that occur after an application has been submitted to the Planning Inspectorate. You can find a link to this on our website.

If you have any questions about the process you are welcome to contact me.

Thank you,
Deborah

Deborah Allen
National Infrastructure Planning
Helpline - 0303 444 5000

From: Registered [REDACTED] >
Date: Friday, 4 March 2022 16:21
To: "NIEnquiries@planninginspectorate.gov.uk" <NIEnquiries@planninginspectorate.gov.uk>
Subject: FW: A12 Chelmsford to A120 widening J24 and B1023


From: Registered [REDACTED]
Date: Friday, 4 March 2022 15:55
To: Simon Patten <[REDACTED]>, Fraser Ward <[REDACTED]>, Andy Watson <[REDACTED]>, "[REDACTED]" <[REDACTED]>, Messing Cum Inworth Parish Council <[REDACTED]>, andrew harding <[REDACTED]>, Andy Smith <[REDACTED]>, "[REDACTED]@essex.gov.uk" <[REDACTED]@essex.gov.uk>, "A12chelmsfordA120wide@highwaysengland.co.uk" <A12chelmsfordA120wide@highwaysengland.co.uk>
Subject: A12 Chelmsford to A120 widening J24 and B1023

I attach for your information my letter to the Planning Inspectorate together with enclosures.

It will be sent using the signed-for service.

Regards,

Mary Lindsay

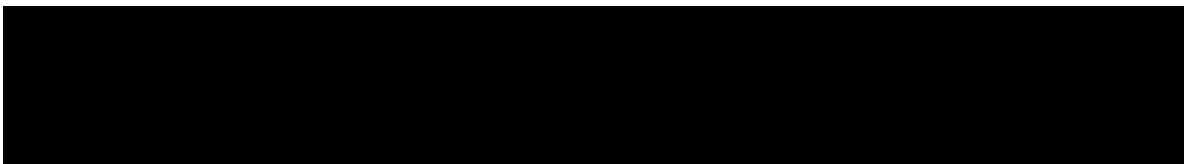


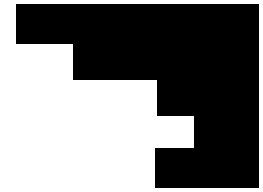
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DPC:76616c646f72





4th March 2022

Dear Graham Stallwood,

A12 Chelmsford to A120 widening – J24 and B1023

I am very disturbed to learn that National Highways are proceeding to apply for a Development Consent Order without properly providing the Planning Inspectorate with the full details of the objections and suggestions of the local community.

Furthermore I believe that they are ignoring the representations of the community affected by this aspect of the scheme. We have made repeated and comprehensive representations to National Highways both individually via the consultations and through the Parish Council who have submitted what we believe to be viable alternative in the form of a community bypass. The B1023 is unable to cope with the projected traffic and so an expensive road “improvement” plan has been put forward. The cost of our suggested alternative, the community bypass, has not been calculated and National Highways refuse to engage with the community and the Parish Council on this.

I am very concerned that National Highways are not taking into account the impact on those living along the B1023 and the rural lanes used by walkers, horse riders and cyclists, of the location of access to the proposed J24 on the B1023. They appear to be paying lip service to the consultation process and then ploughing ahead with their ill-conceived scheme.

For your information I attach the following:

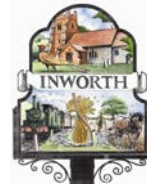
- My individual response to the consultation in December 2021
- A map showing comparative land take between the NH plan and our suggested community by-pass
- A map showing our suggested bypass alternative to the NH plan
- The Parish Council response to the consultation in December 2021 with plans and maps

I look forward to your assurance that the Planning Inspectorate will properly consider our representations.

Yours sincerely,

Mrs. Mary Lindsay

For the attention of
Graham Stallwood
Director of Operations
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN



Messing Cum Inworth Parish Council

Chairman: Cllr Bob Suckling

Clerk to the Council: Kate Palmer

Parish Number: [REDACTED]

Email: [REDACTED]

website: [REDACTED]

26th November 2021

National Highways
Via Email

Dear National Highway

Ref: National Highways A12 Widening Scheme Supplementary Consultation Response following the meeting with National Highways Representatives & Messing Cum Inworth Parish Council on 18th October 2021

Further to the virtual meeting and the Supplementary Consultation, please find below the response from Messing-Cum-Inworth Parish Council.

1. Hinds Bridge

It is with great concern we note that no improvements are forthcoming to Hinds Bridge. We are told it is NHs intention to attract A120 & village traffic away from using Kelvedon High Street to access the A12 by making Inworth Road/Junction 24 more attractive. Simply monitoring local social media would show how local expectation is being built up on Kelvedon/Feering access via Junction 24.

However, by either not offering improvements to the design for Hinds bridge or not offering a slip road to Junction 24 from Inworth Road North an existing bottle neck/pinch point will be made significantly worse and probably shorten the life of the bridge.

Hinds bridge has a weight limit of 3t and is a listed structure. Two years ago, emergency works were carried out to stabilise the bridge by ECC. These works have enabled the bridge to carry on taking existing traffic volumes but did not go as far as to widen the bridge to allow for 2 large vehicles to pass one another. It is, therefore, a pinch point on your A12 access route. We ask that you review this and when doing so consider climate change and the effect of rising waters underneath as the bridge sits low in the landscape.

We realise that Hinds bridge is a difficulty in your plans, but that doesn't mean it should be ignored. Northbound Inworth road traffic assessment traffic modelling figures have not been shown within the Supplementary consultation and we would request to see if they remain the same as the previous consultation figures.

2. Dimensional Changes to Inworth Road

Within National Highways proposed interventions to Inworth Road you have shown road widening at pinch point positions. These areas will be widened by 3m up to 2m dependent upon the location. However, the pinch points you have highlighted through the village of Inworth, by NHs own admission, are not to be widened as there is no land that can be taken for this. Therefore, Inworth village remains a bottle neck and your proposed design has a second clear flaw.

The Parish Council also have deep concerns revolving around “provisional order limits” in front of the Church. National Highways must be clear whether it intends to take consecrated land to facilitate the B1023 intervention.

3. Flood Issues

For NH to ease the constraints of the existing Inworth Road you plan to widen it, which raises further flooding issues. The proposed plan to alleviate this is adding drainage ponds and flood mitigation. To allow for these, more land is required and will be taken from landowners. Once again, the rural nature of the lane and its homes are under further threat from the encroaching highway.

4. Environmental Damage

National Highways have made a clear point that the Parish Council’s Community Bypass will have an environmental impact larger than the present interventions proposed for Inworth Road. With no information having been made available, and no detailed work having been undertaken, the Parish Council challenge this point strongly.

The latest drawings by National Highways show the loss of hedgerows, trees, and habitat along with further land-take for widening, drainage etc. For the construction of these alterations to proceed a sizable amount of building work will need to be carried out to a narrow a winding road that was not designed to take this level of traffic flow. This work was not envisaged in the original NH plans when the B1023 was considered as being ‘fit for purpose’.

Messing-cum-Inworth Parish Council demand a detailed study is carried out by an independent party of both the Community Bypass and the B1023 with interventions covering all aspects of the projects with the aim of arriving at a balanced, fully informed decision.

5. Provisional Order Limits

An analysis of the land-take for the supplementary consultation has been carried out. The land-take required by NH to make the amendments to the Inworth road with its widenings and ponds etc equates to approximately 5.06 hectares. When this figure is taken and placed over the land required for the Community Bypass which is not already under provisional order limits, we are able to fill an area of 50.3m x 1005m (please see attached drawing).

It is Council’s belief that this is more than enough land for the bypass and a further detailed undertaking should be able to conclude that the northern link would also be possible with the amount of land NH are prepared to take at present. We also put forward the suggestion that the community bypass design would render roundabouts and artificial lighting redundant and therefore be a cost saving on the proposed NH plan.

NH have consistently argued they do not like to take land unnecessarily and that is, in part, why the community bypass does not appeal to them. However, this latest Inworth Road design by NH appears to fly in the face of this point.

6. Construction of the Proposed Alterations

The PC would like further and more detailed information on how the proposed works can be carried out whilst Inworth Rd remains open.

7. Social Severance

NH has admitted that there will be a negative impact on mental wellbeing for Inworth residents. The PC are concerned that NH is not putting enough thought into mitigation. We also wish to draw attention to the homeowners within Inworth who must reverse out of their driveway onto the highway and question whether this can be safely done at peak hours.

8. Air Quality

NH were able to explain in some detail how the air quality modelling is compiled. The PC were shocked to find out that the figures used have been taken from a study carried out in Kelvedon High Street some years ago and not Inworth at all! The topographical position of Inworth, lying in a dip in the land as it does, is very different from Kelvedon High Street and the PC demand that physical studies are carried out in Inworth so that this part of NH information is substantiated and thus can be relied upon.

9. Speed Limit

At this time there is no alteration to the current speed limit on the Inworth Road planned. If NH are serious about reducing noise and air pollution, we ask that a 30mph limit along the whole of the road is put in place.

10. Traffic Volume Figures

NH has now reduced the projected increase of traffic from 90% to 42% at evening peak times. As an explanation they say ".....we have updated the traffic coding of Inworth Road to better reflect the physical constraints of the road and therefore we have reduced the capacity of the road".

No detail has been provided on where the additional traffic has gone or how they have come to this conclusion. This sounds suspiciously like "we now realise the road can't take the projected increase in traffic, so we have reduced the increase percentage figure". We therefore have deep doubts about National Highways traffic projections. Further details are required.

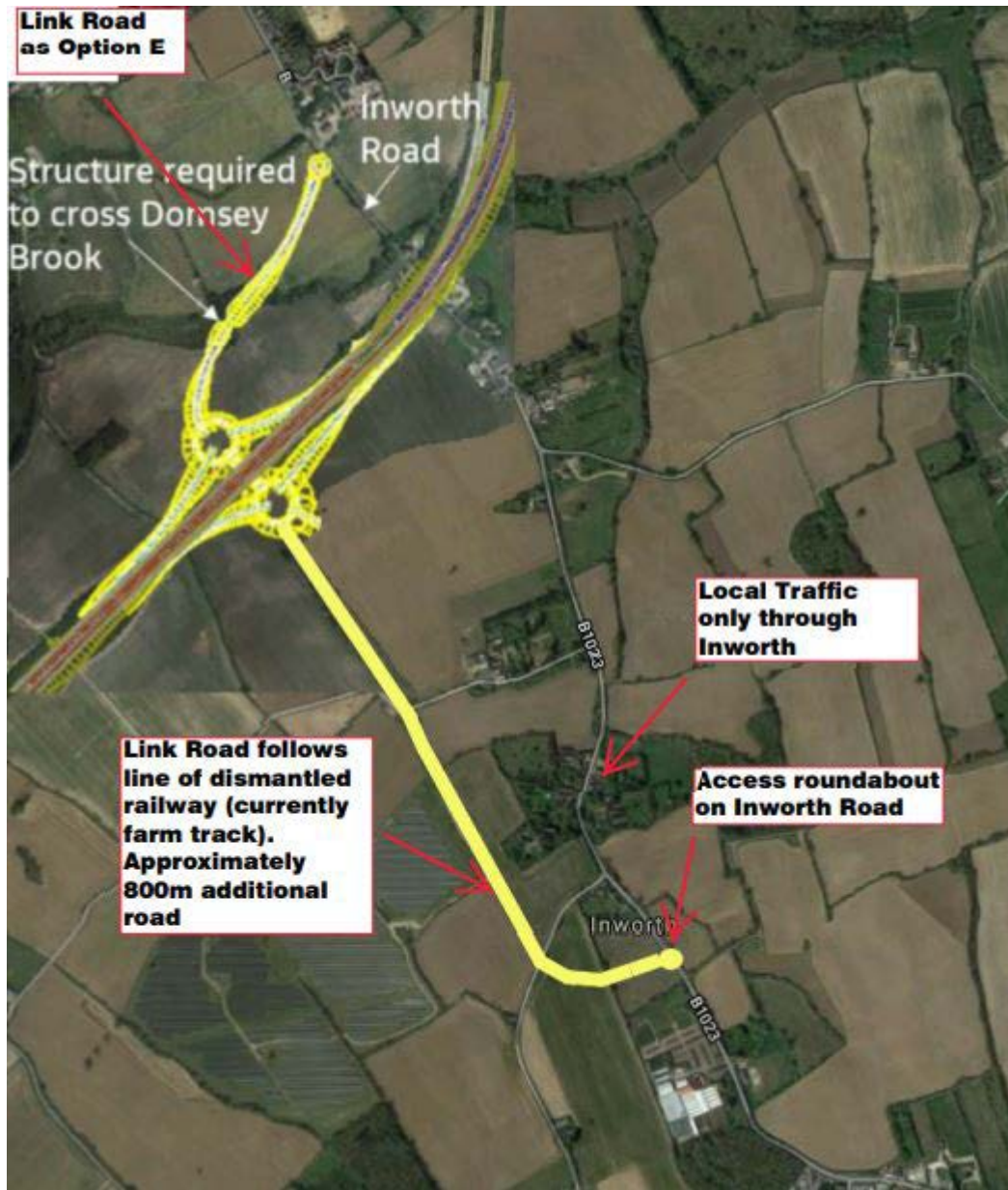
It is also concerning that with a projected increase of 90% they state the Inworth Road did not require alteration. Now that a lesser increase of 42% is projected, the road requires major investment!

11. Artificial Light

The PC require the artificial light around the proposed roundabout onto Inworth Road to be substantially decreased due to the negative impact it will have on the homes and the wellbeing of residents.

12. Access Points

The PC have noted that new access points have been added to the roundabout onto Inworth Rd which will allow the occupants and shoppers (who use the farm



Drawing 4 attached to email.

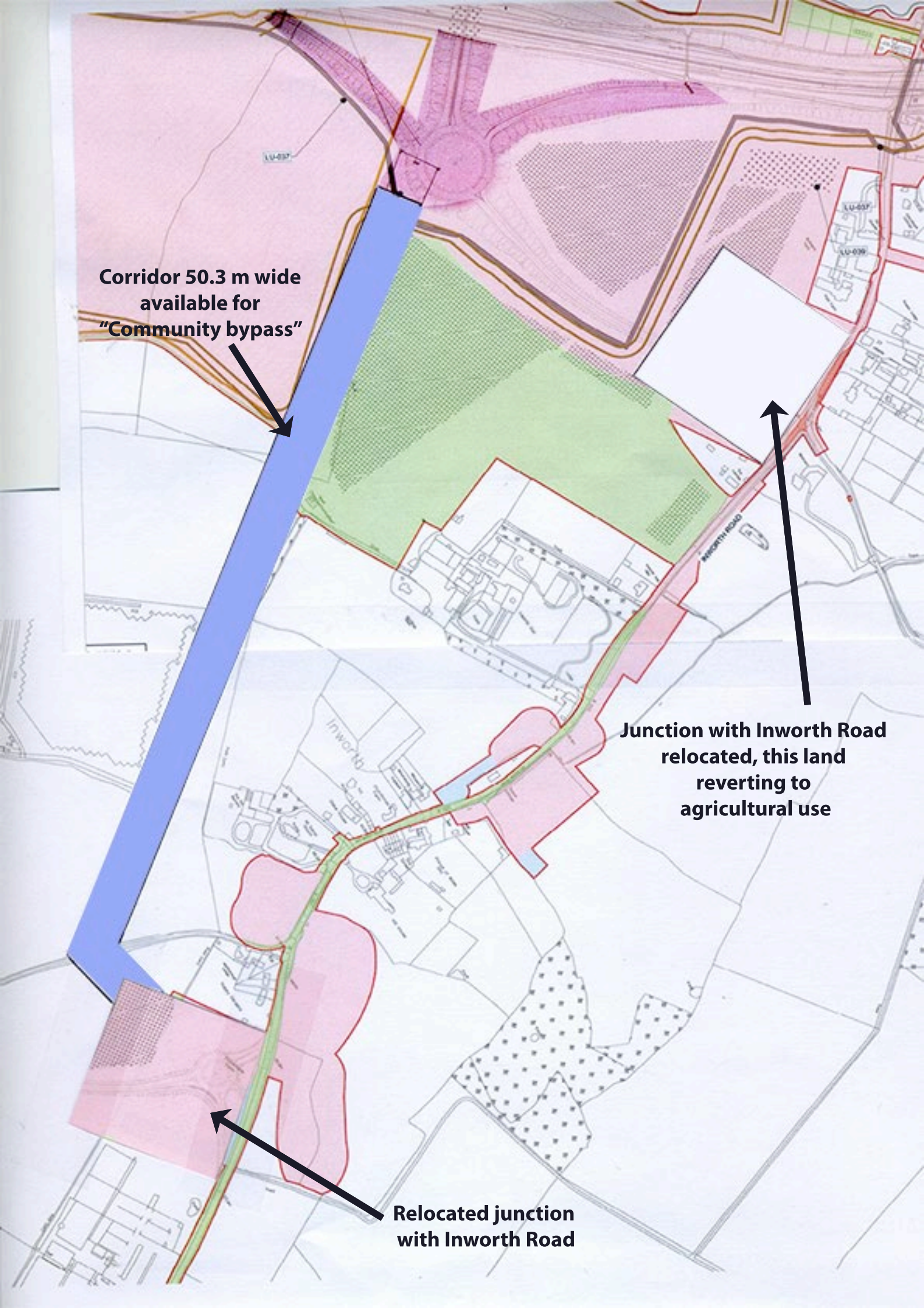
**Corridor 50.3 m wide
available for
"Community bypass"**



**Junction with Inworth Road
relocated, this land
reverting to
agricultural use**



**Relocated junction
with Inworth Road**



Use of B1023

Traffic volumes

Why was the model changed?

What factors were different that prompted the change?

Surely there was already enough information about future developments?

It seems they have changed the “coding” method to suit their purposes without explaining on what basis the coding was changed.

Even with their new (dubious) figures traffic is predicted to increase substantially.

Social severance

One single crossing point is not a feasible solution. Inworth is a “ribbon” village without adequate footways. It would be necessary to urbanise this country village to achieve safety and avoid social severance.

Speed limits – it would be essential to create a 30mph speed limit to Gore Pit Corner.

Heritage Buildings

NH state that:

“The activities which would primarily affect them would be visual intrusion from construction traffic, dust, vibration and noise as well as the enlargement of the roadside layby and removal of the boundary hedge in front of All Saints Church. During operation, there would be some visual intrusion from new storage ponds and additional traffic along Inworth Road.”

Basically this means **all** activities.

Listed buildings are old and fragile and the vibration will destabilise buildings that almost invariably do not have foundations.

Any works on property within the curtilage of the Church would have to be sanctioned by the Diocese.

Hinds Bridge

“We are very clear that the scheme is not changing the traffic flows across the bridge.”

On what evidence is NH so certain of this? Traffic wanting to access J24 from Kelvedon, Coggeshall, Earls Colne and Braintree will have to use the B1023 and will have to use Hinds Bridge. Despite being challenged on this several times NH have not addressed this issue. It is a serious pinch point and a vulnerable bridge.

Messing

These traffic numbers are startling.

It appears that NH has not previously considered the impact on the local community by the proposed location of J24.

Horse riders, cyclists, walkers and agricultural vehicles regularly use this road.

Such increases in traffic pose a very real danger to all users of this country lane.

It would become a “rat run”.

Other Points

1 Design of the roundabout onto the B1023 and the current design

Not clear what they mean by “standard for the design speed of the road “

2 Proposed widening of the B1023 and the request to change the speed limit to 30 mph continuously

Where exactly will the 30mph limit start and why not make it continuous from Threshelfords?

3 Artificial lighting and the request that it removed.

We need to know exactly where the artificial lighting is to be situated. If it is to be along the roadway linking the dumbell roundabout to the proposed roundabout near the Messing Road several homes will be detrimentally affected by light pollution: Columbyne Cottage, Rowan Lodge, Hillside,

Stonefields Farm, Park Farm, Westacre and the Laurels.

4 Air pollution

National highways did install a temporary site (J7) on a telegraph pole on the B1023 before Stonefields Farm shop in 2017/18

This was four years ago, surely a more recent study should be carried out?

On the community bypass

NH says that they have put forward a *“proposed scheme that ensures the road will manage the additional traffic, as well as provide some improvements to flooding.”*

The proposals do not properly address the problems with large HGVs and buses on the B1023. It is proposed to widen the road in places but this will not deal with the pinch points that will remain. Some narrow parts cannot be changed including where listed buildings are very close to the road and will be damaged by heavy traffic.

NH list factors against the Community Bypass including: *“land acquisition, environmental impact, constructability, safety, and stakeholder feedback...”*

Land will have to be acquired for the current proposals, including the dumbbell junction, link road and junction, the borrow pits, attenuation ponds etc. The environmental impact is going to be considerable with **any** version of this scheme as will safety.

Health outcomes – mental well-being: Every home along the B1023 in Inworth will be adversely affected by the scheme and everyone living in the village will suffer inconvenience, stress, disruption and mental stress.

NH acknowledge *“loss of roadside hedgerows and trees, and in areas where balancing ponds and flood risk mitigation is required. Most sections of lost hedgerow would be mitigated by replanting.”*

The word “most” indicates that only some and not all will be replanted. Additionally replanted trees etc will take years to mature and alleviate the decimated rural landscape.

It would be sensible for NH to do an initial survey of the proposed community bypass to establish what impact it might have and to sketch out their ideas on moving it further east.

What about forgetting the new J24 and simply making J22 a “mega” junction serving traffic that wants to access the A12 from all directions? J24 doesn’t really help anyone much. Tiptree is unhappy with it and wants the Great Braxted Road to be used.

Would a meeting involving Messing cum Inworth PC and Tiptree Parish Council with ECC Highways and Kevin Bentley be an idea?