

The Coggeshall Society

Response to A120 Consultation on Route Options

The Coggeshall Society has over 250 members and many attended the consultation event at the Village Hall on Saturday 25th February 2017.

Option A

- This route which follows the existing Coggeshall by-pass and then loops around the village to join the A12 north of Feering, would increase noise and pollution in the village.
- It would also create an even larger barrier between the village and its surrounding countryside cutting it off more than the existing A120.
- The other routes would enable the existing A120 to be used as an alternative route in the event of accidents. If option A goes ahead then traffic would have to be diverted through Bradwell, Coggeshall or Kelvedon if parts of the road were blocked.

Options B & C

- These routes would cut across an area which has been subject to extensive quarrying, which when finished will revert to a community forest. Apart from the land being very unstable and costly to build on, the road would also cut through this new forest.
- These routes are longer and more disruptive to the environment. They cross the Blackwater and a flood zone, and would have a significant effect on wildlife access along the valley.
- Crossing the river would mean a flyover of around 400 metres in length and it would need to be high enough to clear the flood plain over the Blackwater and the road connecting Coggeshall with Feering. This would be unsightly in an area of outstanding natural beauty and would create noise and light pollution for the communities of Coggeshall, Feering and Kelvedon.
- Both routes would also create a physical barrier between Coggeshall and Kelvedon.
- Kelvedon and Feering would be sandwiched between a three-lane A12 and a two-lane A120.
- Coggeshall would be sandwiched between the old A120, which would still be busy, and the new A120.
- They are also the most expensive of the five options, costing £250M more than routes D& E.

Options D & E

- These are the shortest routes, and according to the consultation document are the cheapest to build. If government funding is to be found for this project then cost must be a significant factor in getting the final scheme approved.
- These routes will also have the least impact on the countryside as they do not require an unsightly bridge over the River Blackwater.
- They will also cause the least environmental damage, being shorter and going through fewer areas of existing natural countryside.

Conclusion

The conclusion emerging from the consultation event in Coggeshall is that routes D&E would cause the least environmental damage and have the lowest impact on the lives of people living in the larger villages of Coggeshall, Bradwell, Stisted, Kelvedon and Feering.

Of the five routes being proposed **D&E are our preferred options.**

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