

I, Michael John Hunter of Dereham House 30 Newlands Lane Nayland Suffolk CO6 4JJ will say: -

1 I am a committee member of the Nayland with Wissington Conservation Society. I retired from my solicitor's practice in 2011 having been admitted in 1975.

2 I have considered the impact of Satellite Navigation devices and websites on traffic routes to and from the Appeal Site. There are a bewildering number of devices available to the driver; in particular applications are commonly available for Android phones and Tablets and Apple iPhones and iPads. "Which" magazine reviewed no less than 76 separate satellite navigation devices for the consumer.

3 I have limited my research to Tom Tom, Google Maps, the RAC and the AA. I have used the Appeal Site postcode of CO6 4AJ as the destination and have chosen five towns as the departure points namely, Bishops Stortford, Chelmsford, Clacton, Ipswich, and Sudbury.

4 Where Bishops Stortford is the chosen departure point Tom Tom recommends the A120 to A12, exit the A12 at Eight Ash Green (junction 26), then onto Halstead Road, Chitts Hill, Newbridge Hill, Lexden Road, Nayland Road and London Road. In other words after leaving the A12 only narrow country lanes are used to access the Appeal Site. Google Maps recommend the same route save that Spring Lane and Argents Lane are used in substitution for Halstead Road. The RAC use the same route as Google Maps. Only the AA recommends leaving the A12 to enter Colchester via Cymbeline Way and then onto the A134.

5 Where Chelmsford is the chosen departure point Tom Tom, Google Maps, the RAC and the AA all use the same routes from the A12 as they recommended in paragraph 4 above. Three out of four routes use the narrow country lanes.

6 Where Clacton is the chosen departure point Tom Tom, Google Maps and the RAC recommend, after exiting the A133, that the route follows Newcomen Way, The Crescent, Severalls Lane, Straight Road, Queen's Head Road, Boxted Road and then onto the A134. Queen's Head Road and Boxted Road are both narrow roads. Only the AA recommends Mill Road (in substitution for Severalls Lane) and access onto the A134 at the traffic lights south of the A12.

7 Where Ipswich is the chosen departure point the Tom Tom website recommends the now closed turning onto the B1068 towards Higham. I therefore used the Tom Tom device in my car and it recommended a route via the new junction 28 on the A12 and thereafter a route leading to Severalls Lane, Langham Road, Straight Road, Boxted road and the A134. The RAC recommend two routes. The first route recommends exiting the A12 at junction 29 entering the A132 then onto the A133 and finally onto the A134. The second recommended RAC route takes the A1071 from Ipswich to the junction with the A134. Google Maps and the AA both recommend the first RAC route.

8 Where Sudbury is the chosen departure point all four SatNav providers recommend the A134 although the RAC offer a route via the B1508 to Bures and then along the narrow Bures Road to the A134 at Nayland.

9 I have also considered a route from the Appeal Site to Flatford Mill. Google Maps, the RAC and the AA all recommend a route via Nayland onto the B1087 to Stoke by Nayland turning right onto the B1068 to Higham and then onto the A12 turning off at Junction 31 onto the B1070. Tom Tom recommends Boxted Road, Queen's Head Road, Straight Road, Langham Road and Park Lane to access the A12. All routes use narrow country lanes.

10 In conclusion all sat nav recommendations, save for the AA, recommend the most direct routes to gain access to the Appeal Site although these routes frequently use narrow country lanes. It is interesting to note that although Tom Tom is aware of the new junction 28 on the A12 (it recommended its use from the A12 when travelling in a southerly direction) it does not recommend it when travelling to the Appeal Site from a northerly direction.

11 As many cars are now fitted with integral Sat Nav devices and as many iPhones, iPads Android phones and Tablets also carry free or cheap navigations applications s it is likely that the impact of "Brown Signs" for recommended routes may be far less than anticipated.