

Review of Essex Minerals Local Plan 2014

Assessment of Candidate Sand and Gravel Sites

## **Appendix G**

### **Transport Detailed RAG Assessment Methodology and Results**

## Introduction

The Highway Authority will protect the safety and efficiency of the highway network by ensuring that minerals sites that generate a significant number of HGV movements are located in close proximity to the Main Road network, this being Trunk Roads, Strategic Routes or Main Distributors or are connected to such routes by Secondary Distributor roads or other roads that are suitable, or can be made suitable to accommodate HGVs

## Methodology

This is an assessment of the location of the Site and access relative to the routes identified in Essex County Council's Development Management Route Hierarchy. (Development Management Policies, February 2011) to ensure that the road network from which access is proposed is suitable for use by Heavy Goods Vehicles (HGVs) or can be appropriately mitigated by way of improvement to accommodate HGVs.

The following hierarchy of preference for transportation by road shall be applied:

- (i) Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.
- (ii) Where (i) above is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.
- (iii) (iii) Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

The **main road network** for the purposes of this assessment consists of Strategic Routes and Main Distributors in the Essex County Council's Development Management Route Hierarchy.

Secondary Distributor routes and all other routes vary in their form across the County, in terms of their width and alignment and their ability to accommodate regular use by Heavy Goods Vehicles. Therefore, where use of a Secondary Distributor route or any other route is proposed this will fall under (iii) Amber below and where mitigation is required Red/Amber and Red.

Sensitivity Grade	Description
Red	<p>(iii) Where access to the main road network in accordance with (i) and (ii) below is not feasible, road access via a suitable* existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety</p> <p>(*Mitigation required to make minor road suitable for HGVs is difficult and unlikely to be achieved)</p>
Red/Amber	<p>(iii) Where access to the main road network in accordance with (i) and (ii) below is not feasible, road access via a suitable* existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety</p> <p>(*Mitigation is required to make minor road suitable for HGVs and likely to be achievable)</p>
Amber	<p>(iii) Where access to the main road network in accordance with (i) and (ii) below is not feasible, road access via a suitable* existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety</p> <p>(*No mitigation of minor road is necessary)</p>
Amber/Green	<p>(ii) Where (i) below is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.</p>
Green	<p>(i) Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network</p>

## Candidate Site Reference A6 - Bradwell Quarry (a)

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access from the A120 which is classified as a Trunk Road in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A47 and A48.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

## **Cumulative impacts**

- Potential cumulative impact with other minerals sites A89 Covenbrooke ,A93 and A92 Pattiswick and the Rivenhall Integrated Waste Management Facility and existing Bradwell quarry and sites A47 and A48 Bradwell if not worked sequentially.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## Candidate Site Reference A22 – Little Bullocks Farm, (a)

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Crumps Farm onto the B1256 which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety. Internal access routes need to be considered to ensure they are feasible.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and site A23.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A22 shares the same access as site A23 and existing consented operations at Crumps Farm that give rise to HGV movements.
- Site A76 Elsenham could also generate HGV traffic on the B1256.
- Significant levels of residential development have been consented in Takeley area.
- Bluegates Farm, east of site on B1256 has a recent consent for B8 storage and distribution, UTT/22/1752/FUL.

- Stansted Airport has consent to increase to 35 million passengers per annum, most movements will be on the Strategic Highway Network but increased local traffic on B1256 in connection with use of rear entrance to Stansted Airport from Parsonage Road Takeley.
- Appeal Pending for Land East of Highwood Quarry located to east of this site with access on Great Dunmow West junction on A120, appeal reference APP/C1570/W/21/3289775.

## Candidate Site Reference A23 – Little Bullocks Farm, (b)

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Crumps Farm onto the B1256 which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety. Internal access routes would need to be considered to determine whether feasible.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and site A22.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A22 shares the same access as site A23 and existing consented operations at Crumps Farm that give rise to HGV movements.
- Site A76 Elsenham could also generate HGV traffic on the B1256.
- Significant levels of residential development have been consented in Takeley area.
- Bluegates Farm, east of site on B1256 has a recent consent for B8 storage and distribution, UTT/22/1752/FUL.



- Stansted Airport has consent to increase to 35 million passengers per annum, most movements will be on the Strategic Highway Network but increased local traffic on B1256 in connection with use of rear entrance to Stansted Airport from Parsonage Road Takeley.
- Appeal Pending for Land East of Highwood Quarry located to east of this site with access on Great Dunmow West junction on A120, appeal reference APP/C1570/W/21/3289775.

## **Candidate Site Reference A31 – Maldon Road**

Green

### **Key findings of the assessment are as follows:**

- Access is proposed via an existing access serving Birch Quarry onto the B1022 Maldon Road which is classified as a Main Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### **Cumulative impacts**

- N/A

## Candidate Site Reference A47 – Bradwell – Monk’s Farm

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access from the A120 which is classified as a Trunk Road in Essex County Council’s Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A47 and A48.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers’ response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

## **Cumulative impacts**

- Potential cumulative impact with other minerals sites A89 Covenbrooke ,A93 and A92 Pattiswick and the Integrated Waste Management Facility and existing Bradwell quarry and sites A6 and A48 Bradwell if not worked sequentially.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## Candidate Site Reference A48 – Bradwell – Grange Farm

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access from the A120 which is classified as a Trunk Road in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A47 and A48.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

## **Cumulative impacts**

- Potential cumulative impact with other minerals sites A89 Covenbrooke ,A93 and A92 Pattiswick and the Integrated Waste Management Facility and existing Bradwell quarry and sites A6 and A47 Bradwell if not worked sequentially.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## Candidate Site Reference A49 - Colemans Farm - Hill Broad Farm Full Site

Red/Amber

### Key findings of the assessment are as follows:

- Access proposed via an existing access from Little Braxted Lane which is classified as a local route (other) in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment:

- Refer to key findings above for detail on transport.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction at Coleman's Farm quarry and sites A50,51,52, 82,83 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- A12 DCO
- Existing consented minerals extraction at Colemans Farm quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments.

## **Candidate Site Reference A50 - Colemans Farm - Eastern Extension (Appleford Farm)**

Red/Amber

### **Key findings of the assessment are as follows:**

- Access is proposed via a modified access serving Appleford Farm onto Braxted Road which is a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

- From a highway viewpoint Braxted Road, Oak Road and Henry Dixon Road and associated connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- Works proposed in connection with A12 DCO significantly change connections to the Main/Strategic Road network that would allow RAG grading to be reviewed.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A49,51,52,82,83 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority

### **Cumulative impacts**

- A12 DCO



- Existing consented minerals extraction at Colemans Quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments, A49, A51 and A52.

## **Candidate Site Reference A51 – Colemans Farm – North extension (Hill Broad Farm)**

Green

### **Key findings of the assessment are as follows:**

- Access proposed via an existing access from Little Braxted Lane which is classified as a local route (other) in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction at Coleman's Farm quarry and sites A49,50,52,82,83 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### **Cumulative impacts**

- A12 DCO
- Existing consented minerals extraction at Colemans Farm quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments.

## Candidate Site Reference A52 – Colemans Farm – Southern Extension

Green

### Key findings of the assessment are as follows:

- Access proposed via an existing access from Little Braxted Lane which is classified as a local route (other) in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction at Coleman's Farm quarry and sites A49,A50,A51,A82,A83 and A84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- A12 DCO
- Existing consented minerals extraction at Colemans Farm quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments.

## **Candidate Site Reference A54 – Whiteheads**

Green

### **Key findings of the assessment are as follows:**

- Access is proposed via an existing access serving the Site onto the B1018 which is classified as a Main Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### **Cumulative impacts**

- Traffic from this site can use the B1018 to access the A120 or A12 (via Witham). Significant development has and continues to take place in Witham and Braintree with junctions operating at capacity in peak times.
- Potential cumulative impact with traffic generated from minerals operation and any future consents associated with Colemans Farm quarry at A12 Junction 22 and B1018.
- New junction 22 proposed in connection with A12 DCO.

## Candidate Site Reference A55 – Sheepcotes – Southern

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access onto the A131 which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The current access is a temporary access consented for the construction of an agricultural reservoir and extraction of minerals.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Proposed quarry site – A56.
- Quarry site at Chelmsford City Racecourse.
- Given the proximity of other minerals sites HGVs are likely to use the same roads/junctions on A130/A131

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consideration to the northeast Chelmsford bypass and local plan allocation sites near Chelmer Valley Park and Ride including Chelmsford Garden Community and Great Leighs.

## Candidate Site Reference A56 – Sheepcotes – Western

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access onto the A131 which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The current access is a temporary access consented for the construction of an agricultural reservoir and extraction of minerals.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- The existing reservoir site, site A55 and existing quarry site near Chelmsford City Racecourse and at Bulls Lodge.
- Given the proximity of other minerals sites HGVs are likely to use the same roads/junctions on A130/A131.

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consideration to the northeast Chelmsford bypass and local plan allocation sites near Chelmer Valley Park and Ride including Chelmsford Garden Community and Great Leighs.

## Candidate Site Reference A57 – Chalk End

Amber/Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing consented access under planning application ESS/77/20/CHL onto the A1060, which is classified as a main distributor in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

- It is also understood that the Site has direct access to the haul road associated with ESS/77/20/CHL . (See highway access comments)

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with the existing consent for minerals extraction and site A57, A60a and A60b.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A57, A60a and A60b would share the same access as site Quarry site ESS/77/20/CHL and existing consented operations that give rise to HGV movements.
- Site A57 would also generate HGV traffic from the Site access and on the A1060. HGVs are likely to use the same roads/junctions to / from the Site.

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Whilst there is little consented development in Chalk End area, there is Chelmsford Local Plan Allocation site 2 (Warren Farm) to the east (3.5 miles), current live application - 21/01545/OUT – which is served off A1060.



## Candidate Site Reference A58 – Little Smiths

Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing access onto the A414 Maldon Road, which is classified as a Main Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is understood that the Site is an extension of the existing quarry site at Little Smiths. It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Consideration of the existing quarry site, and intensification of the access.

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consideration to Local Plan Allocation sites in the Chelmsford Local Plan and also sites within Maldon District.

## Candidate Site Reference A59 – Lowleys Farm

Amber/Green

### Key findings of the assessment are as follows:

- Access is proposed onto the A131, which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

- There must be no impact on the delivery / construction of the Chelmsford north-east Bypass.
- The proposed access arrangement would depend upon the timescales for the delivery of the Chelmsford northeast bypass (CNEB).

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Option of a direct access onto existing alignment of A131. There are existing accesses onto A131 via a field access point. See comments on A59 highway access.
- Access onto Chelmsford northeast bypass, potentially via proposed roundabout. See comments on A59 highway access.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Proposed quarry site – A56.
- Quarry site at Chelmsford City Racecourse.

- Given the proximity of other minerals sites HGVs are likely to use the same roads/junctions.

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consideration to the northeast Chelmsford bypass and local plan allocation sites near Chelmer Valley Park and Ride and Great Leighs.

## Candidate Site Reference A60a - Shellow Cross Farm (A60a) – Chelmsford

Amber/Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing consented access under planning application ESS/77/20/CHL onto the A1060, which is classified as a main distributor in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

- It is also understood that the Site has direct access to the haul road associated with ESS/77/20/CHL (see highway access comments)
- No access should be taken from Skreens Park Road.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with the existing consent for minerals extraction and sites A57 and A60b.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A60a, A60b and A57 is proposed to share the same access as site Quarry site ESS/77/20/CHL and existing consented operations that give rise to HGV movements.
- Site A60a would also generate HGV traffic from the Site access and on the A1060. HGVs are likely to use the same roads/junctions to / from the Site.
- Consideration of proposed site at A91 (Roxwell).

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Whilst there is little consented development in Chalk End area, there is Chelmsford Local Plan Allocation site 2 (Warren Farm) to the east (3.5 miles), current live application - 21/01545/OUT – which is served off A1060.

## Candidate Site Reference A60b - Shellow Cross Farm (A60b) – Chelmsford

Amber/Green

### Key findings of the assessment are as follows:

- Access is proposed via an existing consented access under planning application ESS/77/20/CHL onto the A1060, which is classified as a main distributor in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

- It is also understood that the Site has direct access to the haul road associated with ESS/77/20/CHL (see highway access comments)
- No access should be taken from Skreens Park Road.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with the existing consent for minerals extraction and sites A57 and A60b.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A60b, A60a and A57 is proposed to share the same access as site Quarry site ESS/77/20/CHL and existing consented operations that give rise to HGV movements.
- Site A60b would also generate HGV traffic from the Site access and on the A1060. HGVs are likely to use the same roads/junctions to / from the Site.
- Consideration of proposed site A91 at Roxwell.

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Whilst there is little consented development in Chalk End area, there is Chelmsford Local Plan Allocation site 2 (Warren Farm) to the east (3.5 miles), current live application - 21/01545/OUT – which is served off A1060.

## Candidate Site Reference A61 – Heckfordbridge – Site 1

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Stanway Quarry onto Warren Lane which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Warren Lane although classified as a Secondary Distributor Route has been upgraded to accommodate use by HGVs.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Birch quarry and Site A31

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Local growth in Colchester and along route to A12 via Colchester Western Bypass.



## Candidate Site Reference A62 – Heckfordbridge – Site 2

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Stanway Quarry onto Warren Lane which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Warren Lane although classified as a Secondary Distributor Route has been upgraded to accommodate use by HGVs.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Birch quarry and Site A31

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Local growth in Colchester and along route to A12 via Colchester Western Bypass.

## Candidate Site Reference A63 – Patch Park, Abridge

Amber/Green

### Key findings of the assessment are as follows:

- The Site is proposed to be served by the creation of a new access onto the A113 Ongar Road. The A113 is a Main Distributor Road and accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Please be aware that there is currently a live application with ECC Planning under ESS/118/22/EPF for a Waste Recycling Facility at Arnolds Farm. This has not been determined at this time.

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- There is an extant consent under permission EPF/3027/21 at Arnolds Farm for the erection of an agricultural produce warehouse building and associated works. HGVs associated with this consent will be using the A113 at this location.

## Candidate Site Reference A64 – Land East of Asheldham Quarry

Red/Amber

### Key findings of the assessment are as follows:

- The Site is proposed to be served by the use of an existing access onto the B1021 Tillingham Road. The B1021 is a Secondary Distributor Road and accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The Site is graded Red/Amber as it connects to a Secondary Distributor Road some way removed from the main road network.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- N/A

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Significant planning applications for development in and around Southminster and Tillingham have been determined and submitted, that potentially could use the B1021 past the Site.

## Candidate Site Reference A65 – Land South of Asheldham Quarry

Red/Amber

### Key findings of the assessment are as follows:

- The Site is proposed to be served by the use of an existing access onto the B1021 Tillingham Road. The B1021 is a Secondary Distributor Road and accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The Site is graded Red/Amber as it connects to a Secondary Distributor Road some way removed from the main road network.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- N/A

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Significant planning applications for development in and around Southminster and Tillingham have been determined and submitted, that potentially could use the B1021 past the Site.

## Candidate Site Reference A66 – White House Farm

Amber/Green

### Key findings of the assessment are as follows:

- Site A66 is proposed to be served by the creation of a new access onto the A414 Maldon Road. The A414 is a Main Distributor Road and accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) above is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- An additional crossing of the local road network (Old London Road) will be required. No details provided. This will require further technical assessment,
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- N/A

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Significant planning applications for development in and around Maldon that will use the A414 past this location.

## Candidate Site Reference A67 – Church Farm

Red

### Key findings of the assessment are as follows:

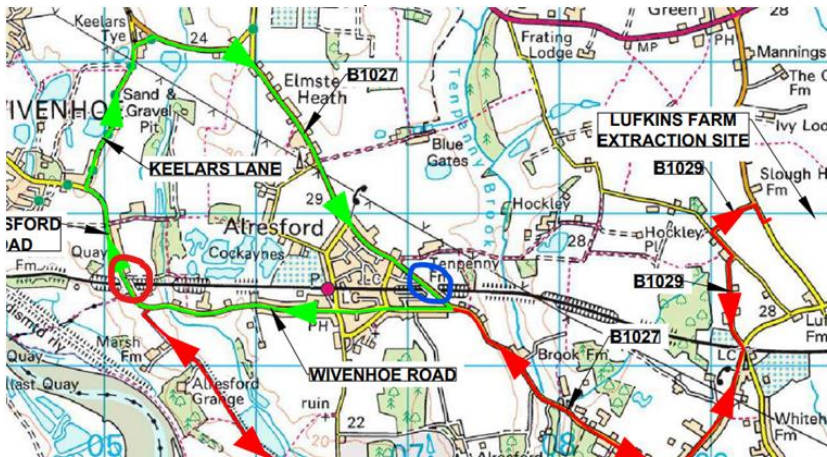
- Access proposed via a new access off a private road serving Alresford Quarry then onto Wivenhoe Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- From a highway viewpoint there are concerns regarding the ability for HGVs to connect satisfactorily with the Main Road Network.

### Results of the technical RAG assessment

- From a highway viewpoint there are concerns regarding the ability for HGVs to connect satisfactorily with the Main Road Network in particular for Alresford village and Thorrington additional movements this proposal would generate and the implementation of a 7.5 tonne weight restriction on Alresford viaduct for the B1027 north-west of Wivenhoe Road and the implementation of a diversion route to avoid the weak structure. The proposed implementation of a similar weight restriction on Alresford Road for the Network Rail bridge, this financial year.
- .At the beginning of 2023 and following a load assessment of the bridge, Structures have had to implement a 7.5 Tonne weight limit on Alresford viaduct (circled in blue below) as it has been assessed as a weak structure so there will be no exemptions, so no vehicles exceeding 7.5 Tonnes load should go over the bridge accessing the route and no exceptions can be made for any vehicles of a greater weight including empty truck which weighs 13 Tonnes.



- In addition to the above, the Structures team advised that this financial year they will also be commissioning the design and installation of a diversion route signs to avoid the weak viaduct (circled in red above) on Alresford Road for the Network Rail bridge.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

## Cumulative impacts

### Cumulative impact with other existing and/or candidate mineral sites.

- As such there are potential cumulative impacts with the existing Alresford quarry vehicle movements and also wider impacts with Lufkins Farm minerals site to the north.
- The proposal site will increase the lorry movements through the village of Alresford and on the signed diversion route until such time as the bridge can be strengthened.

### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consented development within St Osyth and Clacton on Sea.

## Candidate Site Reference A68 – Crabtree Farm

Amber/Green

### Key findings of the assessment are as follows:

- Access proposed via a new access serving the proposed site onto the A133 which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

### Results of the technical RAG assessment

- Significant mitigation measures would be required in connection with the proposed new site access to allow safe access to and from the A133.
- Capacity of the A133 roundabout to the east and possibly Frating crossroads (A133/ B1029) at Frating, particularly in the peak periods would need to be assessed as part of the Transport Assessment.
- Due to the close proximity to the Site with the A120 trunk road, National Highways would need to be consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- The proposed location of the access with existing junctions to the north-west and the A133 roundabout to the east would make access onto the A133 difficult particularly during the peak periods, without significant mitigation measures.
- Significant levels of residential development have been consented in the areas of Elmstead, Great Bentley and Weeley.



- Crossways Centre Frating, (21/00186/FUL) - east of site, on the B1029 (north) and Penguin Random House UK, Book Service Distribution Centre (21/00719/FUL) on A133, both have recent consent for B8 storage and distribution.
- The proposed link road between the A120 and A133, and Garden Village west of Elmstead , most movements will be on the Strategic Highway Network but increased local traffic on the A133 in connection with the proposed Garden Village, west of Elmstead is highly likely.

## Candidate Site Reference A69 – Frating Hall

Amber/Green

### Key findings of the assessment are as follows:

- Access proposed via a new access serving the proposed site onto the A133 which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This corresponds to (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Capacity of the Frating crossroads (A133/ B1029) at Frating, particularly in the peak periods would need to be assessed as part of the Transport Assessment
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- The introduction of the 7.5T weight restriction on the B1027 at Alresford due to the weak bridge will generate additional HGV traffic on the A133 as this forms part of the signed diversion route.
- Significant levels of residential development have been consented in the areas of Elmstead, Great Bentley and Weeley.
- Crossways Centre Frating, (21/00186/FUL) - east of site, on the B1029 (north) and Penguin Random House UK, Book Service Distribution Centre (21/00719/FUL) on A133, both have recent consent for B8 storage and distribution.
- The proposed link road between the A120 and A133, and Garden Village west of Elmstead, most movements will be on the Strategic Highway Network but increased

local traffic on the A133 in connection with the proposed Garden Village, west of Elmstead is highly likely.

## Candidate Site Reference A71 – Lodge Farm

Red

### Key findings of the assessment are as follows:

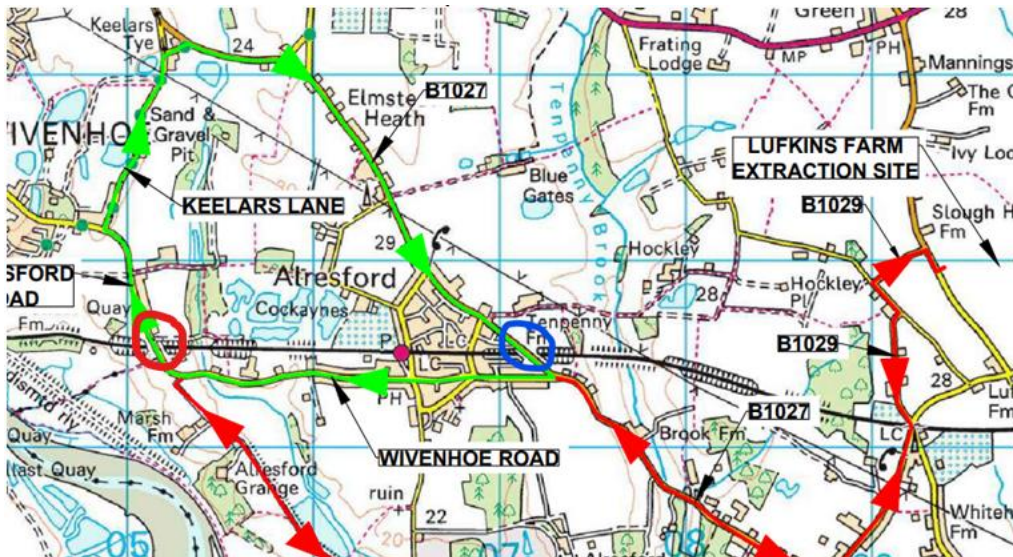
- Access proposed via a new access off a private road serving Alresford Quarry then onto Wivenhoe Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- From a highway viewpoint there are concerns regarding the ability for HGVs to connect satisfactorily with the Main Road Network.

### Results of the technical RAG assessment

- From a highway viewpoint there are concerns regarding the ability for HGVs to connect satisfactorily with the Main Road Network in particular for Alresford village and Thorrington additional movements this proposal would generate and the implementation of a 7.5 tonne weight restriction on Alresford viaduct for the B1027 north-west of Wivenhoe Road and the implementation of a diversion route to avoid the weak structure. The proposed implementation of a similar weight restriction on Alresford Road for the Network Rail bridge, this financial year.
- At the beginning of 2023 and following a load assessment of the bridge, Structures have had to implement a 7.5 Tonne weight limit on Alresford viaduct (circled in blue below) as it has been assessed as a weak structure so there will be no exemptions, so no vehicles exceeding 7.5 Tonnes load should go over the bridge accessing the route and no exceptions can be made for any vehicles of a greater weight including empty truck which weighs 13 Tonnes.



- In addition to the above, the Structures team advised that this financial year they will also be commissioning the design and installation of a diversion route signs to avoid the weak viaduct (circled in red above) on Alresford Road for the Network Rail bridge.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- As such there are potential cumulative impacts with the existing Alresford quarry vehicle movements and also wider impacts with Lufkin Farm site to the north.
- The proposal site will increase the lorry movements through the village of Alresford and on the signed diversion route until such time as the bridge can be strengthened.

#### Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Consented development within St Osyth and Clacton on Sea.

## Candidate Site Reference A72 – Martells – Southern Extension

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Martells Quarry onto Slough Lane which is classified as a local road in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety. Access to existing proposed sites and sequencing would need to be considered further.

- For this further extension of the quarry the continued use of the private track access to the A120, via the lorry park, is required.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the continued use of the private track access to the A120, National Highways would need to be consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A72 would share the same access as the existing consented operations at Martells Quarry that give rise to HGV movements.

- No significant levels of commercial/ business or residential development have been consented within the vicinity of the Site.

## Candidate Site Reference A73 – Martells – Western Extension

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Martells Quarry onto Slough Lane which is classified as a local road in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety. Access to existing proposed sites and sequencing would need to be considered further.

- For this further extension of the quarry the continued use of the private track access to the A120, via the lorry park, is required.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the continued use of the private track access to the A120, National Highways would need to be consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A72 would share the same access as the existing consented operations at Martells Quarry that give rise to HGV movements.



- No significant levels of commercial/ business or residential development have been consented within the vicinity of the Site.

## Candidate Site Reference A74 – Thorrington Hall

Amber/Green

### Key findings of the assessment are as follows:

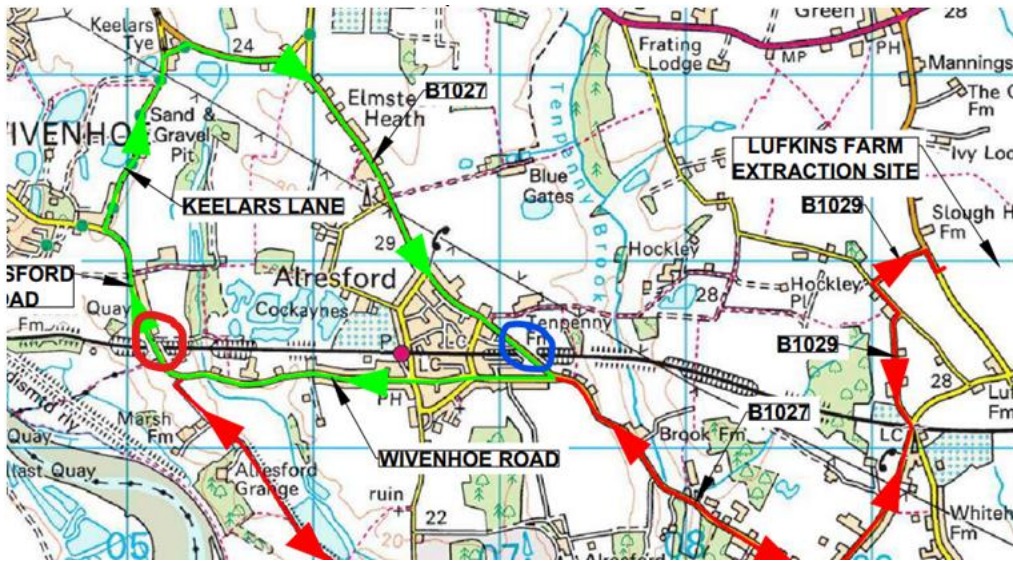
- Access proposed via a new access serving the proposed site onto the B1027 which is classified as a Main Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

- However, the implementation of a 7.5 tonne weight restriction on Alresford viaduct on the B1027 north-west of Wivenhoe Road, Alresford, and the implementation of a diversion route to avoid the weak structure mean that all HGV movements from the Site would be directed eastwards on the B1027 to St Osyth and Clacton on Sea and then northwards onto the A133.
- Concerns over HGV traffic generation/routing from site, in particular for Thorrington village.

### Results of the technical RAG assessment

- At the beginning of 2023 and following a load assessment of the bridge, Structures have had to implement a 7.5 Tonne weight limit on Alresford viaduct (circled in blue below) B1027 as it has been assessed as a weak structure so there will be no exemptions, so no vehicles exceeding 7.5 Tonnes load should go over the bridge accessing the route and no exceptions can be made for any vehicles of a greater weight including empty truck which weighs 13 Tonnes.



- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### **Cumulative impacts**

#### Cumulative impact with other existing and/or candidate mineral sites.

- As such there are potential cumulative impacts with the existing Alresford quarry vehicle movements and also wider impacts with Lufkin Farm site to the north.
- The proposal site will increase the lorry movements through the village of Thorrington based on the signed diversion route until such time as the bridge can be strengthened.
- From a highway viewpoint this will be proximity of other minerals sites where HGVs are likely to use the same roads/junctions. Also consider other development traffic arising from nearby existing, consented, or planned development.
- Yes, existing mineral sites within the area and consented development within St Osyth and Clacton on Sea.

## Candidate Site Reference A75 – Land at Orford

Amber/Green

### Key findings of the assessment are as follows:

- Access is proposed onto the B1383 which is classified as a Main Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds with(ii) in the methodology (see Appendix G Transport for full methodology):

Where (i) is not feasible, direct access to the main road network involving the construction of a new access/ junction when there is no suitable existing access point or junction.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Several existing minerals and waste sites including Ugley former landfill site (south of this site), Widdington and Newport Chalk Quarry already take access from the B1383.
- Stansted Mountfitchet congested at peak times.

## Candidate Site Reference A76 – Elsenham

Amber

### Key findings of the assessment are as follows:

- Access is proposed onto Hall Road/Parsonage Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- As HGVs cannot take access via Stansted Airport extensive use of the Secondary Distributor network is required to access the A120/M11 passing through Takeley local junctions.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Junction capacity constraints have been identified at the junction of Parsonage Road with the mini-roundabout entrance to Stansted Airport at Coopers End and at the Takeley Four Ashes signal controlled junction.
- Stansted Airport has consent to increase to 35 million passengers per annum, most movements will be on the Strategic Highway Network but increased local traffic on B1256 in connection with use of rear entrance to Stansted Airport from Parsonage Road Takeley.

- Trisail development to south of Hall Road is consented and shares a roundabout access with current minerals operation. Whilst the roundabout capacity has been assessed previously for consented land uses this may need to be revisited in conjunction with any future planning application.
- Significant levels of development have been consented at Elsenham and Takeley.
- Access from this site to the A120/M11 passes through Takeley as no access for HGVs to Stansted Airport highway network this may give rise to amenity impacts.
- Routing Agreement necessary to avoid use of the B183 passing through Hatfield Broad Oak.

## Candidate Site Reference A77 – Westward Extension to Highwood Quarry

Green

### Key findings of the assessment are as follows:

- Access proposed via an existing access serving Highwoods Quarry onto the Great Dunmow West junction of A120 with the B1256 which is classified as a Trunk Road/Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds with(i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- Appeal Pending for Land East of Highwood Quarry, residential development of between 1000 and 1200 dwellings located to east of this site. If consented this development will share access arrangements onto Great Dunmow West junction on A120.
- Capacity constraints identified at A120 eastbound off slip road junction at Dunmow West Junction.
- Close proximity to the Strategic Road Network, National Highways to be consulted at the appropriate stage.
- Significant development around Great Dunmow.

## Candidate Site Reference A79 – Crown Quarry – North of Wick Lane

Amber

### Key findings of the assessment are as follows:

- Access proposed via an existing access serving Crown Quarry onto the Old Ipswich Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Old Ipswich Road was formerly part of the old A12 until it was bypassed and dualled and is therefore capable of accommodating HGV traffic.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the close proximity to the A120 and A12 National Highways would need to be consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A79 would share the same access as the existing consented operations at Crown Quarry that give rise to HGV movements and site A80.
- Significant levels of commercial and business development have been consented off the Old Ipswich Road in last two to three years, they include:



- Crown Business Centre Old Ipswich Road Ardleigh Colchester Essex CO7 7QR – B8 Storage (23/00136/FUL).
- Freight Centre Systematic Business Park Old Ipswich Road Ardleigh Colchester Essex CO7 7QL (22/01992/FUL).
- Systematic Business Park Old Ipswich Road Ardleigh Essex CO7 7QL - Construction of up to 30 'start-up' business units under flexible E(g), B2 and B8 use and associated development (20/01783/FUL).
- Freight Centre Systematic Business Park Old Ipswich Road Ardleigh Colchester Essex CO7 7QL - Proposed retention of existing B8 use with additional use of E(g) and B2 use (20/01761/FUL).
- Land adjoining Old Ipswich Road and Wick Lane Ardleigh CO7 7QL - Full planning for food storage and distribution facility and associated parking, logistics yard and offices (20/00594/FUL).
- Land at Crown Quarry Old Ipswich Road Ardleigh Essex CO7 7QR - Proposed small business park development of B1, B2 and B8 storage. (19/01939/OUT).

## Candidate Site Reference A80 – Crown Quarry – South of Wick Lane

Amber

### Key findings of the assessment are as follows:

- Access proposed via an existing access serving Crown Quarry onto the Old Ipswich Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety. The feasibility of access onto Wick Lane would need to be considered.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Old Ipswich Road was formerly part of the old A12 until it was bypassed and dualled and is therefore capable of accommodating HGV traffic.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the close proximity to the A120 and A12 National Highways would need to be consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- Site A80 would share the same access as the existing consented operations at Crown Quarry that give rise to HGV movements and site A79.
- Significant levels of commercial and business development have been consented off the Old Ipswich Road in last two to three years, they include:

- Crown Business Centre Old Ipswich Road Ardleigh Colchester Essex CO7 7QR – B8 Storage (23/00136/FUL).
- Freight Centre Systematic Business Park Old Ipswich Road Ardleigh Colchester Essex CO7 7QL (22/01992/FUL).
- Systematic Business Park Old Ipswich Road Ardleigh Essex CO7 7QL - Construction of up to 30 'start-up' business units under flexible E(g), B2 and B8 use and associated development (20/01783/FUL).
- Freight Centre Systematic Business Park Old Ipswich Road Ardleigh Colchester Essex CO7 7QL - Proposed retention of existing B8 use with additional use of E(g) and B2 use (20/01761/FUL).
- Land adjoining Old Ipswich Road and Wick Lane Ardleigh CO7 7QL - Full planning for food storage and distribution facility and associated parking, logistics yard and offices (20/00594/FUL).
- Land at Crown Quarry Old Ipswich Road Ardleigh Essex CO7 7QR - Proposed small business park development of B1, B2 and B8 storage. (19/01939/OUT).

## Candidate Site Reference A82 – Colemans Farm – Elm Springs Extension

Green

### Key findings of the assessment are as follows:

- Access proposed via an existing access from Little Braxted Lane which is classified as a local route (other) in Essex County Council's Development Management Route Hierarchy. This accords with (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction at Coleman's Farm quarry and sites A49,A50,51,52,83 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- Assessment of road condition on Little Braxted Lane.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- A12 DCO
- Existing consented minerals extraction at Colemans Farm quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments.

## Candidate Site Reference A83 – Colemans Farm – Hole Farm

Red/Amber

### Key findings of the assessment are as follows:

- Access is proposed via a modified access serving Appleford Farm onto Braxted Road which is a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

- From a highway viewpoint Braxted Road, Oak Road and Henry Dixon Road and associated connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Works proposed in connection with A12 DCO significantly change connections to the Main/Strategic Road network that would allow RAG grading to be reviewed.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A49, 50,51,52,82 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- A12 DCO

- Existing consented minerals extraction at Colemans Quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments, A49, A51 and A52.

## **Candidate Site Reference A84 – Colemans Farm – Appleford Farm North Extension**

Red/Amber

### **Key findings of the assessment are as follows:**

- Access is proposed via a modified access serving Appleford Farm onto Braxted Road which is a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

- From a highway viewpoint Braxted Road, Oak Road and Henry Dixon Road and associated connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- From a highway viewpoint Braxted Road, Oak Road and Henry Dixon Road and associated connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.
- Works proposed in connection with A12 DCO significantly change connections to the Main/Strategic Road network that would allow RAG grading to be reviewed.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A49,50,51,5,82 and 83.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

## **Cumulative impacts**

- A12 DCO
- Existing consented minerals extraction at Colemans Quarry and additional sites associated with Colemans Quarry being considered as part of the Minerals Local Plan site assessments, A49, A51 and A52.



## Candidate Site Reference A85 – Martells – North of Frating Road (East)

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Martells Quarry onto Slough Lane which is classified as a local road in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- For this further extension of the quarry the continued use of the private track access to the A120, via the lorry park, is required.
- The proposal would require a new crossing point either side of Frating Road to enable access to the existing site access and a haul road on the south side of Frating Road and would be shared with site A86.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the continued use of the private track access to the A120, National Highways would need to be consulted at the appropriate stage.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- Site A85 would share the same access as the existing consented operations at Martells Quarry that give rise to HGV movements.

- No significant levels of commercial/ business or residential development have been consented within the vicinity of the Site.

## Candidate Site Reference A86 – Martells – North of Frating Road (West)

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Martells Quarry onto Slough Lane which is classified as a local road in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- For this further extension of the quarry the continued use of the private track access to the A120, via the lorry park, is required.
- The proposal would require a new crossing point either side of Frating Road to enable access to the existing site access and a haul road on the south side of Frating Road and would be shared with site A85.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the continued use of the private track access to the A120, National Highways would need to be consulted with any future planning application.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

Cumulative impact with other existing and/or candidate mineral sites.

- Site A86 would share the same access as the existing consented operations at Martells Quarry that give rise to HGV movements.
- No significant levels of commercial/ business or residential development have been consented within the vicinity of the Site.

## Candidate Site Reference A87 – Martells – East of Slough Lane

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Martells Quarry onto Slough Lane which is classified as a local road in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- For this further extension of the quarry the continued use of the private track access to the A120, via the lorry park, is required.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- Due to the continued use of the private track access to the A120, National Highways would need to be consulted at the appropriate stage.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

- Site A87 would share the same access as the existing consented operations at Martells Quarry that give rise to HGV movements.
- No significant levels of commercial/ business or residential development have been consented within the vicinity of the Site.

## Candidate Site Reference A88 – Gurnhams Farm

Red/Amber

### Key findings of the assessment are as follows:

- Access proposed via an existing access off Church Road which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- Immediately north of the existing access, Church Road a 17-tonne environmental weight limit is in place so all HGV movements would have to exit south to the junction with A133.
- There are highway concerns about the operation of the junction of Church Road with the A133 as there has been a high accident record in recent years. However, for the most recent 3-year period (01/04/2018 to 31/03/2023) there have been two injury accidents recorded, 1 slight just north of Church Road junction (Sept. 2020) and 1 serious south of the Church Road junction (July 2021) although accidents are recorded in the vicinity of the junction due to the proliferation of the access on a busy main road.
- The situation may be compounded by the close proximity of the Church Road/ A133 junction to the petrol station and vehicle trade centre.
- The existing vehicle movements on the A133, particularly in the peak periods and the proposed increase in the number of slow turning HGVs in/out of the Church Road/A133 junction would make it difficult for HGVs to access the A133 safely without mitigation measures, particularly right turning movements onto the A133.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The

scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### **Cumulative impacts**

#### Cumulative impact with other existing and/or candidate mineral sites.

- Junction is in close proximity to petrol station and vehicle trade centre.
- Proposed increase in the number of slow turning HGVs in/out of the Church Road/A133 junction.
- HGVs can only turn left out of site to join A133 as there is a 17T weight restriction towards Little Bentley on Church Road.
- Significant levels of residential development have been consented in the Great Bentley and Weeley areas.

## Candidate Site Reference A89 – Covenbrooke Hall Farm

Red/Amber

### Key findings of the assessment are as follows:

- Site A89 proposes access onto Kings Lane which forms part of the Local Road Network prior to accessing the A120 Trunk Road that forms part of the Strategic Road network.
- Whilst noting that A89 has the potential to meet with scenario (i) set out in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

- Neither Kings Road or its junction with the A120 Trunk Road are considered 'suitable' in their current form and it is unclear what mitigation can be provided. Further investigation is required by the Site promotor.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formerly consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.
- It is noted that the Site offers an extensive site frontage onto Kings Lane and therefore can potentially provide a suitable access, visibility splays and road widening. This however requires further detailed assessment by the applicant.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with



National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.

### **Cumulative impacts**

- Potential cumulative impact with other minerals sites A93 and A92 Pattiswick and sites A6, A47 and A48 Bradwell.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## Candidate Site Reference A90 – Rayne Quarry – Northern Extension

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Rayne Quarry onto the B1256 which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and site A96.
- The B1256 was formerly the A120 until construction of the new A120 in 2004 and is therefore capable of accommodating HGV traffic.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.

## **Cumulative impacts**

- Transport Assessment will be required at the planning application stage.

## Candidate Site Reference A91 – Land at Chignal St James

Green

### Key findings of the assessment are as follows:

- The Site is to the north of the former quarry site at ‘Roxwell Quarry Complex’ and would utilise the existing access onto A1060 which is classified as a main distributor in Essex County Council’s Development Management Route Hierarchy. This corresponds to (i) in the methodology (see Appendix G Transport for full methodology):

Access to a suitable existing junction with the main road network, via a suitable section of an existing road, as short as possible, without causing a detrimental impact upon the safety and efficiency of the network.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals and waste operations.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers’ response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

#### Cumulative impact with other existing and/or candidate mineral sites.

- From a highway viewpoint this will be proximity of other minerals sites where HGVs are likely to use the same roads/junctions.
- ESS/70/17/CHL (restoration works application) would be using the same access onto A1060.
- Also, consideration to Chalk End and Shellows Farm (A57, A60a and A60b) quarry applications should be considered, that would be using A1060.

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- Chelmsford Local Plan Allocation site 2 (Warren Farm) to the east (3.5 miles), current live application - 21/01545/OUT – which is served off A1060.

## **Candidate Site Reference A92 - Land at Pattiswick Hall Farm – Small Site**

Red

### **Key findings of the assessment are as follows:**

- The creation of a new access onto the A120 is contrary to Department for Transport Circular 1/2022 Strategic Road network and the delivery of sustainable development. Policy objection from National Highways.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority

### **Cumulative impacts**

- Potential cumulative impact with other minerals sites A6, A47 and A48 Bradwell, A89 Covenbrooke Farm and A92 Pattiswick.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## **Candidate Site Reference A93 - Land at Pattiswick Hall Farm – Full Site**

Red

### **Key findings of the assessment are as follows:**

- The creation of a new access onto the A120 is contrary to Department for Transport Circular 1/2022 Strategic Road network and the delivery of sustainable development. Policy objection from National Highways.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority

### **Cumulative impacts**

- Potential cumulative impact with other minerals sites A6, A47 and A48 Bradwell, A89 Covenbrooke Farm and A92 Pattiswick.
- In addition, there is Local Plan growth with a site allocation to the east of Braintree at Straits Mill.

## Candidate Site Reference A94 – Land at Highfields Farm

Red/Amber

### Key findings of the assessment are as follows:

- Access is proposed from Windmill Hill which is a local road that connects to the B1029 which is a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- From a highway viewpoint Windmill Hill, the B1023 and connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway transport.
- Works proposed in connection with A12 DCO significantly change connections to the Main/Strategic Road network that would allow RAG grading to be reviewed.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and sites A49,51,52,82,83 and 84.
- Consultation with National Highways required regarding impact on A12 junctions and in connection with A12 DCO.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority

### Cumulative impacts

- A12 DCO



## Candidate Site Reference A95 – Land at Bellhouse Farm South

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Stanway Quarry onto Warren Lane which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- Warren Lane although classified as a Secondary Distributor Route has been upgraded to accommodate use by HGVs.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.

### Cumulative impacts

Cumulative impact with other existing and/or candidate mineral sites.

- N/A

Other Cumulative impacts i.e., those outside MPA ability to control e.g., planning permission for nearby residential development, potential existing local plan allocation etc. if known.

- N/A

## Candidate Site Reference A96 – Rayne Quarry – Southern Extension

Amber

### Key findings of the assessment are as follows:

- Access is proposed via an existing access serving Rayne Quarry onto the B1256 which is classified as a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This accords with (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety.

- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on transport.
- It is assumed that the Site would be worked sequentially with any existing consents for minerals extraction and site A90.
- The B1256 was formerly the A120 until construction of the new A120 in 2004 and is therefore capable of accommodating HGV traffic.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority.
- The A120 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.

## **Cumulative impacts**

- Transport Assessment will be required at the planning application stage.

## **Candidate Site Reference D7 – Land at Pond Farm**

Red/Amber

### **Key findings of the assessment are as follows:**

- It is unclear from the information provided as to the proposed access strategy having regard to the current road layout and future scenarios associated with the A12 DCO.
- Access from the local highway network via Eastways Industrial estate is constrained and access to the current A12 would be contrary to Department for Transport Circular 1/2022 Strategic Road network.
- The A12 Trunk Road forms part of the Strategic Road Network managed by National Highways. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are formally consulted at the appropriate time.

### **Results of the technical RAG assessment**

- Refer to key findings above for detail on transport.
- The A12 Trunk Road forms part of the Strategic Road Network managed by National Highways. A RAG grade consistent with the Highway Access and Transport assessment work undertaken by Essex County Council for the Local Road Network has now been provided for this site in order to complete this stage of the Minerals Local Plan Site Assessment work. Whilst an initial conversation has taken place with National Highways to inform this RAG grade it is imperative that they are officially consulted at the appropriate time.
- The highway transportation and access site assessments that have been carried out at this stage are based on limited supporting highway information. A Transport Assessment including access details accompanied by a Stage 1 Road Safety Audit and designers' response will typically be required at the appropriate stage. The scope of the Transport Assessment should be agreed in advance with the Highway Authority

### **Cumulative impacts**

- A12 DCO