

Review of Essex Minerals Local Plan 2014

Assessment of Candidate Sand and Gravel Sites

## **Appendix H**

**Access Detailed RAG Assessment Methodology and Results**

## Introduction

In principle, using professional highway judgement, to what extent can an appropriate access be provided to serve the Site that accords with current highway standards and is deliverable within public highway and/or land in the control of the applicant.

## Methodology

Review the information provided by the Site promotor, carry out a desktop study using Google Earth/Streetview or similar and Map Essex and a undertake site visit if a new site or if site is unknown to the Strategic Development Engineer.

- Can the proposed site access provide visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
- Can the proposed site access accommodate or be improved to accommodate the simultaneous entry and exit of HGVs.
- Can the carriageway fronting the application site accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.

RAG grading using the table below is an overall assessment of the ability of the Site access to be improved to comply with the above listed requirements and the extent to which mitigation is required to achieve this.

Sensitivity Grade	Description
Red	The access is not acceptable in its current form and it is unlikely that mitigation is possible to make the Site acceptable.
Red/Amber	The access is not acceptable in its current form and is likely to require high levels of mitigation to make the Site acceptable.
Amber	The access is not acceptable in its current form and is likely to require medium levels of mitigation to make the Site acceptable.
Amber/Green	The access is not acceptable in its current form and is likely to require low levels of mitigation to make the Site acceptable.
Green	The access is acceptable and is unlikely to require mitigation.

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

Green

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

- Access is proposed via the existing junction with the A120 which consists of single lane dual carriageway with central reservation to accommodate right turning HGVs exiting the Site and right turn facility for right turning vehicles entering the Site. This is acceptable in principle.
- 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 access.
- The existing private haul road crosses two minor roads, Ash Road and Church Road that form part of the Local Highway Network for which Essex County Council are responsible.
- 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

- No cumulative impacts identified for site access.

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

Green

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

- Access is proposed via an existing access serving Crumps Farm onto the B1256 which includes a ghost island right turn lane. This is acceptable in principle.

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

- Refer to key findings above for detail on 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.

- No cumulative impact identified from a highway access viewpoint.

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

Green

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

- Access is proposed via an existing access serving Crumps Farm onto the B1256 which includes a ghost island right turn lane. This is acceptable in principle.

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

- Refer to key findings above for detail on 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.

- No cumulative impact identified from a highway access viewpoint.

## Candidate Site Reference A31 – Maldon Road

Red/Amber

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

- Access is proposed via an existing access serving Birch Quarry onto the B1022 Maldon Road which includes a ghost island right turn lane. This is acceptable in principle.
- To export minerals by HGV via the existing access it is proposed that minerals will be delivered by conveyor to the existing quarry. This will require a crossing of the B1022. No details provided.
- It is proposed that the existing agricultural access serving the Site will be used for limited access by low loader/plant but not for export of minerals by HGV. Further assessment of the suitability of this access will be required should the Site progress. It is noted that the applicant controls extensive frontage onto Birch Road to provide visibility splays and/or a new access location if required.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- The interaction of the existing quarry access and proposed plant access to the site will need to be assessed further.

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

Green

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

- Access is proposed via the existing junction with the A120 which consists of single lane dual carriageway with central reservation to accommodate right turning HGVs exiting the Site and right turn facility for right turning vehicles entering the Site. This is acceptable in principle.
- 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 access.
- The existing private haul road crosses two minor roads, Ash Road and Church Road that form part of the Local Highway Network for which Essex County Council are responsible.
- 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

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

- No cumulative impact identified from a highway access viewpoint.

## Candidate Site Reference A48 – Bradwell – Grange Farm

Red/Amber

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

- Access is proposed via the existing junction with the A120 which consists of single lane dual carriageway with central reservation to accommodate right turning HGVs exiting the Site and right turn facility for right turning vehicles entering the Site. This is acceptable in principle.
- To export materials by dump truck to the processing plant would require a crossing of the local road network (Cuthedge Lane). No details provided.
- 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 access.
- The existing private haul road crosses two minor roads, Ash Road and Church Road that form part of the Local Highway Network for which Essex County Council are responsible.
- 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

- No cumulative impacts identified for site access. However, the location of the Cuthedge Lane road crossing has not yet been identified.



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

Green

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

- Access proposed via an existing access from Little Braxted Lane serving Colemans Farm quarry. This is acceptable in principle.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.

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

- Refer to key findings above for detail on highway access.
- 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**

- No cumulative impact identified from a highway access viewpoint.

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

Red/Amber

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

- A Transport Statement scoping report supporting site A50 indicatively shows a modified access arrangement on drawing 15057-26B of the existing access serving Appleford Farm. This does not currently show that simultaneous access for two HGVs can be achieved satisfactorily but indicates that appropriate visibility splays are likely to be achievable at this location to accord with surveyed vehicle speeds.
- Interaction of modified access to Appleford Farm with Braxted Bridge and existing minerals access serving Colemans Farm required.
- Principle of access not agreed.

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

- Refer to key findings above for detail on highway access.
- Confirmation of land ownership and highway boundary required but it is likely that access could be modified further.
- 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**

- Interaction with existing local road access for the existing Colemans Farm quarry and current consented development at Appleford Farm should be considered.

## **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 serving Colemans Farm quarry. This is acceptable in principle.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.

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

- Refer to key findings above for detail on highway access.
- 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**

- No cumulative impact identified from a highway access viewpoint.

## **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 serving Colemans Farm quarry. This is acceptable in principle.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.

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

- Refer to key findings above for detail on highway access.
- 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**

- No cumulative impact identified from a highway access viewpoint.

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

Amber/Green

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

- Access is proposed via an existing access onto the B1018 which includes a ghost island right turn lane. This access has been used previously by HGVs but will require re-modelling/mitigation to bring it back up to an appropriate standard.

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

- Refer to key findings above for detail on 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**

- No cumulative impact identified from a highway access viewpoint.

## **Candidate Site Reference A55 – Sheepcotes – Southern**

Green

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

- Access is proposed via the recently constructed existing left in / left out access onto A131. This is acceptable in principle.
- The current access is a temporary access consented for the construction of an agricultural reservoir and extraction of minerals.

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

- Refer to key findings above for detail on 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**

- No cumulative impact identified from a highway access viewpoint.

## **Candidate Site Reference A56 – Sheepcotes – Western**

Green

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

- Access is proposed via the recently constructed existing left in / left out access onto A131. This is acceptable in principle.
- The current access is a temporary access consented for the construction of an agricultural reservoir and extraction of minerals.

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

- Refer to key findings above for detail on 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**

- No cumulative impact identified from a highway access viewpoint.

## Candidate Site Reference A57 – Chalk End

Red/Amber

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

- The Site is proposing to use an access approved under ESS/77/20/CHL, onto A1060. However, given the increase in HGV movements, alterations to the access arrangement are likely to be required to provide a ghost island right turn lane access from the A1060.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.
- It would need to be demonstrated that the carriageway fronting the application site, subject to a 60 mph speed limit can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- The proposed adjacent mineral sites at Shellow Cross Farm will also need to be considered, as these would also utilise the same access onto A1060
- The supporting planning statement makes reference to a Road Safety Audit being undertaken, which assessed the access also being utilised as part of this proposal. However, we cannot find this document within the submission, and cannot make comments upon this.

### 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

Red/Amber

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

- Access is proposed via the existing quarry access off A414 Maldon Road. The existing ghost island right turn lane is not of sufficient width to accommodate a HGV clear of the running lanes, and visibility splays from the access is limited due to overgrown vegetation.

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- There is no detailed information submitted to demonstrate that the Site access can be improved to current standards, and provide for the following:
  - i. visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
  - ii. can the proposed site access accommodate the simultaneous entry and exit of HGVs.
  - iii. it would need to be demonstrated that the carriageway fronting the application site can accommodate an improved ghost island right turn lane to serve the Site.
- 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.

- Existing quarry site adjacent to the proposed site. The proposed site and existing site would share the same 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 of local plan allocation sites in Chelmsford and Maldon District.

## Candidate Site Reference A59 – Lowleys Farm

Red/Amber

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

- **There must be no impact on the construction of the Chelmsford northeast bypass (as approved - CC/CHL/85/21).**
- The proposed access arrangement to the Site would depend upon the timescales of the delivery of the Chelmsford northeast bypass. Therefore, two options for site access to proposed quarry are possible. Please see comments below.
- Off existing alignment of A131:
  - The existing access points onto A131 are via field accesses.
  - There is no detailed information submitted to demonstrate that a site access can be provided to current standards.
- With Chelmsford Northeast Bypass constructed
  - An agricultural access is currently shown off roundabout near Chatham Green it would need to be demonstrated that this access can provide appropriate access geometry and visibility splays to accommodate regular use by HGVs and that this would not impact on the safety or capacity of the proposed roundabout.

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

- Off existing alignment of A131:
  - The existing access points onto A131 are via field accesses and there is no detailed information submitted to demonstrate that a site access can be provided to current standards, and provide for the following:
    - visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
    - The ability for the proposed site access to accommodate the simultaneous entry and exit of HGVs.
    - It would need to be demonstrated that the carriageway fronting the application site can accommodate a suitable junction arrangement such as a ghost island right turn lane to serve the Site and/or left in / left out.
- With Chelmsford Northeast Bypass constructed

- An agricultural access is currently shown off the proposed roundabout junction of the CNEB with the A131 near Chatham Green.
- Should access be taken via the roundabout, entry / exit of roundabout into the Site must be suitable for use by HGVs. Modification of the entry/exit is likely to be required. This may also require alterations to roundabout.
- Direct access onto Chelmsford Northeast Bypass (CNEB) would not be supported. Therefore, if access is constructed onto the existing A131 road alignment, prior to the construction of the CNEB, that connects to and upgrades the A131, it is likely that the access will need to be removed to ensure the safety, capacity, and efficiency of the strategic route (A131) and alternative access arrangements will need to be sought.
- 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.
- Bulls Lodge Quarry.
- 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, Beaulieu and Ride and Great Leighs.
- The main site entrance for bypass construction is likely to be at the location of the proposed Chatham Green roundabout, off the A131 Braintree Road.

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

Red/Amber

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

- The Site is proposing to use an access approved under ESS/77/20/CHL, onto A1060. However, given the increase in HGV movements, alterations to the access arrangement are likely to be required to provide a ghost island right turn lane access from the A1060.

### Results of the technical RAG assessment

- The Site is proposing to use an access approved under ESS/77/20/CHL, onto A1060. However, given the increase in HGV movements, alterations to the access arrangement are likely to be required to provide a ghost island right turn lane access from the A1060.
- It would need to be demonstrated that the carriageway fronting the application site, subject to a 60 mph speed limit can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- The proposed adjacent mineral sites at Chalk End Roxwell will also need to be considered, as these would also utilise the same access onto A1060
- No access should be taken from Skreens Park Road.
- 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 could 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 A60b - Shellow Cross Farm (A60b) – Chelmsford

Red/Amber

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

- The Site is proposing to use an access approved under ESS/77/20/CHL, onto A1060. However, given the increase in HGV movements, alterations to the access arrangement are likely to be required to provide a ghost island right turn lane access from the A1060.

### Results of the technical RAG assessment

- It would need to be demonstrated that the carriageway fronting the application site, subject to a 60 mph speed limit can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- The proposed adjacent mineral sites at Chalk End Roxwell will also need to be considered, as these would also utilise the same access onto A1060
- 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 could 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 A61 – Heckfordbridge – Site 1

Red/Amber

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

- Access is proposed via an existing access serving Stanway quarry onto Warren Lane which includes a ghost island right turn lane. This is acceptable and unlikely to require mitigation for use by HGVs.
- To export minerals by HGV via the existing access it is proposed that the mineral will be transported to the existing quarry by conveyor. This will need to cross the local road network (Fountains Lane). No detail provided.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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 A62 – Heckfordbridge – Site 2

Red/Amber

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

- Access is proposed via an existing access serving Stanway quarry onto Warren Lane which includes a ghost island right turn lane. This is acceptable and unlikely to require mitigation for use by HGVs.
- To export minerals by HGV via the existing access it is proposed that the mineral will be transported to the existing quarry by conveyor. This will need to cross the local road network (Fountains Lane). No detail provided.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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 A63 – Patch Park, Abridge

Red/Amber

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

- Access is proposed onto the A113 but is graded Red/Amber as there is no access information provided.
- Appropriate access geometry and visibility splays will need to be demonstrated as achievable.
- Appropriate mitigation required to facilitate the access and its use.

### Results of the technical RAG assessment

- There is no detailed information submitted to demonstrate that the proposed site access can provide for the following:
- visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
- can the proposed site access accommodate the simultaneous entry and exit of HGVs.
- it would need to be demonstrated that the carriageway fronting the application site can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- 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 A64 – Land East of Asheldham Quarry

Green

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

- Access proposed via an existing access serving Asheldham Quarry onto the B1021. This is acceptable in principle.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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 A65 – Land South of Asheldham Quarry

Green

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

- Access proposed via an existing access serving Asheldham Quarry onto the B1021. This is acceptable in principle.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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 A66 – White House Farm

Red/Amber

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

- The Site is graded Red/Amber as there is no access information provided.
- Appropriate access geometry and visibility splays will need to be demonstrated as achievable.
- Appropriate mitigation required to facilitate the access and its use.
- An additional crossing of the local road network (Old London Road) will be required. No details provided. This will require further technical assessment,

### Results of the technical RAG assessment

- There is no detailed information submitted to demonstrate that the Site access can provide for the following:
- Visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
- Can the proposed site access accommodate the simultaneous entry and exit of HGVs.
- It would need to be demonstrated that the carriageway fronting the application site can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- 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 A67 – Church Farm

Red/Amber

### 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. Due to potential increase in HGV movements on top of the current vehicle movements, mitigation measures to upgrade the existing junction with Wivenhoe Road would be required.
- Impact the additional HGV movements will have on Bridleway 13 (Alresford\_157)

### Results of the technical RAG assessment

- The proposed access will connect to a private road (width approximately 3.8 metres) that is within the existing site of Alresford Quarry. The Highway Authority has no jurisdiction for this road and there is no unauthorised access to the Site, so it has not been possible to assess the proposed access, in particular, whether the access can provide visibility splays, including forward visibility splays to accord with the speed of the road in force for the section of road serving the application site.
- The private road forms part of Bridleway 13 (Alresford\_157) of the PROW network.
- The private road joins an established junction with Wivenhoe Road that serves Alresford Quarry, the key findings for this access/ junction are:
- Wivenhoe Road is subject to a de-restricted speed limit and is approximately 6.8 metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Wivenhoe Road is classed as a PR2 road (Secondary Distributer) under the County's Route Hierarchy.
- Standard T- junction with radius kerbs, width 9 metres plus for the first 20 metres narrows to 6.8 metres and again to 3.8 metres at gated entrance and the start of the Bridleway.
- No segregated footway in the vicinity of the Site.
- 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



## Candidate Site Reference A68 – Crabtree Farm

Red/Amber

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

- New access required onto the A133.
- The proposed location of the access with existing junctions to the north-west and with the A133 roundabout to the east would make access onto the A133 difficult particularly during the peak periods, without significant mitigation measures
- Based on the signed speed limit the location of the proposed access has poor visibility in both directions as it is on the inside of a slight bend.
- The carriageway fronting the application may need to be widened to accommodate an appropriate junction arrangement.
- The proposal would have a significant impact on Bridleway 2 (Great Bentley\_165).

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- Spacing with existing junction on A133 at this location.

## Candidate Site Reference A69 – Frating Hall

Red/Amber

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

- New access required onto A133 – minimum T-junction with designated right turn lane on the A133, extension of street lighting, currently terminates at the terminal signs for the 40-mph speed limit for Frating village.
- Appears to have good visibility in both directions if vegetation is cut back and maintained.
- The carriageway fronting the application appears to be capable of accommodating an appropriate junction arrangement.
- Evidence of new bus infrastructure (shelter, footway, pedestrian refuge) being installed close to the proposed site access, these may need to be re-located.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- N/A

## Candidate Site Reference A71 – Lodge Farm

Red/Amber

### 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. Due to potential increase in HGV movements on top of the current vehicle movements, mitigation measures to upgrade the existing junction with Wivenhoe Road would be required.
- Impact the additional HGV movements will have on Bridleway 13 (Alresford\_157).

### Results of the technical RAG assessment

- The proposed access will connect to a private road (width approximately 3.8 metres) that is within the existing site of Alresford Quarry. The Highway Authority has no jurisdiction for this road and there is no unauthorised access to the Site, so it has not been possible to assess the proposed access, in particular, whether the access can provide visibility splays, including forward visibility splays to accord with the speed of the road in force for the section of road serving the application site.
- The private road forms part of Bridleway 13 (Alresford\_157) of the PROW network.
- The private road joins an established junction with Wivenhoe Road that serves Alresford Quarry, the key findings for this access/ junction are:
- Wivenhoe Road is subject to a de-restricted speed limit and is approximately 6.8 metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Wivenhoe Road is classed as a PR2 road (Secondary Distributer) under the County's Route Hierarchy.
- Standard T- junction with radius kerbs, width 9 metres plus for the first 20 metres narrows to 6.8 metres and again to 3.8 metres at gated entrance and the start of the Bridleway.
- No segregated footway in the vicinity of the Site.
- 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

## Candidate Site Reference A72 – Martells – Southern Extension

Green

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

- Access proposed via an existing access serving Martells Quarry onto Slough Lane. This is acceptable in principle.
- For this further extension of the quarry, we will require the continued use of the private track access to the A120, via the lorry park.

### Results of the technical RAG assessment

- Access proposed via an existing access serving Martells Quarry onto Slough Lane, currently excludes a ghost island right turn lane.
- Slough Lane is subject to a de-restricted speed limit and is approximately 7-metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Standard priority T- junction with radius kerbs.
- No footways in the vicinity of the Site access.
- For this further extension of the quarry, we will require the continued use of the private track access to the A120, via the lorry park.
- 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 A73 – Martells – Western Extension

Green

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

- Access proposed via an existing access serving Martells Quarry onto Slough Lane. This is acceptable in principle.
- For this further extension of the quarry, we will require the continued use of the private track access to the A120, via the lorry park.

### Results of the technical RAG assessment

- Access proposed via an existing access serving Martells Quarry onto Slough Lane which currently excludes a ghost island right turn lane.
- Slough Lane is subject to a de-restricted speed limit and is approximately 7-metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Slough Lane is classed as a local road under the County's Route Hierarchy.
- Standard priority T- junction with radius kerbs.
- No footways in the vicinity of the Site access.
- For this further extension of the quarry, we will require the continued use of the private track access to the A120, via the lorry park.
- 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 A74 – Thorrington Hall

Red/Amber

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

- Access proposed by the creation of a new access onto the B1027. No details provided.
- Appears to have good visibility in both directions
- Concerns over route from site to main road network due to 7.5T weight restriction on the B1027 Main Road, Alresford.
- Due to potential increase in HGV movements on top of the current vehicle movements, mitigation measures to upgrade the existing junction (double mini roundabout) with Tenpenny Hill, Station Road, B1029 Brightlingsea Road and B1027 Clacton Road may be required. The junction has been highlighted as part of Tendring's Local Plan.

### Results of the technical RAG assessment

- Clacton Road is subject to a 40-mph speed limit and is approximately 7.2 metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- On the south side of Clacton Road there is a wide verge with a 1.2-metre -wide footway and on the north side a 2-metre-wide footway minimal verge.
- As you head east along Clacton Road the speed limit reverts to a 30-mph limit for part of Thorrington village.
- 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

## Candidate Site Reference A75 – Land at Orford

Red/Amber

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

- The Site is graded Red/Amber as there is no access information provided other than a reference to improvements to existing agricultural access with provision of visibility splays. This would not be sufficient for regular HGV access from the B1383.
- Appropriate access geometry and visibility splays will need to be demonstrated as achievable.
- Appropriate mitigation required to facilitate the access and its use.
- A right turn lane from the B1383 may be required and it appears that sufficient site frontage is available to provide this if required.

### Results of the technical RAG assessment

- There is no detailed information submitted to demonstrate that the proposed site access can provide for the following:
  - i. visibility splays, including forward visibility splays to accord with the speed limit in force for the section of road serving the application site, having regard to and vertical and horizontal road alignment.
  - ii. can the proposed site access accommodate the simultaneous entry and exit of HGVs.
  - iii. it would need to be demonstrated that the carriageway fronting the application site can accommodate an appropriate junction arrangement, typically a ghost island right turn lane to serve the Site.
- 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 current agricultural access serving the Site is located opposite Pennington Lane. This would need to be considered as part of the access design.



## Candidate Site Reference A76 – Elsenham

Green

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

- Access proposed via an existing access roundabout junction on Hall Road that serves this existing minerals operation and other land uses (to the north) and the Tri-sail development site (to the south) of the roundabout. This is acceptable in principle.

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

- Refer to key findings above for detail on 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.

- Minerals operation shares a roundabout access with Trisail development from Hall Road. 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.

## 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. This is acceptable in principle.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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 should be consulted at the appropriate time.

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

Red/Amber

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

- Access proposed via an existing access serving Crown Quarry onto Old Ipswich Road. This is acceptable in principle. Any access via Wick Lane would need to be considered further in consultation with the Highway Authority.
- The proposal would require a new crossing point either side of Wick Lane to enable the existing site access to be used to export minerals by HGV. No details provided.

### Results of the technical RAG assessment

- Access proposed via an existing access serving Crown Quarry onto Old Ipswich Road, currently excludes a ghost island right turn lane.
- Old Ipswich Road is subject to a de-restricted speed limit and is approximately 7.2 metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Old Ipswich Road is classed as a PR2 road (Secondary Distributer) under the County's Route Hierarchy.
- Standard T- junction with radius kerbs.
- A single 1.2 metre footway running on the opposite side of the Site.
- Red Route waiting restrictions in place either side of the junction and opposite.

Wick Lane:

- This is classed as a local road and is subject to a 7.5T environmental weight restriction.
- The width of the lane is approximately 4.8 metres in width.
- The lane has existing informal passing places and established hedgerows both sides, some of which would need to be removed to create a crossover and provide the necessary visibility splays.
- 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

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

Green

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

- Access proposed via an existing access serving Crown Quarry onto Old Ipswich Road, This is acceptable in principle.

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- Standard T- junction with radius kerbs, no right turn lane, no lighting.
- A single 1.2 metre footway running on the opposite side of the Site.
- Red Route waiting restrictions in place either side of the junction and opposite.
- 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

## **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 serving Colemans Farm quarry. This is acceptable in principle.
- A12 DCO works propose relocation of the existing Colemans Farm quarry site access.

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

- Refer to key findings above for detail on access.
- 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**

- N/A

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

Red/Amber

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

- A Transport Statement scoping report supporting site A50 indicatively shows a modified access arrangement on drawing 15057-26B. It is proposed that this access also serves sites A83 and A84. This does not currently show that simultaneous access for two HGVs can be achieved but indicates that appropriate visibility splays are achievable at this location to accord with surveyed vehicle speeds.
- Confirmation of land ownership and highway boundary required but it is likely that access could be modified further.
- Interaction of modified access to Appleford Farm with Braxted Bridge and existing minerals access serving Colemans Farm required.

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

- Refer to key findings above for detail on 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**

- Interaction with existing local road access for the existing Colemans Farm quarry and current consented development at Appleford Farm should be considered.

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

Red/Amber

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

- A Transport Statement scoping report supporting site A50 indicatively shows a modified access arrangement on drawing 15057-26B. It is proposed that this access also serves sites A83 and A84. This does not currently show that simultaneous access for two HGVs can be achieved but indicates that appropriate visibility splays are achievable at this location to accord with surveyed vehicle speeds.
- Confirmation of land ownership and highway boundary required but it is likely that access could be modified further.
- Interaction of modified access to Appleford Farm with Braxted Bridge and existing minerals access serving Colemans Farm required.

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

- Refer to key findings above for detail on 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**

- Interaction with existing local road access for the existing Colemans Farm quarry and current consented development at Appleford Farm should be considered.



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

Red/Amber

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

- Access is proposed via an existing access serving Martells Quarry onto Slough Road, currently excludes a ghost island right turn lane. This is acceptable in principle.
- To export minerals by HGV via the existing access the Site would require a new crossing point of Frating Road (B1029) and Morrow Lane to enable access to the existing site access and a haul road on the south side of Frating Road, this would be shared with site A86. No detail provided.
- The proposal would impact on several PROW routes north and south of Frating Road; public footpath: 10, 31, 42 (Ardleigh\_158).

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- Existing access excludes a ghost island right turn lane.
- Slough Lane is subject to a de-restricted speed limit and is approximately 7-metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Slough Lane is classed as a local road under the County's Route Hierarchy.
- Standard T- junction with radius kerbs.
- No footways in the vicinity of the Site access.

Frating Road:

- This is classed as a PR2 Secondary Distributor under the County's Route Hierarchy.
- The width of the lane is approximately 6 metres in width.
- The road has established hedgerows both sides, some of which would need to be removed to create a crossover and provide the necessary visibility splays.
- The proposal would impact on several PROW routes north and south of Frating Road; public footpath: 10, 31, 42 (Ardleigh\_158)
- 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.

- Not applicable, covered under Transport.

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

Red/Amber

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

- Access is proposed via an existing access serving Martells Quarry onto Slough Road, currently excludes a ghost island right turn lane. This is acceptable in principle.
- To export minerals by HGV via the existing access the Site would require a new crossing point of Frating Road (B1029) to enable access to the existing site access and a haul road on the south side of Frating Road, this would be shared with site A85. No detail provided.
- The proposal would impact on several PROW routes north and south of Frating Road; public footpath: 10, 31, 42 (Ardleigh\_158).

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- Existing access excludes a ghost island right turn lane.
- Slough Lane is subject to a de-restricted speed limit and is approximately 7-metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Slough Lane is classed as a local road under the County's Route Hierarchy.
- Standard T- junction with radius kerbs.
- No footways in the vicinity of the Site access.

Frating Road:

- This is classed as a PR2 Secondary Distributer under the County's Route Hierarchy.
- The width of the road is approximately 6 metres.
- The road has established hedgerows both sides, some of which would need to be removed to create a crossover and provide the necessary visibility splays.
- The proposal would impact on several PROW routes north and south of Frating Road; public footpath: 10, 31, 42 (Ardleigh\_158)
- 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.

- Not applicable, covered under Transport.

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

Green

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

- Access proposed via an existing access serving Martells Quarry onto Slough Lane which currently excludes a ghost island right turn lane. This is acceptable in principle.
- The proposal would impact on existing PROW route; public footpath: 12, (Ardleigh\_158).

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- Existing access excludes a ghost island right turn lane.
- Slough Lane is subject to a de-restricted speed limit and is approximately 7-metres wide with no existing designated right turn facility serving the Site or street lighting in the vicinity of the access.
- Slough Lane is classed as a local road under the County's Route Hierarchy.
- Standard T- junction with radius kerbs.
- No footways in the vicinity of the Site access.
- The proposal would impact on existing PROW route; public footpath: 12, (Ardleigh\_158).
- 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

- Not applicable, covered under Transport.

## 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. This access has been used previously by HGVs in connection with minerals extraction and will require mitigation to bring it up to an appropriate standard.
- Church Road is subject to the National Speed Limit of 60mph, appropriate site access and forward visibility splays will need to be demonstrated. The existing access is constructed with kerb radii and narrows down to a width of 5.8 metres, localised widening of the access would be required. South of the existing access Church Road is approximately 6 metres wide to its junction with the A133.
- The existing access is approximately 70 metres north of the junction with the A133 a Strategic Route in Essex County Council's Development Management Route Hierarchy.
- 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, localised widening of the road would be required.
- Existing right turn lane on A133 serving Church Lane requires further investigation in terms of its ability to accommodate right turning HGVs whilst maintaining through traffic.

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- Due to existing vehicles flows on the A133 it was observed difficulties in traffic being able to turn out of Church Road particularly for right-turn movements.
- 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 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.

- Not applicable, covered under Highway Transport

## Candidate Site Reference A89 – Covenbrooke Hall Farm

Red/Amber

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

- From the information provided It is unclear if safe access to the Site can be achieved from Kings Lane and whether the intensification in use of the A120/Kings Lane junction by HGVs can be appropriately mitigated.
- 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 access.
- It is noted that site A89 has a significant site frontage onto Kings Lane so that there will potentially be the ability to use land within the control of the Site promoters to provide a site access and visibility splays onto Kings Lane together with any widening that may be required for 2 way movement of HGVs. This may impact upon the vegetation fronting Kings Lane.
- The A120 Trunk Road carries high volumes of traffic and 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

- No cumulative impacts identified for site access.



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

Green

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

- The Site lies to the north of the existing Rayne Quarry. If it is proposed that the existing site access onto the B1256 is used, which is assumed to be the case from the information supplied, this is acceptable in principle.
- If the access is proposed onto Pods Land and Shalford Road additional information would be required before a RAG grade can be applied.
- Access to the A120 Trunk Road is located immediately to the east of the Site. This 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 highway access.
- 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

- N/A

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

Amber

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

- It is understood that the Site is to the north of the former quarry site at 'Roxwell Quarry Complex' and would utilise the existing access onto A1060 and the haul road.
- Existing access benefits from a ghost island right turn lane onto A1060.
- Appropriate visibility splays will need to be demonstrated.
- No access to be taken from Mashbury Road.

### Results of the technical RAG assessment

- Refer to key findings above for detail on access.
- A1060 is subject to a 60mph speed limit in the vicinity of the Site access.
- Visibility splays from the Site access, notably the east, appears to fall below the 215 metres required for a 60mph speed limit.
- Improvements to visibility splays from the Site access would be required. Visibility splays should be provided in accordance with the speed of vehicles using A1060.
- 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, if permitted, would give rise to HGV movements on A1060. HGVs are likely to use the same roads/junctions to / from the Site.
- From a highway viewpoint this will be proximity of other minerals sites where HGVs are likely to use the same roads/junctions.
- A40, existing permitted quarry site at Chalk End.
- ESS/70/17/CHL (restoration works application) would be using the same access onto 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 formerly consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on access.
- 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

- Potentially conflicts with the existing access for Bradwell Quarry/Rivenhall Integrated Waste Management Facility.

## **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 formerly consulted at the appropriate time.

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

- Refer to key findings above for detail on access.
- 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**

- Potentially conflicts with the existing access for Bradwell Quarry/Rivenhall Integrated Waste Management Facility.

## Candidate Site Reference A94 – Land at Highfields Farm

Red

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

- Any access taken from Windmill Hill (which lies within the Colchester district) would not be supported by the Highway Authority due to the unsuitability of Windmill Hill and the local road network.
- The applicant may wish to consider a haul road across the B1023, for which details would need to be submitted before any comments could be made.
- The Highway Authority note the presence of Public Rights of Way within the Site. All details relating to the PROW should be agreed with the Highway Authority, this may include a package of measures to protect and enhance the PROW network.
- Crossing of Highfield Road required. No detail provided.

### Results of the technical RAG assessment

- Refer to key findings above for detail on highway access.
- The Highway Authority note the presence of Public Rights of Way within the Site. All details relating to the PROW should be agreed with the Highway Authority, this may include a package of measures to protect and enhance the PROW network.
- 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 A95 – Land at Bellhouse Farm South

Green

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

- Access is proposed via an existing access serving Stanway quarry onto Warren Lane which includes a ghost island right turn lane. This is acceptable in principle.

### Results of the technical RAG assessment

- Refer to key findings above for detail on 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.

- 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

Red/Amber

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

- The Site lies to the south/west of the existing Rayne Quarry on the opposite side of the B1256. There is no information submitted to demonstrate whether an access or crossing that complies with highway standards can be achieved on to the B1256.
- Access to the A120 Trunk Road is located immediately to the east of the Site. This 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 highway access.
- 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

- N/A



## 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 formerly consulted at the appropriate time.

### Results of the technical RAG assessment

- Refer to key findings above for detail on access.
- 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