

DR/24/15

committee DEVELOPMENT & REGULATION

date 25 September 2015

MINERALS AND WASTE DEVELOPMENT

Proposal: **Extraction of an estimated 2.5 million tonnes of sand and gravel together with the provision of an new access from Little Braxted Lane; and the installation/construction and operation of primary processing and ancillary facilities comprising washing and bagging plant, silt lagoons, weighbridge, site management office, mess room and maintenance workshop; with restoration to agriculture and water based nature conservation habitats.**

Location: **Land at Colemans Farm, Little Braxted Lane, Rivenhall, Witham, Essex, CM8 3EX.**

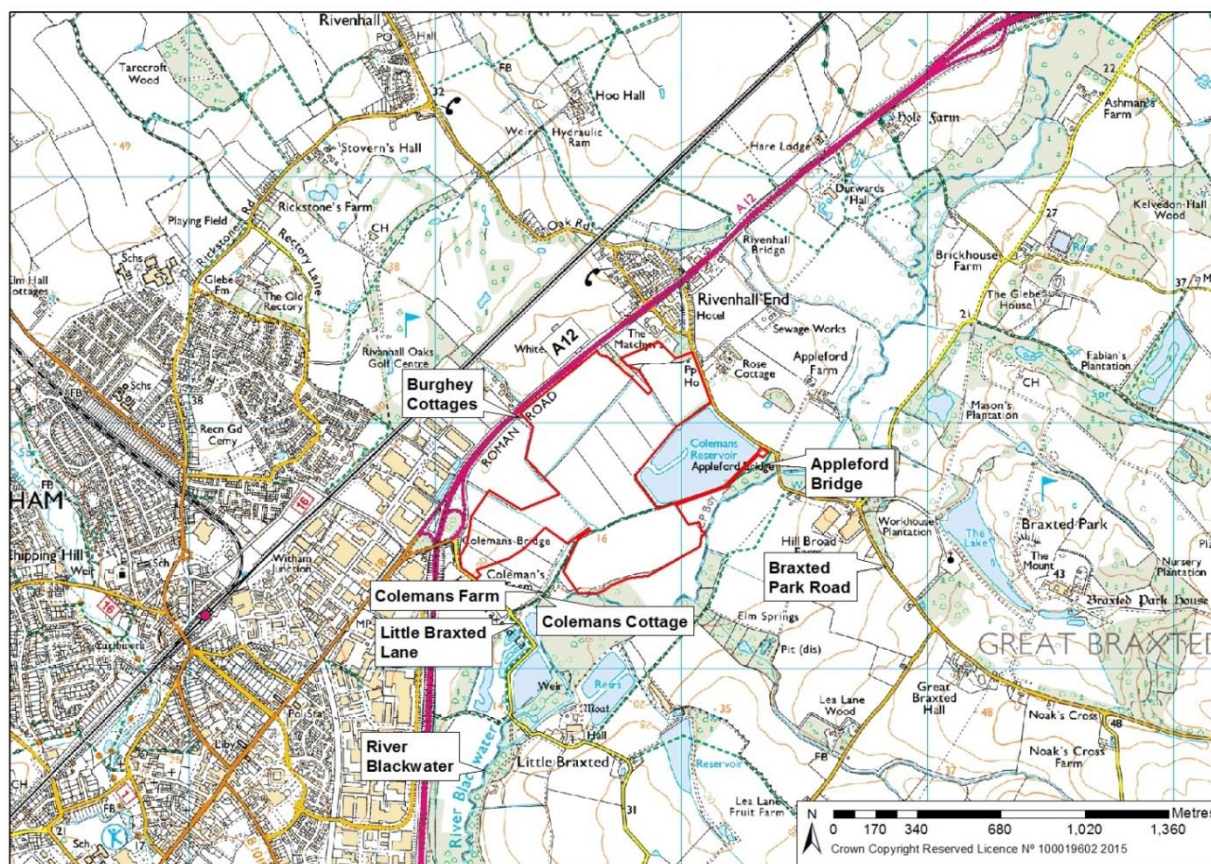
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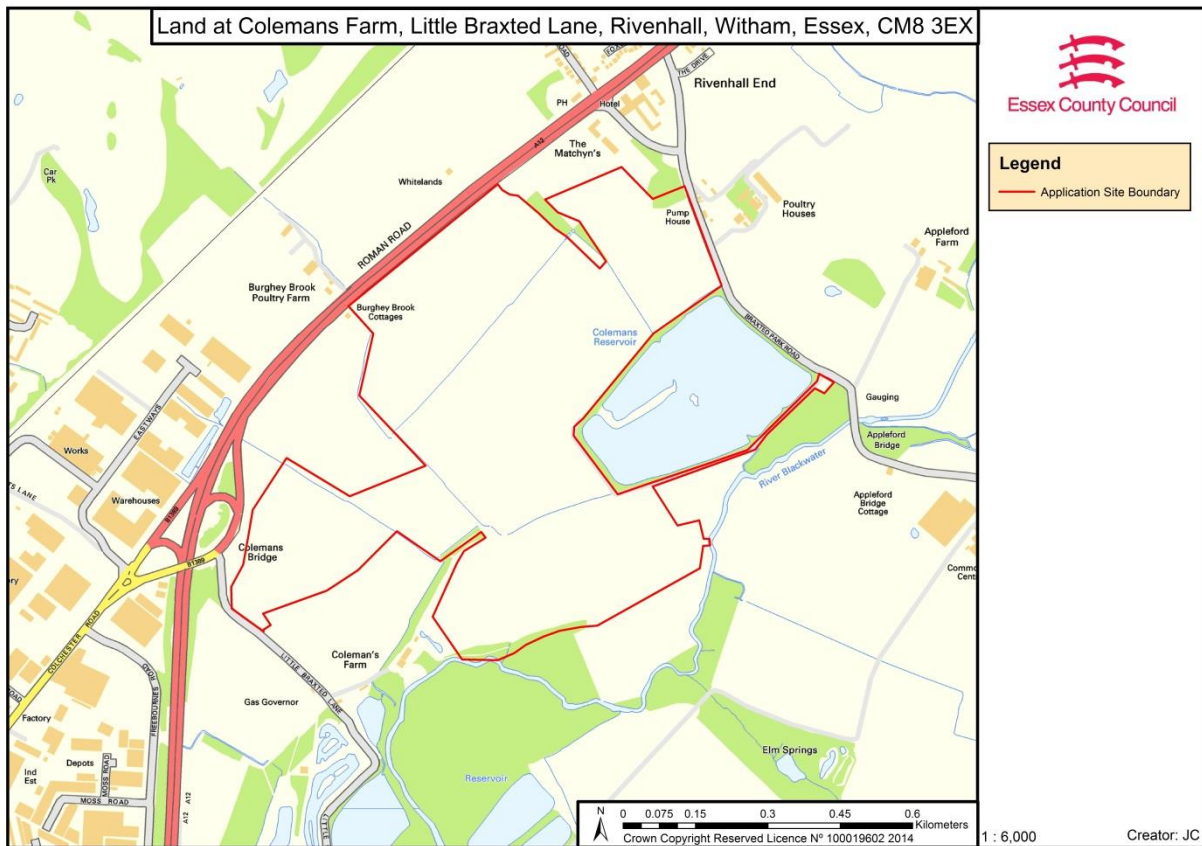
Applicant: **Brice Aggregates.**

Report by Director of Operations, Environment and Economy

Enquiries to: Gráinne O'Keeffe Tel: 033301 33055

The full application can be viewed at www.essex.gov.uk/viewplanning





1. BACKGROUND

On the 24 July 2015 the Committee considered the aforementioned application. The officer report is set out at Appendix A.

It was resolved at that meeting to defer determination of the application to allow members of the Committee to visit the site.

The Committee also requested officers to have further discussion with the applicant to address:

- a possible contribution being made by the applicant for damage to the roads and for junction improvements and improvements/protection works on Little Braxted Road
- whether a restoration bond may be acquired
- the protection of the River Blackwater and a buffer against the area of extraction.

The site visit was carried out on 28 August 2015.

Officers met with the applicant and his agent on 18 August 2015 to discuss the issues previously raised by the Committee.

This report provides updated information following the July meeting and consideration of the application should again take into account the original officer

report (at Appendix A) as well as the additional information set out in this report.

2. UPDATE

Ecological considerations and Habitats Regulations Assessment

The potential ecological impacts were originally reported in the Environment Statement however at that time the full set of ecological surveys were not complete. A fully consolidated ECIA was submitted on 12 January 2015. Tables 6 and 7 of the report provide a summary of the impacts.

In response to this the ECC ecological specialists requested clarification on six further points and an addendum to the ECIA in this regard was submitted on 9 June 2015.

In all instances the scope for impact during operations remains of minor impact of low significance. Long term the impacts are mainly beneficial to varying degrees of significance.

During the Committee meeting concerns were expressed about the River Blackwater not being appropriately safeguarded. The allocation boundary for the site A46 in the Minerals Local Plan is indicated to be 10m from the riverbank. As the planning application was worked up the applicant considered this to be too close and proposed a 30 metre minimum stand off as part of the original application. In view of the stated concerns and the acknowledged scope for otter activity in particular, (although survey work did not record any on site), the applicant is now proposing a revised stand-off distance of 50 metres. The relevant plans are C45/01/03B and C45/01/05A and these plans would specify the revised stand-off distance should permission be granted.

Noise & Dust

Questions were raised at the Committee about the potential for noise and dust impact on both Burghey Brook Cottages and residences around Rivendale such as the Matchyns.

The noise assessment submitted in support of the application confirmed that the noise climate at both receptors is heavily influenced by activity along the A12. At both residences the background noise levels are already at/or around 55dBa Laeq 1hr. This is the maximum limit of acceptable noise levels resultant at mineral workings, as defined in the NPPF and Planning Practice Guidance.

Table 11 of the Environment Statement confirms that in both instances for Burghey Brook and Far Rest (which is in proximity to the Matchyns residence) the assessed noise levels predicted as a result of the proposed development are less than background and there is therefore no scope for cumulative effects.

In respect of potential Dust/Air Quality impacts, it is confirmed that the residences of Rivenhall are the most sensitive receptors, however the report reproduced at Appendix 8 of the Environment Statement confirm that the effect of the perimeter bunds and intervening vegetation would minimise impacts to within acceptable levels. The applicant has agreed to implement and enforce a dust action plan

which would be in use throughout the development, should permission be granted.

Traffic & Highways

Commuted sum: The applicant has offered to pay a financial contribution for damages to the highway during the operational phase of the proposed development. The applicant would provide in advance a commuted sum (quantum to be agreed with the Highway Authority) on a general maintenance basis for the length of the highway between the proposed site access on Little Braxted Lane and the junction with the B1389 Colemans Bridge. This could be secured through a S.106 legal agreement.

Junction 22 improvements: Concerns were highlighted over changes in use patterns at the junction, in particular scope for impact on regular commuters. The Highway Authority has indicated that appropriate warning signage is considered to be an effective means of warning road users of the change in conditions. The applicant proposes to erect a number of warning signs at the locations indicated on drawing (15057-12), under licence from the Highway Authority or Highways England.

Drawing No. 15057-12 also indicates the extent of vegetation that the applicant proposes to remove under licence from Highways England to secure visibility splays down the A12 slip road for the junction at B1389/Little Braxted Road. The applicant has offered to maintain this shaded area for the duration of the development, under licence from Highways England.

Both Highways England and ECC Highways are satisfied that the proposed works to the junction have been designed in accordance with relevant highways standards and has been independently verified via a stage 1 Road Safety Audit.

Little Braxted Lane access: The applicant has explored the possibility for the proposed site access to be modified to allow for a turning circle rather than a 3 point turn for HGV's entering Little Braxted Lane in error. The applicant has submitted further information (drawing ref. 15057-11) which demonstrates that the design of the access is such that a u-turn is possible, and removes the need for HGV's to reverse onto Little Braxted Lane.

The Highway Authority has further commented that:

"The applicant proposes an access arrangement that proposes visibility splays that accord with the speed of traffic using Little Braxted Lane. Whilst the oak tree is proposed to remain vegetation will have to be removed from around the tree to form the visibility splay. The girth of the tree is small and it will only form a momentary obstruction of approaching traffic and the standards allow for this to occur on occasion. Furthermore the drivers of HGVs will have an advantageous view of traffic approaching along Little Braxted Lane due to their raised seating position. Clearly the specific details will need to be looked at as part of the detailed design of the access and if the oak tree requires crown lifting for example this can be carried out at that time in conjunction with specialists.

Traffic signals would be an unusual feature on the local rural road network and

the junction would be complicated by the fact that the road width tapers from 7.3 metres to approximately 3 metres in the vicinity of the junction. This would mean that additional road widening may be required that would introduce a very urban junction to a rural location

In summary based on the visibility splays that have been shown on the drawing and will be provided together with the volume of traffic using the lane and site access a signal controlled junction is not required to serve the development.”

Braxted Park Road Access (Secondary Access): The planning application includes a proposal to upgrade the existing access onto Braxted Park Road and to use it as a secondary access for local deliveries to the Tiptree market.

This entrance was not included in the site allocation in the Minerals Local Plan but it has been fully assessed through the current planning application. The Highway Authority Essex is satisfied with the proposed works to improve sightlines at this access.

The applicant has provided clarification regarding the proposed secondary access. In traffic routing terms the secondary access would enable the applicant to provide the materials to the Tiptree Market without going through Rivenhall, in particular Oak Road.

If the secondary access wasn't included in the scheme, and assuming the restriction on activity along Oak Road would remain in place, HGV's delivering materials to Tiptree would need to drive eastbound on the A12, make a turning at the Kelvedon Junction (J23), come back west bound on the A12 to access Braxted Road.

This means without the secondary access around 5.3 miles (6.7km) of extra road miles per delivery if materials are delivered to the Tiptree market area.

The proposals set out in the planning application estimate that around 10% of the sand and gravel from the site could be routed towards Tiptree. This equates to approximately 250,000 tonnes over the life of the scheme or the equivalent of 12,500 HGV deliveries.

This means that without the secondary access being in place some 66,250 extra road miles (83,750km) would be created over the life of the project. Estimates would therefore suggest a carbon saving of around 8 metric tonnes per year.

Whilst the figure is not significant in regional or national terms it is in a local context and supports transport (Policy S10 of the MLP 2014) and climate change policies (Policy S3 of the MLP 2014).

Cyclepath improvements along Little Braxted Lane: It is understood that Little Braxted Lane forms part of a National Cycle Route and that the original proposal did not provide for adequate mitigation in this regard.

The applicant has reviewed conditions on land within their control and proposes to construct a cycle path circa 2.5m – 3m wide on lands to the west of Little Braxted

Lane (drawing No. C45/01/02A and C45/01/08). This would link with the existing footway on little Braxted Lane and the bridleway way 105_29 and footpath 105_635 further east. The Cyclepath would be 2.5 - 3.0m wide and suitably surfaced (subject to a separate need for express planning permission if required).

It is proposed that the cycle path would be permissive at first but secured for the duration of the development via a s.106 agreement.

A12 widening: Highways England has since stated that:

“Unfortunately it is too early to say what impact the proposed widening scheme may or may not have on this particular site.

We have not as yet entered into the phase of the project where we would investigate in detail or consider route alignment options, this work will take place throughout 2016.

During the route options identification stage we will obviously gather more detailed information with regards to alignment constraints and opportunities and the wider impacts, once these route options have been evaluated, we would then proceed to wider consultation with all stakeholders, to select the preferred solution, at which time we would seek to place our route protection.

I appreciate this is a vague response and does not answer the questions which will be raised by the landowner, and planning committee, it is just unfortunate that the timing is such we are not able to offer anything more detailed at this time.”

As a preferred route has not yet been identified by Highways England and no route protection is yet in place, it is too premature to say that the proposed development would prejudice the future development of the A12 and as such it is considered that there are no grounds to refuse the application for these reasons.

Water and Flood Risk

Further representation has been made by a local resident requesting the inclusion of two planning conditions to require the storage of flood water (at all stages of the quarry's life), based on risk to properties downstream and a condition or permitting clause was requested on ceasing to pump at times when flood is expected; the trigger to be linked to levels in the River rather than in the voids.

Following further consultation with the Environment Agency the EA has confirmed:

“there is ample floodplain storage from day 1 to accommodate fluvial flood flows for all events up to and the 1 in 100 year (1%) fluvial event inclusive of future climate change.”

In relation to pumping the EA is satisfied that there would not be any pumping off site during a significant fluvial event as it would be too dangerous for contractors and would be contrary to its flood evacuation plan. It is likely to contravene the discharge licence and legislation for the site.

The two conditions proposed by the local resident are not considered to be necessary or reasonable and therefore have not been recommended to be imposed should permission be granted.

Heritage Impact

In response to questions regarding potential archaeological impacts associated with the scheme

A range of investigations have been undertaken by the applicant including aerial photography, geophysics and trial trenching.

These investigations have confirmed that the majority of the site doesn't include any scope for archaeological significance, but there are specific areas that need further investigation.

There are two planning conditions proposed that are linked to paleolithic investigations and conventional investigations.

ECC Place Services have assessed the potential impact on built heritage, including Appleford Bridge and they do not raise an objection to the proposed development.

Other Issues

Restoration Bond

Concerns have been expressed about the need for a bond to secure restoration of the site. It is the applicant's contention that a bond is not warranted in this instance as the developer and landholder are one and the same with a longstanding presence as landowner and developer in the area.

As per paragraph 144 of the NPPF:

"In determining planning applications to provide for restoration and aftercare at the earliest opportunity to be carried out to high environmental standards, through the application of appropriate conditions, where necessary. Bonds or other financial guarantees to underpin planning conditions should only be sought in exceptional circumstances."

The NPPF and guidance is clear that bonds should only be sought in exceptional circumstances, and as the extraction and restoration is to take place in a phased basis, the risk is low and it is considered that there are no special circumstances to justify requiring a bond from the developer – especially given that the proposed restoration scheme is to a lower level and the importation of fill material would not be required.

Notwithstanding this, the applicant has confirmed the intention to become a member of the Minerals Product Association (MPA) and in doing so the site would be covered under the MPA Restoration Guarantee Fund – although it would not be reasonable for any planning condition or legal agreement to require this.

Policy S11 of Minerals Local Plan

Policy S11 states *“Proposals for minerals development shall be permitted where it is demonstrated that the development would not have unacceptable impacts on the efficiency and effective operation of the road network, including safety and capacity, local amenity and the environment.”* and *“Where transportation by road is proposed, this will be permitted where the road network is suitable for use by Heavy Goods Vehicles or can be improved to accommodate such vehicles.”*

The proposal to improve the existing access at Little Braxted Lane to provide access to the main road network at Junction 22 of the A12 is considered to be in accordance with Policy S11.

3. CONCLUSION

Taking into account the aforementioned information and further consideration of the application in the report at Appendix A, the site is identified as a preferred site in the Minerals Local Plan and the principal of extraction has been accepted and the need for the release of mineral proven. The variance in site boundary between the application site and preferred site in the MLP has been justified and is considered to be in accordance with Policy S6.

The impact of the proposed development on the environment has been assessed and is considered to be acceptable in terms of ecology, landscape and visual amenity, noise and dust, traffic and highways, water and flood risk, impact on heritage and subject to appropriate mitigation measures and conditions outlined in the report, the proposed development is considered to be in accordance with the National Planning Policy Framework (March 2012) and the development taken as a whole, namely, Essex Minerals Local Plan (MLP), Adopted July 2014; the Braintree Core Strategy (BCS), Adopted September 2011; the Braintree Site Allocations and Development Management Plan, as amended by further changes (ADMP), September 2014; and the Braintree District Local Plan Review (BDLP), Adopted July 2005 (saved policies only).

RECOMMENDED

That planning permission be **granted** subject to:

A Legal Agreement covering the following matters:

- a. Ecological management plan and 25 year aftercare;
- b. Lorry routeing plan including the use of the Braxted Road access for local deliveries only;
- c. Scheme for improvements to signage on Coleman's Bridge and between the B1029 and proposed Little Braxted Lane access;
- d. Local liaison group;
- e. Habitat Management Group.
- f. Commuted sum for maintenance of highway between site entrance on Little Braxted Lane and junction with Colemans Bridge.
- g. Permissive cycle path on applicants as indicated on drawing No. C45/01/02A and C45/01/08 for duration of development (subject to any need for express

planning permission).

- h. The prior completion of a S278 agreement requiring the clearance of vegetation and then subsequent maintenance to ensure visibility splays of at least 160m forward visibility splay in accordance with the details in Appendix B of the Road Safety Audit Stage 1, April 2015

And

Conditions covering the following matters:

1. COM1 - Commencement within 5 years.
2. COM3 - Compliance with submitted details.
3. CESS2 – Cessation of development.
4. CESS7 – Revised restoration in event of suspension of operations.
5. CESS3 - Removal of ancillary development (including haul route and car park).
6. GEN1 – Advance submission of details of plant site (workshop, messroom, bagging plant building, weighbridge) prior to construction of plant site.
7. HOUR2 – Hours of working (mineral specific):
0700– 1800 hours Monday to Friday
0700 – 1300 hours Saturdays
No working on Sundays or Bank/Public Holidays.
8. MIN6 – Records of output (150,000 tpa).
9. PROD3 – Vehicle records of output.
10. BESPOKE – Noise monitoring scheme prior to commencement.
11. NSE2 - Temporary operations.
12. NSE5 – White noise alarms.
13. NSE6 – Silencing of plant and machinery.
14. MIN1 – No importation.
15. MIN4 - Restriction on exports and no aggregates shall be sold directly from the application site.
16. BESPOKE - No importation of waste.
17. LS8 – Soil handled in a dry and friable condition.
18. HIGH10 – Advisory vehicle routeing (no left turn out of site along Little Braxted Lane).
19. LGHT1 – Fixed lighting restriction.
20. AFT1 – Aftercare scheme to be provided.
21. HIGH11 – Visibility splays and junction radius on Little Braxted Lane as shown in principle on David Tucker Associates drawing nos. 15057-02, and 15057-06.
22. HIGH15 – Gates.
23. BESPOKE – Highway works as shown in principle on drawing no. 15057-06.
24. HIGH11 – Visibility splays and junction radius on Braxted Road as shown in principle on David Tucker Associates drawing no. 15057-05.
25. HIGH4 – Prevention of mud and debris on the highway.
26. HIGH6 – Lorry sheeting.
27. HIGH14 – Surface material.
28. BESPOKE- Mitigation strategy for geoarchaeological investigation.
29. BESPOKE – Post-excavation assessment of the geoarchaeological fieldwork.
30. BESPOKE – Mitigation strategy for archaeological investigation.
31. BESPOKE – Post-excavation assessment of the archaeological fieldwork.
32. POLL6 – Groundwater monitoring.
33. LAND1 – Landscape and restoration scheme.

34. LAND2 - Replacement landscaping.
 35. TREE4 – Tree protection scheme.
 36. VIS1 – Limiting impact of skips/containers, etc.
 37. VIS2 – Stockpile heights.
 38. DUST1 – Dust suppression scheme.
 39. DUST3 – Spraying of haul road.
 40. BESPOKE – Submission of further ecological surveys prior to the commencement of each phase.
 41. ECO7 – Construction Environmental Management Plan.
 42. LS2 – Soil Movement Scheme.
 43. LS3 – Machine Movement Scheme.
 44. LS4 – Stripping of Top and Subsoil.
 45. LS5 – Maintenance of Bunds.
 46. LS6 – Retention of soils.
 47. LS7 – Location and volume of bunds.
 48. LS9 – Soil stripping depths and replacement
 49. LS10 – Notification of commencement of soil stripping
 50. LS11 – Notification of soil placement
 51. LS12 – Topsoil and subsoil storage
 52. LS13 – Topsoil and subsoil placement
 53. LS14 – Final soil coverage
 54. POLL4 – Fuel/chemical storage.
 55. RES1 – Stones to be picked.
 56. RES4 – Final landform.
 57. MIN7 – Extraction depth limit.
 58. MIN8 – Limits of permitted site.
 59. GPDO2 – Removal of PD rights – specific.
 60. HIGH 5 - HGV movements to be limited to 58 movements (no more than 29 in and 29 out of the combined access/egress points onto/from Little Braxted Lane and Braxted Road) per working day
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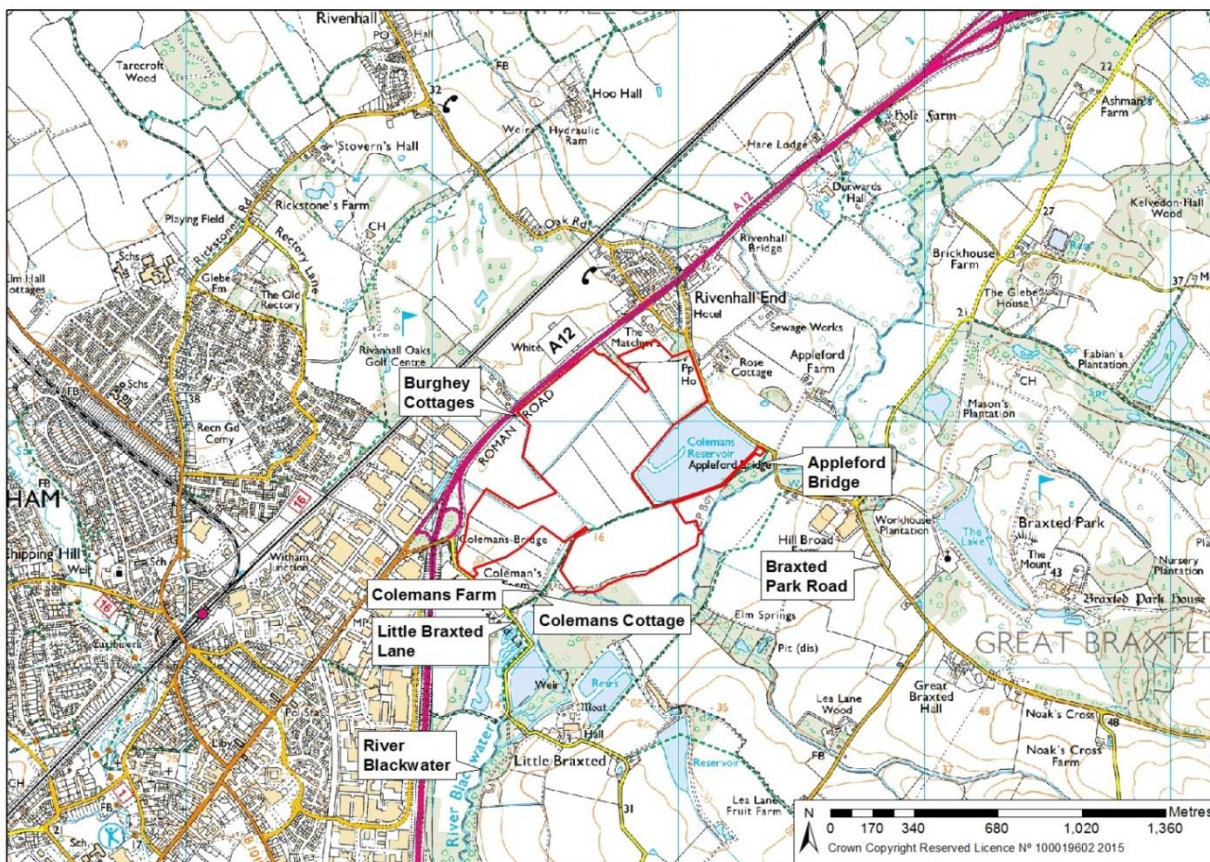
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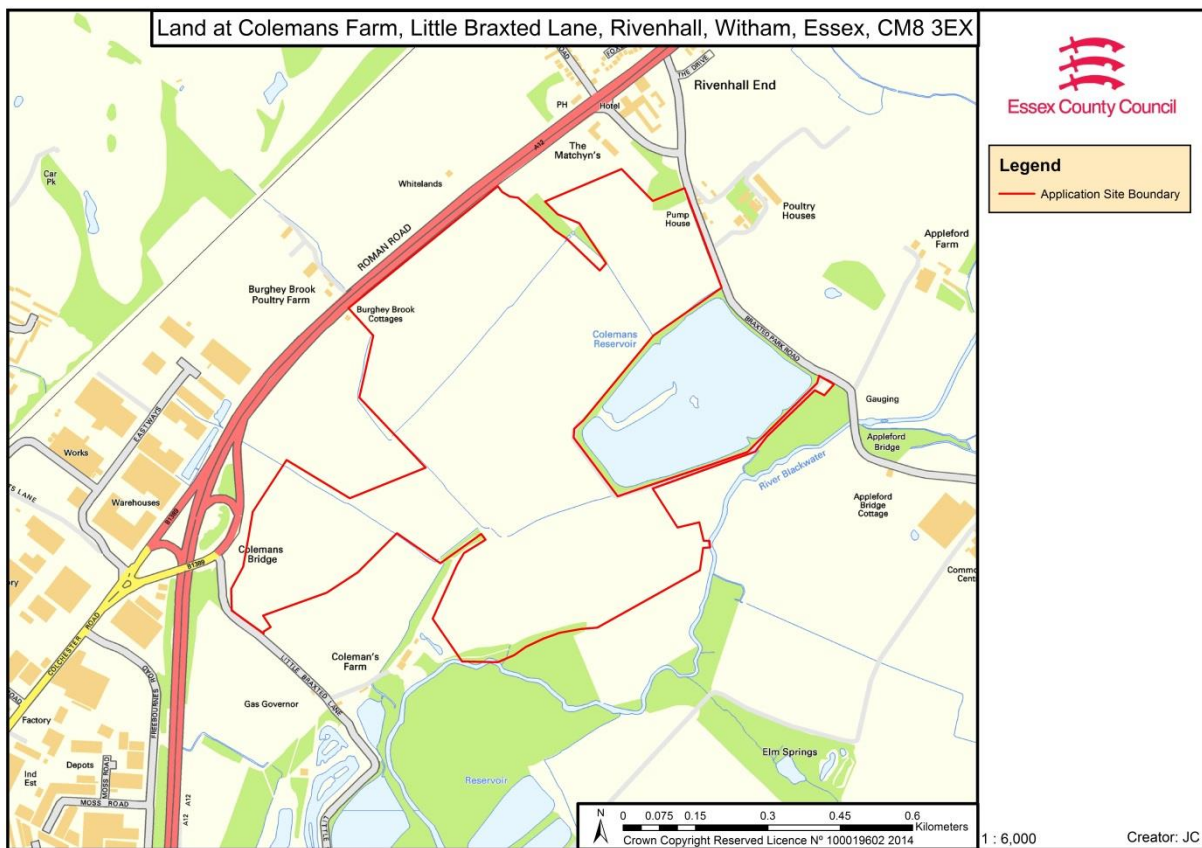
Report by Director of Operations, Environment and Economy

Enquiries to: Ms. Gráinne O'Keeffe Tel: 03330133055

The full application can be viewed at www.essex.gov.uk/viewplanning



Site Location Map



Site Plan

4. SITE

The application site is broadly identified as a preferred site for primary mineral extraction in the Adopted Essex Minerals Local Plan 2014. There are differences between the application site and preferred site boundaries, which will be explained further in the report.

The 55.3ha application site is located south-east of the town of Witham. The site is bounded to the north-west by the A12 trunk road, to the east by Braxted Park Road and to the south west by Little Braxted Lane.

The land is currently mainly in arable agricultural use. Around half of the site has been analysed as Agricultural Land Classification Grade 3a, which is 'best and most versatile' land.

The River Blackwater is located to the south. The application site is within 10 km of the Blackwater Estuary SPA, SAC, Ramsar and SSSI.

Bridleway 29 (Rivenhall) cuts through the application site from Little Braxted Lane to Braxted Park Road and would require either temporary or permanent diversion.

Little Braxted Lane is identified as a footpath/cycleway in the Local Plan.

The nearest residential properties to the site are Coleman's Farmhouse, located approximately 250m east of the proposed extraction area and Coleman's Cottage beyond that; Burghay Brook Cottages, located approximately 100m north of the

proposed extraction area; and properties at Rivenhall End, located over 100m from the proposed extraction area and mainly north of the A12.

Gas mains cross the proposed site access, run alongside the western boundary and approximately the route of Bridleway 29.

The proposal has been advertised as potentially affecting the setting of the following heritage assets:

- Little Braxted Mill and Mill House including attached Mill Bridge (Grade II);
- Summer House south west angle of wall at Little Braxted Hall (Grade II);
- Garden Wall attached to the west of Little Braxted Hall (Grade II);
- Little Braxted Hall and railings enclosing front garden (Grade II);
- Church of St Nicholas (Grade I);
- Monument 8m west of the porch of Church of St Nicholas (Grade II);
- Kitchen/Dovecote approximately 100m north of Little Braxted Hall (Grade II*);
- Appleford Bridge (Grade II);
- Appleford Bridge Cottage (Grade II);
- Witham Lodge and Entrance Gates (Grade II); and
- The Grade II* Registered Park and associated listed buildings/structures at Braxted Park.

5. PROPOSAL

The application is for the extraction of 2.5 million tonnes of sand and gravel from a 34.6ha extraction area. Extraction would take 17 years at a rate of 150,000 tonnes per annum, followed by a further year for restoration. A 25 year aftercare period is proposed.

Extraction would take place in 12 phases, with the new access onto Little Braxted Lane, haul road, main plant site area and lagoon complex to be constructed first.

It is proposed that the site would be restored to arable agriculture and water-based nature conservation habitats utilising indigenous materials.

Vehicular access/egress is proposed via either a new purpose built access off Little Braxted Lane, or via the infrequent use of an alternative access off Braxted Road.

A primary processing plant, bagging plant and ancillary facilities including a weighbridge, site office and access are proposed in the south west section of the site.

Proposed hours of operation are as follows:

- 0700 – 1800 hours Monday to Friday
- 0700 – 1300 hours Saturdays
- No working on Sundays or Bank/Public Holidays.

The application is subject to mandatory EIA since it qualifies as a Schedule 1 project under the Environmental Impact Assessment Regulations. An

Environmental Statement has been submitted with the application.

6. POLICIES

The following policies of the

- Essex Minerals Local Plan (MLP), Adopted July 2014;
- Braintree Core Strategy (BCS), Adopted September 2011;
- Braintree Site Allocations and Development Management Plan, as amended by further changes (ADMP), September 2014; and
- Braintree District Local Plan Review (BDLP), Adopted July 2005 (saved policies only),

provide the development plan framework for this application. The following policies are of relevance to this application:

	<u>MLP</u>	<u>BCS</u> <u>ADMP</u>	<u>BDLP</u>
Presumption in favour of sustainable development	S1	ADM1	
Strategic priorities for minerals development	S2		
Climate change	S3		
Provision for sand and gravel extraction	S6		
Protecting and enhancing the environment and local amenity	S10		
Access and transportation/ Sustainable access for all	S11	ADM45	
Minerals site restoration and after-use	S12		
Preferred and reserve sites for sand and gravel extraction	P1		
Development management criteria	DM1		
Planning conditions and legal agreements	DM2		
Primary processing plant	DM3		
Secondary processing plant	DM4		
The countryside		CS5	
Retailing and Town Centre		CS6	

Regeneration			
Natural environment and biodiversity		CS8	
Built and historic environment		CS9	
Health and wellbeing impact assessment		ADM43a	
Landscape character		ADM50	
Protection of biodiversity and geodiversity and protected species		ADM51	
Development likely to give rise to pollution, or the risk of pollution		ADM58	RLP62
External lighting		ADM59	RLP65
Layout and design of development		ADM60	RLP90
Industrial and environmental standards			RLP36
Transport assessments			RLP54
Air quality			RLP63
Water quality			RLP72
Landscape features and habitats			RLP80
Trees, woodlands, grasslands and hedgerows			RLP81
Protected species			RLP84
River corridors			RLP86
Alterations and extensions and changes of use to listed buildings, and their settings		ADM 66	RLP100
Ancient monuments and sites of archaeological importance			RLP104
Archaeological evaluation		ADM69	RLP105
Archaeological excavation and monitoring		ADM69	RLP106

The National Planning Policy Framework (NPPF), published in March 2012, sets out requirements for the determination of planning applications and is also a material consideration.

Paragraph 214 of the NPPF states that, for 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the Framework.

The Essex Minerals Local Plan, Adopted July 2014, and the Braintree Core Strategy, Adopted September 2011, are considered to fall into paragraph 214.

Paragraph 215 of the NPPF states, in summary, that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework.

Accordingly, the level of consistency of the policies contained within the Braintree District Local Plan Review, Adopted July 2005, is considered throughout the report, as appropriate.

Paragraph 216 of the NPPF states, in summary, that, from the day of publication, decision takers may also give weight to relevant policies in emerging plans according to the stage of preparation, the extent to which there are unresolved objection and the degree of consistency to the policies in the NPPF.

In this respect, on 15 September 2014, Braintree District Council issued an Interim Planning Policy Statement relating to the status of their Site Allocations and Development Management Plan (ADMP), which can be viewed here:

http://www.braintree.gov.uk/info/200230/planning_policy .

In summary, the Council does not intend to submit the ADMP to the SoS for examination due to changes in national government policy.

However, the Braintree District Council must maintain a housing land supply and protect sites identified for community use or open space in the interim period while work continues on a new Local Plan.

Braintree District Council believes that the site allocations and policies contained within the Pre-Submission ADMP are based on robust and credible evidence and, accordingly, has adopted the land allocations and development management policies detailed within the ADMP for use within development management decision-making. The Council is of the view that these robust and clear statements should be given appropriate weight in all matters under consideration and that these are material considerations.

Additionally, Braintree District Council recently consulted (until 6th March 2015) on the Issues and Scoping stage of a new Local Plan. It is therefore at a very early stage of preparation and should benefit from proportionate weight according to paragraph 216 of the NPPF.

7. CONSULTATIONS

BRAINTREE DISTRICT COUNCIL – Objects on the following grounds:

- The site is partly ‘non-preferred’ but has not been justified against MLP Policy S6.
- The processing plant is partly outside of the preferred site boundary, contrary to MLP Policy DM3.
- The character of Little Braxted Lane would be impacted due to widening.
- The use of A12 slip roads and impact on local roads should be considered.
- The restoration plan is insufficiently detailed.
- Loss of agricultural land outside of preferred site boundaries.
- Proposed time period for extraction is inconsistent and should be conditioned.
- Mitigation and management plans should be required for noise, dust, air quality, biodiversity and groundwater impacts.
- Screening of properties in Rivenhall End should be required prior to commencement of development and operations should be restricted to no closer than 150m from those properties.
- The MPA should be satisfied that archaeology, public rights of way, landscape and listed buildings have been adequately considered.

The Environmental Health Officer comments as follows:

- As Braintree District Council is responsible for local air quality management it is required that the air quality is modelled in detail and reference is made to PM 2.5 impact as well as PM10 and detailed dispersion modelling submitted to assess the contribution of the proposed development. The AQ assessment needs to confirm that the increase in traffic particularly HGV traffic movement at the access junction of the site is not significant against existing AQ levels.
- Consideration of noise should take account of the higher level of background noise ‘masking’ provided by the A12 that would not be experienced at more distant properties.
- Noise from water pumps at night should be carefully assessed and mitigated.

MALDON DISTRICT COUNCIL – No objection, subject to conditions relating to:

- Vehicles to leave the site in the direction of the A12;
- Retention of existing vegetation where possible;
- Restoration;
- Access directly from the A12 since the listed bridge would not be suitable for use by heavy vehicles;

The Environmental Health Officer comments as follows:

- Conditions should be imposed relating to monitoring of noise levels and addressing complaints.
- Conditions should be imposed relating to a dust management plan,

monitoring and a process for dealing with complaints.

ENVIRONMENT AGENCY – No objection, subject to conditions relating to:

- Groundwater level monitoring.

HIGHWAYS ENGLAND (Formerly Highways Agency) – No objections based on the transport statement submitted consider the impacts on the strategic road network not to be severely adverse.

HISTORIC ENGLAND – Advises that, in the event that permission is granted, a condition should be imposed requiring the implementation of a detailed mitigation strategy relating to archaeological and palaeoenvironmental remains, in accordance with the recommendations of the County's historic environment advisers.

NATURAL ENGLAND – No objection. In relation to Habitats Regulations Assessment, comments that:

- The proposal is not necessary for the management of the European Site; and,
- The proposal is unlikely to have a significant effect on any European Site, and can therefore be screened out from any requirement for further assessment.

Suggests that the MPA should consider securing measures to enhance the biodiversity of the site from the applicant, welcomes the proposed net gain for biodiversity and welcomes the proposal for the best and most versatile soil resource to be safeguarded with reversion to arable where possible.

ESSEX WILDLIFE TRUST – No comments received.

RSPB – No objection, subject to a condition requiring the implementation of the submitted Ecological Management Plan.

CPRE – Raises the following concerns:

- The river valley is a special landscape area and otters have recolonized the River Blackwater;
- The scale of the development would change the landscape from rural to industrial;
- The tranquillity of the river corridor would be impacted by noise, light and water pollution.
- Flora and fauna would be disturbed;
- Residential amenity would suffer;
- The junction from Little Braxted Lane onto the A12 would be dangerous;
- The A12 is already beyond peak capacity;
- Lorries should be prevented from exiting left towards Little Braxted.
- The use of roads through Witham should be prohibited;
- Retail selling from the site would increase traffic;
- Proposed water bodies have potential to be used for watersports, with

- associated impacts on the area;
- Buildings should be excluded to avoid landscape impact.

Suggests conditions as follows:

- New road layout at the junction with Little Braxted Lane and Braxted Road with the A12, funded by the developer;
- Enhanced Braxted Park Road exit from the site for use by lorried travelling on the A12 towards Chelmsford;
- No quarry traffic through Witham;
- Narrow Little Braxted Lane below the access to ensure lorries don't use it;
- No recreational uses without further planning permission;
- Increase the distance between the quarry and the river in phases 3 and 6;
- Retain a void throughout the life of the quarry to accommodate flood water;
- Ensure levels in the R. Blackwater don't fall due to dewatering;
- Life of quarry to be limited to 10 years;
- No landfill;
- No retail trade;
- No vehicle movements on Saturday afternoons or Sundays;
- Move the bridlepath further from the quarry;
- Provide immediate screening on the A12.

NATIONAL GRID – No objection, subject to an informative requiring the operator to contact National Grid prior to commencing any works in order to agree the necessary safe working practices and stand-offs from the gas pipeline.

BRITISH HORSE SOCIETY – No comments received.

ESSEX BRIDLEWAY ASSOCIATION – Objects to the application due to concerns over the impact on users of the proposed diverted bridleway during the excavation of phases 3-6. Requests that a condition is imposed to require the diverted bridleway to be located further from the excavation area. Disappointed to see that enhancements to rights of way are not proposed. Substantially enhance bridleway provision within the site.

RAMBLERS ASSOCIATION – No comments received.

HIGHWAY AUTHORITY – No objection subject to conditions as follows:

Prior to commencement of development:

1. Site access arrangements for the proposed development off Little Braxted Lane, as shown in principle on David Tucker Associates drawing nos. 15057-02, and 15057-06, to include but not limited to:
 - Visibility splays measuring 4.5m by 70m from the site access in either direction along Little Braxted Lane.
 - A minimum junction radius of 15m on the North West side of the access returned to a minimum carriageway width of 7.3m and appropriate taper to

facilitate the simultaneous entry and exit of HGVs.

- Absolute minimum junction radius on the south east side of the site access to prevent HGVs turning left out of the site access into Little Braxted Lane and to discourage other vehicles from turning left out of the site.
 - Any gates to be set back from the carriageway edge to allow an HGV inadvertently entering Little Braxted Lane to utilise the site access for turning as shown on drawing 15057-07.
2. Highway works shown in principle on David Tucker Associates drawing no. 15057-06 to include but not limited to:
 - The easing of the junction radius on the west side of the junction to ensure that an HGV can turn left onto the B1389 without over-sailing the centre of the B1389.
 - A road width of 7.2 metres between the junction of the B1389 with Little Braxted Road and the site access with Little Braxted Lane.
 3. Prior to commencement of development, highway works off Braxted Road as shown in principle on David Tucker Associates drawing no. 15057-05 to include but not limited to:
 - Visibility splays measuring 4.5m by 215m to the North West and 4.5m by 70m to the south east.
 - Improvements to the junction radii and access width to facilitate the simultaneous entry and exit of HGVs.
 - The removal of vegetation adjacent to Braxted Road to achieve the forward sight stopping distances (SSDs) shown on the drawing.
 4. Prior to commencement of development, a scheme for any necessary amendments to the existing signage and any accompanying traffic orders on Coleman's Bridge (B1029) and between the B1029 and the site access shall be submitted and the approved scheme implemented. The scheme shall include any necessary additional warning/advisory signs, cycleway signs (for Sustrans route 16) and relocation of/or provision of new signs relating to the width and weight restriction on Little Braxted Lane.
 5. Submission and implementation of approved wheel cleaning facilities prior to commencement of development.
 6. Submission and implementation of approved advisory signage for vehicles exiting the site prior to commencement of development.
 7. Submission and implementation of approved lorry routing plan, particularly ensuring that vehicles turn right out of the site onto Little Braxted Lane and only use the Braxted Road access for local deliveries.
 8. No loaded vehicles shall leave the site unsheeted.

9. No unbound material shall be used in the surface treatment of the vehicular access within a minimum of 30m of the highway boundary.

HIGHWAY AUTHORITY (Public Rights of Way) – Comments that the proposed temporarily diverted route of Bridleway 29 (Rivenhall) could be affected by boggy conditions to the south and that a site visit would be required to ascertain this. The proposed permanent route appears acceptable but site inspections would be required towards the expiry of the temporary diversion route. The applicant has been advised that the definitive route is incorrectly shown on the submitted drawings.

COUNTY COUNCIL'S NOISE CONSULTANT – Recommends the submission and approval of a noise monitoring scheme prior to commencement of development to demonstrate compliance and establish existing background noise levels.

COUNTY COUNCIL'S AIR QUALITY CONSULTANT – Recommends that a dust management plan is implemented and regularly reviewed.

PLACE SERVICES (Ecology) – No objection subject to:

- Arable land has some intrinsic value as part of a mosaic of farmland habitats and this is reflected in Defra's Biodiversity Offsetting Matrix, which should be conditioned.
- An Ecological Management Plan should include measures to enhance the value of arable farmland for farmland birds.
- A condition requiring a Biodiversity Management Plan, including demonstration that commercial fishing can operate alongside nature conservation.
- A condition requiring the submission of further surveys.
- A condition requiring a Construction Environment Management Plan.
- Notes that otters and water voles have been identified within the area of search of the River Blackwater, although there has been no sign of them. The application proposed further surveys and mitigation in the event that it is necessary to construct a discharge into the River Blackwater.
- Notes that 4 hedgerows would be lost and that gaps are proposed to be minimised as much as possible. The possibility for bat roosts should be monitored over time.
- Notes that 20ha of priority habitat would be achievable and that other habitats are proposed, including an orchard and open water.
- Recommends informatives.

PLACE SERVICES (Trees) – No objection, subject to conditions relating to:

- Tree protection prior to commencement of works or development.

PLACE SERVICES (Landscape) – No objection, subject to conditions relating to:

- The corners of the northern lake to be more gently curving;
- Submission of a detailed restoration plan;
- Specified depths for topsoil and subsoil planting;
- Submission of detailed sections;

- Surfacing of footpaths, tracks and detail of fencing to be specified;
- Submission of a management plan covering 25 years.

PLACE SERVICES (Historic Buildings)

- The original application did not offered a proportionate level of assessment in relation to the impact of the proposed development on built heritage, as required by paragraphs 128 and 135 of the NPPF and therefore a revised assessment was submitted by the applicant on 10/06/2015 and

The Historic Building's Adviser is comfortable now that this meets the criteria required, and offers a clear, reasoned, justified assessment, which complies with the relevant guidance and legislation. Concern remains in relation to the potential impact on Appleford Bridge, which the assessment has assessed will be caused negligible harm by the proposal. However the officer considers this to be a matter of subjective opinion and does not see this as a reason to not accept this assessment and therefore recommend approval subject to the conditions.

Also comments that:

- A condition should be required to ensure no HGV's turn left out of the site along Braxted Lane or to pass through Little Braxted.
- A structural survey of the Grade II Listed Appleford Bridge would be preferred to ensure that the bridge could cope with additional heavy traffic. A figure for the amount of traffic proposed to use this route should be provided.

PLACE SERVICES (Archaeology) – No objection, subject to conditions relating to:

Geoarchaeological:

- A mitigation strategy following the geoarchaeological investigation;
- Completion of geoarchaeological fieldwork prior to commencement of development;
- Submission of a post-excavation assessment.

Archaeological:

- A mitigation strategy following completion of the archaeological strategy;
- Completion of archaeological fieldwork prior to commencement of development;
- Submission of a post-excavation assessment.

ECC PUBLIC HEALTH TEAM – No comments received.

ECC as Lead Local Flood Authority – No objection.

GREAT BRAXTED PARISH COUNCIL – Objects on the following grounds:

- Not sustainable due to lack of demand/market and loss of productive farmland.
- Otters are present in the river.
- No flood risk analysis has been submitted.
- Dust, fumes and noise would affect a wide area.

- Submitted transport plans are deliberately false. Slow moving HGVs and high volume of traffic would be dangerous.
- Contrary to: Policy S11 due to unsuitable access to the main road network; Policy S12 due to proposed restoration time period; and Policy DM1 due to impact on amenity, appearance and landscape.
- Concern over the use of Braxted Lane and Braxted Park Road. The access to the A12 is already hazardous and the situation would be worsened. Concerned over the urbanisation of the rural area and the effect on properties overlooking the site.
- The Scoping Opinion carried out by ECC has failed.
- Conditions should be imposed relating to a time limit of 10 years; a restoration bond; funding of new junctions to the A12; no working between 5pm – 8am and none at weekends; height of buildings/structures to be 5m or less; no retail sales of bagged or loose materials; an agreed transport route; and an annual payment to the local community.

Comment: National Planning guidance dictates that there is no provision for an annual payment to be made to the local community. Planning obligations must be necessary to make the development acceptable in planning terms; directly related to the development and fairly and reasonably related in scale and kind to the development.

LITTLE BRAXTED PARISH COUNCIL – Objects on the following grounds:

- The EMP timescales are inconsistent with the application as a whole;
- It is disputed that proposed plants would be local native species;
- Insufficient overburden to create a viable area of agricultural land or the proposed restoration scheme;
- Inconsistencies in the description of agricultural land as ‘high quality’ or ‘sterile’;
- It is believed that ECC has not identified the application site as one of 5 flagship sites for priority habitat;
- There is evidence of otters.
- High importance hedgerows would be destroyed;
- The ecological condition of the river has been incorrectly described as ‘poor’;
- Discharge rates from the site should be limited;
- Concern over access at the inadequate Rivenhall End junction of A12 or the Listed Appleford Bridge;
- A dedicated right hand turn lane should be created due to speed of vehicles at Appleford Bridge;
- An extended sight splay is required at Coleman’s Bridge due to speed of traffic approaching from the A12;
- The proposed turning area at the quarry access is inadequate, no width restriction is shown in Little Braxted Lane and it is not known if it will form part of the public highway;
- Little Braxted Lane is part of the national cycle network so lorry manoeuvres should not be encouraged;
- No HGV route has been proposed;
- There is no proposal for the alleviation of emissions from haulage;

- The views of the Highways Agency must be taken into account due to the proposed widening of the A12 to 3 lanes;
- Concern over dewatering impacts;
- All buildings/structures should be removed on cessation of extraction;
- Excavation should not take place in the identified areas of archaeology;
- Highlights discrepancies within the application documents.

Suggests the following conditions:

- Provision of a restoration bond, as per NPPF exceptional circumstances;
- Time limit of 8-10 years for extraction and restoration;
- Improvements to the A12 southbound entry sliproad at Coleman's Bridge and Rivenhall;
- Improvements to the A12 southbound exit sliproad at Coleman's Bridge;
- No retail sales of loose or bagged aggregate;
- Lorry routeing plan via legal agreement;
- No working between 5pm-8am Monday - Saturday and no working between 12pm Saturday – 8am Monday;
- Financial contribution towards locations on lorry route;
- Agreed planning application for afteruse of lakes;
- Sweeping of Little Braxted Lane and clearing of ditches;
- Presence of ECC Archaeologist when overburden is removed;
- Scheme to ensure additional flood capacity at each stage of development;
- Move the nearest excavations away from the river;
- No dewatering during the summer or during drier months;
- Provision of permissive paths and information signage in perpetuity;
- No lighting above 5m in height within 100m of any residential property;
- No lighting outside of approved working hours;
- Annual financial contribution to a fund administered by Rivenhall and Little Braxted Parish Councils.

RIVENHALL PARISH COUNCIL – Objects to the application on the following grounds:

- Coleman's Farm should not be an allocated site;
- The Little Braxted Lane access would be dangerous and there is a weight restriction over the bridge;
- The width of Little Braxted Lane has been overstated;
- The applicant did not consult with the Highways Agency (Highways England);
- The Braxted Road access would require lorries to either travel over the listed Appleford Bridge or to use the dangerous A12 junction at Rivenhall End;
- The turning area would be dangerous for pedestrians/cyclists on Little Braxted Lane;
- Little Braxted Lane/A12 sight lines would require extensive vegetation removal, which may not be maintained by the Highways Agency;
- An access from the A12 slip road to Little Braxted Lane would be dangerous;
- Birds of prey have not been recorded in the bird survey;

- The proposed widening of the A12 to 6 lanes should be taken into account in the Ecological Management Plan;
- Potential loss of hedgerows along Little Braxted Lane;
- The applicant has confirmed that he has not consulted the Parish Council.

Suggests conditions/legal agreement covering the following matters:

- Oak Road, Rivenhall End, should not be used by HGVs;
- Direct access to the A12 southbound should be funded by the developer;
- A separate crossing of the River Blackwater at Appleford Bridge should be considered for quarry traffic;
- The River Blackwater contains otters. The standoff distance from the river should be increased;
- Harm to the character of the Blackwater Valley landscape – planting should be required from the outset;
- Noise and dust impacts on local residents, particularly Burghey Brook Cottages. Bunding, planting and air quality monitoring should take place;
- Water skiing has been publicly proposed as an afteruse. This should be restricted to quiet recreational activities;
- A restoration bond should be required;
- Flooding, the effect of dewatering and polluted quarry water should be controlled;
- The life of the quarry should be restricted to 10 years;
- All buildings/structures should be removed upon completion;
- There should be no retail sales;
- No importation of waste or soils;
- No vehicle movements outside the hours of 9am-5pm, or on Saturday afternoons, Sundays or Bank Holidays and no on-site working outside the hours of 7am-5pm.
- The bridleway should be moved further from the quarry and additional public access provided;
- Lighting should be minimised and well designed;
- Archaeology should be fully investigated and recorded.

WITHAM TOWN COUNCIL – Objects on the following grounds:

- The Little Braxted Lane/Coleman's Bridge junction would be dangerous. How could it be made safe in all weather conditions? What safety measures are required?
- The Braxted Road access at Appleford Bridge would be dangerous;
- There is a risk of flooding;
- Otters are present in the River Blackwater and a larger standoff distance is required between the quarry and the river;
- Safety of cyclists on the National Cycle Network at Coleman's Bridge;
- Provides accident data for the A12 southbound slip road at J22.

Suggests conditions covering the following matters:

- No vehicle movements during am and pm rush hours;
- A contribution towards the construction of a feeder lane between the A12

- J23 and J22;
- Reservation of sufficient land to enable a 3rd lane expansion of the A12 between J23 and J22;
- Hedging to be planted at the outset;
- No retail trade;
- Any future recreational use to be subject to further planning permission;
- The developer to maintain the visibility splay on Highways Agency land, since the Highways Agency has not maintained it to date;
- An annual contribution towards the maintenance of adjacent highways.

TIPTREE PARISH COUNCIL – Objects to the application. Considers that the proposed daily vehicle numbers are too high. Requests a speed survey for vehicles exiting the A12 as well as consideration of the road incline and the weight of vehicles turning into/out of the site.

LOCAL MEMBER – BRAINTREE – Witham Northern – Comments as follows:

- The site is within the Adopted MLP although it was rejected previously;
- The application site includes land outside of the preferred site boundary;
- The proposed secondary access onto Braxted Road is a departure from the MLP;
- The Little Braxted Lane access would be dangerous, has a 3t weight restriction and does not have footway for its entire length;
- Little Braxted Lane is an ancient lane;
- The turning area for HGVs on Little Braxted Lane would be dangerous for other road users;
- No guarantee that HGVs won't travel beyond the weight restriction as they currently due to Sat Nav direction;
- Retail sales would result in traffic travelling from/to the Little Braxted end;
- The accuracy of the submitted width of Little Braxted Lane is questioned;
- The applicant states that there has been no consultation with the Highways Agency;
- Long, slow-moving vehicles would have to cross fast-moving traffic to access/egress the site;
- The A12 slip roads are already sub-standard;
- Appleford Bridge is listed and one-way working. It has been struck several times in the past;
- There is nothing to stop HGVs going north on Braxted Road to access the A12;
- Braxted Road contains no footway;
- A legal agreement should ensure no quarry traffic enters Rivenhall End via Oak Road or Henry Dixon Road;
- The proposal is not compliant with MLP Policy S11;
- Approach speeds at the Little Braxted Lane junction are incorrect;
- Where does Highways Agency control over the land by Little Braxted Lane end and Highway Authority control begin?
- The character of the Blackwater Valley would be affected;
- Noise and dust impacts on local residents, including cumulative impacts of air pollution from the A12 and the quarry;
- Is the MPA satisfied that a 17 year life of the quarry is required?

- The bridleway should be protected;
- All buildings/structures should be removed upon cessation and the land restored to countryside with no importation of waste;
- Loss of hedgerow habitats, the River Blackwater is home to otters, distance from the river should be assessed in terms of habitats and flooding;
- There should be control over water levels in the River Blackwater and local fishing lakes, as well as pollution from the quarry;
- Lighting should be kept to a minimum and properly designed;
- Hours of operation and timing of vehicle movements should be restricted to minimise amenity impact and avoid peak times on the A12;
- Requests specific assessments of several structures/landscape features within the defined dewatering radius;
- The FRA includes a plan showing the permanent retention of the haul road and car park, which would require separate planning permission;
- The Geoarchaeological Investigation confirms that no attempt was made to systematically sample the deposits being investigated;
- Impact on the Romano-British Little Braxted Lane;
- The identified Bronze Age feature should be protected from quarrying or at least fully excavated;
- There is uncertainty over the dewatering impacts;
- Locally observed bird species have not been identified in the bird surveys;
- The proposed widening of the A12 to 6 lanes should be taken account of;
- An assessment of the net length of hedgerow creation should be undertaken;
- Why is so little woodland proposed?
- Impact on bats through removal of hedgerows.

LOCAL MEMBER – MALDON – Heybridge and Tollesbury – Objects to the application based on the impact on the highway network and concerns around the safety of existing road users of the A12 off slip at Witham.

8. REPRESENTATIONS

123 properties were directly notified of the application. 113 letters of representation have been received. These relate to planning issues covering the matters presented at **Appendix 2**.

9. APPRAISAL

The key issues for consideration are:

- A. Need and Principle of Development
- B. Ecological considerations and Habitats Regulations Assessment
- C. Landscape and Visual Impact
- D. Noise & Dust
- E. Traffic & Highways
- F. Pipelines
- G. Water and Flood Risk
- H. Heritage Impact

A NEED AND PRINCIPLE OF DEVELOPMENT

The site is broadly allocated as a preferred site (A46) for mineral extraction within the Essex Minerals Local Plan. The proposal site is approximately 9 hectares (20%) larger than the area allocated within the MLP. The difference between the extent of the preferred site boundary and the proposed development site boundary is illustrated in Map1 below.

Paragraph 144 of the NPPF states that: 'When determining planning applications, local planning authorities should give great weight to the benefits of the mineral extraction, including to the economy.'

Policy ADM1 of the Braintree Site Allocations and Development Management Plan support the presumption of sustainable development set outlined in NPPF.

Regardless of boundary, the application proposes the same amount of mineral (2.5mt) as set out within the MLP allocation.

Policy S1 of the MLP states *"Planning applications that accord with the site allocations and policies in this Local Plan will be approved without delay unless material considerations indicate otherwise"*

Policy P1 states *"In the case of Preferred Sites for sand and gravel extraction, the principle of extraction has been accepted and the need for the release of mineral proven."* And further states *"The Minerals Planning Authority will grant planning permission for sand and gravel workings within the Preferred and Reserved Sites.....subject to the proposal meeting the detailed development requirements set out in Appendix 1, other relevant policies of the Development Plan for Essex and any other material considerations"*

The proposed development site outlined in red in the planning application is substantially the same as that delineated in the Preferred site profile map on page 171 of the MLP, but it is larger in area by approximately 9 hectares.

As per Policy P1 and S1 of the MLP, the principle of extraction has been accepted and the need for the release of mineral proven within the preferred site, however as the development site boundary differs from that indicated in the MLP, the difference in the site boundary and extent of additional site area must be assessed in accordance with Policy S6, which resists mineral extraction outside preferred or reserve sites unless the applicant can demonstrate an overriding justification.

The applicant has set out the justification for the proposed site area. The site allocated in the MLP was 46 hectares and the extraction area proposed in the application is 35 hectares within an overall site area of 56 hectares. Of the 9.3 hectare difference, the majority is associated with the proposed ancillary facilities. The applicant's justification is that it would not be possible to maintain a mobile plant in the base of the deposit due to water management constraints and therefore a static plant is required which is best situated outside the geographical extent of mineral deposit.

In respect of the extraction area, although there are some areas where extraction

is proposed outside the preferred area, there are other areas, such as to the east of phases 6 and 7 where extraction is not proposed due to a current understanding of the ecological constraints. The difference in the extraction area is approximately 1.3ha and the difference is because of the understanding of the deposit and context of the site that has developed as part of the applicant's detailed work in support of the planning application.

The applicant states that only extracting mineral from the allocated area would permanently sterilise mineral resource on the periphery that can be worked in an environmentally acceptable and sustainable manner.

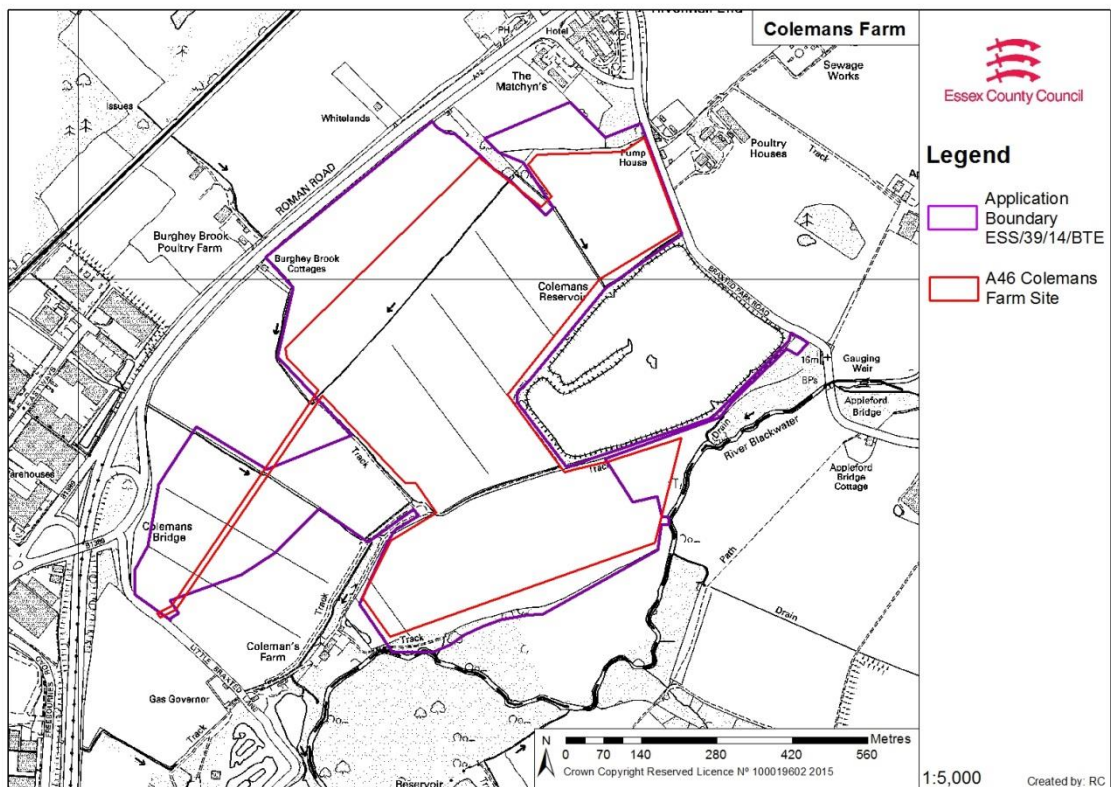
The principle of extraction has been accepted and the need for the release of mineral proven, as set out within MLP Policy P1 (Preferred and Reserve Sites for Sand and Gravel Extraction) and having regard to the extent of mineral extraction proposed outside the preferred area and the fact that the proposed volume of mineral extraction remains the same at 2.5mt, it is considered that the extent of work outside the defined site area is acceptable in accordance with Policy S6.

The primary processing plant is proposed within the site boundary, as advocated by MLP Policy DM3 (Primary Processing Plant). The potential impacts on amenity and the surrounding environment will be considered further in the report.

The site is located outside of the defined boundary of Witham town. Policy CS 5 of the Braintree Core Strategy states *"Development outside town development boundaries, village envelopes and industrial development limits will be strictly controlled to uses appropriate to the countryside, in order to protect and enhance the landscape character and biodiversity, geodiversity and amenity of the countryside."* As minerals extraction can only take place where it arises and the site is a preferred site in the MLP, the development is considered to be in accordance with this policy.

The site includes a bagging plant, due to the location of the site outside the defined Witham town boundary, having regard to the retail hierarchy in the NPPF and Policy CS6 of the Braintree Core Strategy, retail sales to the general public would not be in accordance with policy and should therefore be restricted by a condition should permission be granted.

The proposed bagging plant would only be permitted where there would be no unacceptable impact upon amenity, local environment and the road network, as set out in MLP Policy DM4 (Secondary Processing Plant). Such impacts will be considered further in the report.



B ECOLOGICAL CONSIDERATIONS

MLP Site Allocation A46 states that the Blackwater Valley is an important wildlife corridor and that Appropriate Assessment under the Habitats Regulations would be required. It also notes that there is opportunity for significant biodiversity enhancement and habitat creation on site.

Additionally, Essex County Council has identified 5 flagship schemes which will secure the objective of 200ha of Priority Habitat through the Habitat Creation Topic Paper associated with the Essex Minerals Local Plan. Coleman's Farm is one of the sites and would secure 20 ha of Priority Habitat. The information included with the application demonstrates that the 20ha would be achievable. Offsite habitat improvement schemes are proposed as part of the application.

MLP Policy S12 (Mineral site restoration and after-use), in summary, requires that land proposed for development is capable of being restored at the earliest opportunity to beneficial after-uses which positively benefit the environment, biodiversity and/or local communities. It requires that mineral extraction sites provide biodiversity gain following restoration.

In response to the representations received regarding otters, the application acknowledges that otters may well pass through the River Blackwater for foraging; however no otters, otter holts or other otter field signs were identified within the survey area.

The application proposes further surveys and mitigation for water voles and otters in the event that it is necessary to construct a discharge into the River Blackwater. The ECC Ecologist has also recommended further surveys prior to the commencement of each phase, since the development is proposed to take place

over a relatively long time period, during which time ecological presence could alter.

It is noted that the water vole and otter are fully protected under Schedule 5 of the Wildlife and Countryside Act 1981, however, in accordance with the ECC Ecologist's recommendation, it is nonetheless considered appropriate to add a condition relating to a requirement for further surveys, in the event that permission is granted.

The application site is located approximately 8km from the Blackwater Estuary SPA, SAC, Ramsar and SSSI. However, the known pathway of the River Blackwater lies adjacent to the site. Therefore, the potential impact of the development on the European site has been assessed.

Natural England has confirmed that there is no requirement for further assessment under Habitats Regulations Assessment. The ECC Ecologist has also confirmed that the submitted 'shadow' HRA is adequate.

Several conditions have been recommended by ECC's Ecologist, together with a 25 year management plan which is proposed to be incorporated into a legal agreement in the event that approval is granted. The applicant is also willing to enter into an obligation for a Habitat Management Group, which would allow ongoing input from relevant wildlife bodies throughout the life of the development.

It is therefore considered that ecology has been appropriately considered and that the proposed development would contribute to biodiversity as required by the Adopted Essex Minerals Local Plan and Policy ADM51 of the Braintree Site Allocations and Development Management Plan.

C LANDSCAPE AND VISUAL IMPACT

The site is located within the Blackwater River Valley Landscape Character Area.

A mineral washing plant is proposed to have a normal capacity of 120,000 tpa and maximum theoretical capacity of 440,000 tpa and a bagging plant would have a normal capacity of 30,000 tpa and maximum theoretical capacity of 44,000 tpa. In reality, the overall output of material exiting the site is proposed to be restricted to 150,000tpa by condition, as per the extraction rate, in the event that permission is granted.

The proposed maximum height of the plant would be 8.2m AOD.

A 40,000-50,000 tonne stockpile is envisaged as being necessary in the vicinity of the feed hopper, which would move around. Stockpile heights are proposed to be restricted to 5m in height by condition in the event that permission is granted.

Topsoils and subsoils originating from the main plant site and lagoon areas would be used to form the initial screening bunds.

It is suggested that there would be a requirement for lighting around the processing area during the winter months for health and safety reasons. No

details have been provided and, as such, it is considered that a condition should be imposed to require details prior to the erection of lighting, in the event that permission is granted.

As per Policy ADM 50 (Landscape Character) Braintree Council will maintain and seek to enhance the locally distinctive characters within the District. The strategic landscape impact of extraction was considered when identifying the site as a 'preferred site' for mineral extraction in the Minerals Local Plan.

It is considered that the proposal would not be detrimental to the distinctive landscape features and habitats of the area or harm the open character, nature conservation importance or recreational importance of the floodplains of the River Blackwater and would therefore be in accordance with policies ADM50, RLP80, RLP81 and RLP84

D NOISE AND DUST

NPPF paragraph 123 states planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

Policy ADM58 of the Braintree Site Allocations and Development Management Plan states

"Planning permission will only be granted for development including changes of use which will, or could potentially, give rise to polluting emissions to land, air and water, or harm to nearby residents including noise, smells, fumes, vibration or other similar consequences, when:

Adequate preventative measures have been taken to ensure that any discharged emissions, including those which require the consent of statutory agencies, will not cause harm to land use, including the effects on health and the natural environment;

Adequate preventative measures have been taken to ensure that there is not an unacceptable risk of uncontrolled discharges or emissions occurring, which could cause harm to land use, including the effects on health and the natural environment."

Braintree District Council has commented on air quality and noise controls.

The applicant has clarified the assumptions made in relation to the submitted assessments. It is further noted that the County Council's air quality and noise consultants have raised no objection but recommend conditions. Therefore, it is considered that noise and dust have been adequately addressed and is in accordance with Policy ADM 58, RPL36, RPL 62, RPL 63 and RPL 72; subject to the imposition of conditions requiring noise and dust schemes in the event that approval is granted.

E TRAFFIC AND HIGHWAYS

The NPPF states, at paragraph 29, that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Continuing at paragraph 32 it is suggested all decisions should take account of whether: the opportunities for sustainable transport modes have been explored; safe and suitable access can be achieved for all; and if improvements can be undertaken within the transport network to limit any significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

MLP Policy S10 (Protecting and enhancing the environment and local amenity), in summary, requires that applications for minerals development appropriately consider the health, safety, amenity and quality of life of nearby communities. Applications should demonstrate that no unacceptable impacts would arise. The supporting text states that this includes traffic impacts.

MLP Policy S11 (Access and transportation), in summary, permits minerals development where there would be no unacceptable impacts on the efficiency and effective operation of the road network. The road network should be suitable for Heavy Goods Vehicles and the first preference is for access to be onto a suitable existing junction with the main road network via a short section of existing road.

Little Braxted Lane is a local road which is relatively close to the junction with the A12 trunk road (part of the main road network). Braxted Road is a secondary distributor (also known as Priority Route 2) but is proposed to be used very little for local traffic only. Therefore the proposed access is considered to comply with the route hierarchy.

BDLP Policy RLP54 (Transport assessments) requires all proposals for major development to be accompanied by a Transport Assessment. The more recent ADMP Policy ADM45 (Sustainable access for all), among other requirements, requires Transport Assessments/Statements to assess the impact of the development in terms of highway safety and capacity.

A Transport Statement has been submitted with the application, in compliance with BDLP Policy RLP54 and ADMP Policy ADM45 and as per the Highway Authority's requirements.

A daily average of 42 movements for vehicles above 3.5t gvw is proposed, with a maximum of 58 movements. The capacity of loaded vehicles is estimated to be an average of 20t and maximum of 32t.

Additionally, it is expected that the site would generate a maximum of 12 movements associated with employees and a maximum of 4 movements associated with visitors on a daily basis.

The application proposes that at least 95% of the traffic generated would use the Little Braxted Lane access. Traffic would not be permitted to turn left out of the site. It is considered that a condition could be imposed to require the erection of directional signage in the event that permission is granted. It is also considered that a lorry routing scheme could be required via legal agreement to ensure that

the Braxted Road access would be used for local deliveries only. The lorry routing scheme could also ensure that no Heavy Good Vehicles would use Oak Road through Rivenhall End.

Appleford Bridge is Grade II Listed but it is noted that there is no weight restriction on the bridge and that the Braxted Road access is proposed to be used minimally.

Neither the Highway Authority nor Highways England has objected to the application. The Highway Authority has several requirements relating to visibility and accommodation of larger vehicles within the highway, as well as wheel washing and vehicle sheeting. The Highway Authority also requires provision for turning space should Heavy Goods Vehicles inadvertently turn into Little Braxted Lane. It is considered that all of these requirements could be reasonably required through the imposition of suitable conditions in the event that permission is granted.

It is noted that the forward visibility splay and junction visibility splay at the junction of Little Braxted Lane with the B1389 (Junction 22 A12) would need to be maintained and that this would require maintenance of vegetation within the splay. This is on land belonging to Highways England and, as such, is outside of the applicant's control. It is therefore considered that a condition relating to this would not meet the relevant tests for imposing planning conditions. However, Highways England has confirmed that it has a duty to maintain the visibility splay.

It is considered that subject to the imposition of conditions and legal obligations summarised the proposals are acceptable in terms of impact on highway safety, capacity and amenity, in compliance with MLP Policies S10 and S11.

Public Rights of Way

ADMP Policy ADM45 (Sustainable access for all) includes the aim of providing for pedestrians through safeguarding and enhancing the existing Public Rights of Way network.

Bridleway 29 would need to be temporarily diverted to accommodate the development during operations and then permanently diverted around the proposed water feature.

It is noted that the Public Rights of Way team has raised no objection to the proposals. An informative could be attached to the planning decision to advise the applicant of the procedure to follow for the proposed temporary and permanent diversions.

The applicant has suggested that additional permissive paths could be accommodated into the restoration scheme. It is considered that such paths could be incorporated into a condition, in the event that permission is granted. Such permissive paths would be considered to 'enhance' the existing public right of way network, in compliance with ADMP Policy ADM45.

Little Braxted Lane is a designated cycleway according to the Local Plan Proposals Map. As outlined previously in the report, the Highway Authority has

requested a condition relating to signage of the cycle route, which it is considered could be reasonably required in the event of approval.

F PIPELINES

As noted previously in the report, a high pressure gas pipeline is located within the application site.

National Grid has recommend that and informative is attached to any planning permission granted requiring the operator to contact National Grid prior to commencing any works in order to agree the necessary safe working practices and stand-offs from the gas pipeline.

It is considered that such an informative could be attached in the event the approval is granted. There is therefore considered to be no reason to withhold permission on the basis of the presence of the gas pipeline.

G WATER AND FLOOD RISK

The southern end of the site is located within Flood Risk Zones 2 and 3. A site specific Flood Risk Assessment, as required by the NPPF, was therefore submitted in support of the planning application.

MLP Site Allocation A46 states that the site promoter should liaise with the Environment Agency to discuss possible arrangements for water abstraction; that a Flood Risk Assessment should accompany any application; that prior consent would be required from the Environment Agency for the diversion or modification of any ditches or watercourses; and that a full hydrological and hydro-geological assessment would be required with any application.

One of the water bodies (the northern one) is proposed as a fishing lake. The applicant suggests that the detail could be required through a suitably worded planning condition. However, it is considered that this type of afteruse would not be something which the MPA could control. This therefore would need to be the subject to further planning application should a recreation use be desired.

The site lies within the catchment of the River Blackwater. Two 'ordinary watercourses' (Burghey Brook and unnamed) cross the site from the northwest to the southeast where they join the River Blackwater.

Coleman's Reservoir is located to the immediate east, a smaller waterbody is located to the northwest of the reservoir and an ornamental pond is located to the east of Coleman's Farm.

The River Blackwater floodplain impinges onto the southern boundary of the site.

The groundwater flow is generally in a southerly direction towards the River Blackwater. The Environment Agency has recommended that a scheme of groundwater level monitoring is submitted and implemented prior to dewatering. It is considered that such a condition could be reasonably imposed in the event that permission is granted.

The application proposes to mitigate the potential for increased flood risk downstream (from dewatering and surface water run-off) by controlling the volume of water discharged to the River Blackwater at the pre-development greenfield rate. Since the original submission of the application, the applicant has clarified that the 1 in 2 year greenfield run-off rate is 127 l/s and the 1 in 100 year rate is 513.7 l/s.

Following a significant event, discharge would only take place with the Environment Agency's agreement 'based on observed stage and flow within the River Blackwater at the time'. The discharge rate would be controlled via a hydrobrake or similar mechanism (yet to be confirmed) in accordance with the discharge consent issued by the Environment Agency. The Environment Agency has confirmed that this approach would be fully controlled via the discharge consent, and therefore it is not considered appropriate for any planning permission to seek to duplicate the controls imposed by this separate regime.

A flood evacuation plan is proposed to mitigate any risk posed by rising flood water within the void. This would include monitoring of water levels within the quarry floor and planning of safe evacuation routes for all phases of development. The applicant has confirmed that there would not be any pumping off site during a significant fluvial event.

The NPPF requires all new developments to provide attenuation for flood volumes generated in a 1 in 100-year event with allowance for increase in climate change of 30%.

A representation has been received suggesting that a compensatory fluvial flood storage scheme, ensuring no detriment to the river floodplain storage, should be required by condition for every phase of the proposed development.

In response, the applicant has further clarified that there would be ample storage to accommodate a 1 in 100 year flood event at all stages of development including prior to commencement of mineral extraction.

The Environment Agency has not requested this condition and has commented that there would be ample floodplain storage from day one. Therefore, such a condition is not considered to be necessary or reasonable.

A representation has also been received relating to increased potential for siltation and establishment of vegetation in the River Blackwater as a result of an anticipated reduction in baseflows.

The Environment Agency has commented that fine sediment deposition and increased reed growth as a consequence of this scheme are considered unlikely. Further, if fine sediment deposition were to occur it would not be a significant concern.

Therefore, this point is considered to have been adequately addressed, in accordance with the requirements of the NPPF.

H HERITAGE IMPACT

The NPPF requires that:

'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

Archaeology

MLP Site Allocation A46 states that early consultation with Historic England would be necessary and that intrusive evaluation by test pitting and trial trenching would be required.

A desk-based assessment, Palaeolithic report and archaeological evaluation have been submitted in support of the application. Trial trenching has identified Pleistocene sediments in certain areas of the site. A number of significant archaeological features have been identified. Therefore, conditions have been requested by the ECC Archaeologist and it is considered that they could be reasonably imposed in the event that permission is granted.

The development therefore is considered to be in accordance with Policy ADM69 and RLP104 and RLP 105 & 106

Listed Buildings

No registered Historic Parks or Gardens, Historic Battlefields or Scheduled Monuments are located within or adjacent to the application site. The nearest Registered Park and Garden is the Grade II* Braxted Park, located approximately 0.5km to the east. Two Scheduled Monuments have been noted at Rivenhall Long Mortuary Enclosure (located at Rivenhall End) and Roman Villa and Saxon Hall (across the A12 at Rivenhall).

A total of 13 listed buildings have been identified within the 'search area' (a 650m radius) of the application site. Most are Grade II; however the Church of St Nicholas is Grade I Listed, a dovecote 100m north of Little Braxted Hall is Grade II* and other Grade II* Listed buildings lie within the grounds of Braxted Park.

The ECC Historic Buildings advisor requested a full heritage assessment as set out within the NPPF. The adviser is satisfied the Heritage Statement submitted, and offers a clear, reasoned, justified assessment, which complies with the relevant guidance and legislation. Concern remains in relation to the potential

impact on Appleford Bridge, which the assessment has assessed will be caused negligible harm by the proposal. However the officer considers this to be a matter of subjective opinion and does not see this as a reason to not accept this assessment and therefore recommend approval subject to the conditions.

Historic England has raised no objection to the proposed development.

Policy CS9 of the Braintree Core Strategy promotes and secure the highest possible standards of design and layout in all new development and the protection and enhancement of the historic environment.

The proposed development is considered to be in accordance with Policy ADM66, RPL 100 which seeks to preserve and enhance the settings of heritage assets.

10. CONCLUSION

The site is identified as a preferred site in the Minerals Local Plan and the principal of extraction has been accepted and the need for the release of mineral proven. The variance in site boundary between the application site and preferred site in the MLP has been justified and is considered to be in accordance with Policy S6.

The impact of the proposed development on the environment has been assessed and is considered to be acceptable in terms of ecology, landscape and visual amenity, noise and dust, traffic and highways , water and flood risk, impact on heritage and subject to appropriate mitigation measures and conditions outlined in the report, the proposed development is considered to be in accordance with the National Planning Policy Framework (March 2012) and the development plan as a whole, namely, Essex Minerals Local Plan (MLP), Adopted July 2014; the Braintree Core Strategy (BCS), Adopted September 2011; the Braintree Site Allocations and Development Management Plan, as amended by further changes (ADMP), September 2014; and the Braintree District Local Plan Review (BDLP), Adopted July 2005 (saved policies only).

11. RECOMMENDED

That planning permission be **granted** subject to:

- A Legal Agreement covering the following matters:
 1. Ecological management plan and 25 year aftercare;
 2. Lorry routeing plan including the use of the Braxted Road access for local deliveries only;
 3. Scheme for improvements to signage on Coleman's Bridge and between the B1029 and proposed Little Braxted Lane access;
 4. Local liaison group;
 5. Habitat Management Group.

And

- Conditions covering the following matters:

- 61.COM1 - Commencement within 5 years.
- 62.COM3 - Compliance with submitted details.
- 63.CESS2 – Cessation of development.
- 64.CESS7 – Revised restoration in event of suspension of operations.
- 65.CESS3 - Removal of ancillary development (including haul route and car park).
- 66.GEN1 – Advance submission of details of plant site (workshop, messroom, bagging plant building, weighbridge) prior to construction of plant site.
- 67.HOUR2 – Hours of working (mineral specific):
 - 0700– 1800 hours Monday to Friday
 - 0700 – 1300 hours Saturdays
 - No working on Sundays or Bank/Public Holidays.
- 68.MIN6 – Records of output (150,000 tpa).
- 69.PROD3 – Vehicle records of output.
- 70.BESPOKE – Noise monitoring scheme prior to commencement.
- 71.NSE2 - Temporary operations.
- 72.NSE5 – White noise alarms.
- 73.NSE6 – Silencing of plant and machinery.
- 74.MIN1 – No importation.
- 75.MIN4 - Restriction on exports and no aggregates shall be sold directly from the application site.
- 76.BESPOKE - No importation of waste.
- 77.LS8 – Soil handled in a dry and friable condition.
- 78.HIGH10 – Advisory vehicle routeing (no left turn out of site along Little Braxted Lane).
- 79.LGHT1 – Fixed lighting restriction.
- 80.AFT1 – Aftercare scheme to be provided.
- 81.HIGH11 – Visibility splays and junction radius on Little Braxted Lane as shown in principle on David Tucker Associates drawing nos. 15057-02, and 15057-06.
- 82.HIGH15 – Gates.
- 83.BESPOKE – Highway works as shown in principle on drawing no. 15057-06.
- 84.HIGH11 – Visibility splays and junction radius on Braxted Road as shown in principle on David Tucker Associates drawing no. 15057-05.
- 85.HIGH4 – Prevention of mud and debris on the highway.
- 86.HIGH6 – Lorry sheeting.
- 87.HIGH14 – Surface material.
- 88.BESPOKE- Mitigation strategy for geoarchaeological investigation.
- 89.BESPOKE – Post-excavation assessment of the geoarchaeological fieldwork.
- 90.BESPOKE – Mitigation strategy for archaeological investigation.
- 91.BESPOKE – Post-excavation assessment of the archaeological fieldwork.
- 92.POLL6 – Groundwater monitoring.
- 93.LAND1 – Landscape and restoration scheme.
- 94.LAND2 - Replacement landscaping.
- 95.TREE4 – Tree protection scheme.
- 96.VIS1 – Limiting impact of skips/containers, etc.
- 97.VIS2 – Stockpile heights.
- 98.DUST1 – Dust suppression scheme.
- 99.DUST3 – Spraying of haul road.
100. BESPOKE – Submission of further ecological surveys prior to the commencement of each phase.

101. ECO7 – Construction Environmental Management Plan.
102. LS2 – Soil Movement Scheme.
103. LS3 – Machine Movement Scheme.
104. LS4 – Stripping of Top and Subsoil.
105. LS5 – Maintenance of Bunds.
106. LS6 – Retention of soils.
107. LS7 – Location and volume of bunds.
108. LS9 – Soil stripping depths and replacement
109. LS10 – Notification of commencement of soil stripping
110. LS11 – Notification of soil placement
111. LS12 – Topsoil and subsoil storage
112. LS13 – Topsoil and subsoil placement
113. LS14 – Final soil coverage
114. POLL4 – Fuel/chemical storage.
115. RES1 – Stones to be picked.
116. RES4 – Final landform.
117. MIN7 – Extraction depth limit.
118. MIN8 – Limits of permitted site.
119. GPDO2 – Removal of PD rights – specific.

BACKGROUND PAPERS

Consultation replies
Representations

THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2010 (as amended)

The proposed development would be located adjacent to a European site (Blackwater Estuary SPA and SAC) and would not be directly connected with or necessary for the management of that site for nature conservation.

Following consultation with Natural England and the County Council's Ecologist no issues have been raised to indicate that this development would adversely affect the integrity of the European site, either individually or in combination with other plans or projects.

Therefore, it is considered that an Appropriate Assessment under Regulation 61 of The Conservation of Habitats and Species Regulations 2010 is not required.

EQUALITIES IMPACT ASSESSMENT

This report only concerns the determination of an application for planning permission. It does however take into account any equality implications. The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the body of the report.

STATEMENT OF HOW THE LOCAL AUTHORITY HAS WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE MANNER

The agent for the applicant has been continually kept up to date with consultation responses arising throughout consideration of the application.

The timely appraisal of these responses has allowed the agent to submit a considerable amount of additional and amended information in support of the application, resulting in a timely decision.

LOCAL MEMBER NOTIFICATION

BRAINTREE – Witham Northern

MALDON – Heybridge and Tollesbury

ESS/39/14/BTE**ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR:**

Land at Colemans Farm, Little Braxted Lane, Little Braxted, Witham , Essex, CM8 3EX

An Environmental Statement (ES) has been submitted with the application and examines the potential impact of the proposal on the natural and built environment and considers, where necessary, ameliorative measures to reduce and minimise that potential impact. The assessment has been undertaken according to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011

The key subject areas identified are as follows:-

- Landscape and Visual
- Ecology
- Hydrology and Hydrogeology
- Soils
- Archaeology and Cultural Heritage
- Noise
- Air Quality
- Highways Impact
- Right of Way

the likely significant effects have been described under each subject area and any proposed mitigation/compensation measures have been identified.

Landscape and Visual

The Landscape and Visual Impact Assessment (LVIA) considers the effects on Landscape Character, Landscape Value and Visual Amenity.

Sensitive landscape receptors identified include the Special Landscape Area, cultural heritage interest recognised by designation, access to and quality of the countryside as well as recreation activities where scenic interest form part of the activity. The capacity of the landscape to accommodate development of the nature proposed is assessed as being between medium to high.

Visual assessment indicates that the Zone of Significant Visibility of the proposed development would be localised and restricted to an area of aprox. 1.93 square kilometres as a result of the combined effect of topography, intervening structures and vegetation.

Visual receptors have been identified and assessed.

It has been assed that there would be no unacceptable levels of adverse effect during the operation stage, where the existing arable fields are effectively replaced by views of restored landform in conjunction with a stronger landscape component, the net effect in the long term will likely fall within a slightly beneficial range.

Ecology

Desk based assessment and field surveys have been undertaken at the site.

All hedgerow within the survey area will have potential to be impacted by the proposals for the site. A total of 15 hedgerows were assessed using the Hedgerow Evaluation and Grading System. Nine of these hedgerows were considered to be of 'Moderately high to high' conservation value and considered to be of conservation priority and considered to be 'Of importance' in accordance with the Hedgerow Regulations 2007. Of these, four of the hedgerows are to be impacted as a result of the proposed works, low impact on two of the hedgerows, moderate impact on one hedgerow and a high impact on one hedgerow.

No other species were identified in the surveys and it has been assessed that the proposed works will have no impact on badger population, water voles, otters, bats.

Hydrology and Hydrogeology

A proportion of the mineral to be extracted is situated beneath the water table.

The site lies within the catchment of the River Blackwater. Two ordinary water courses cross the site, both rise from springs on the north-western site boundary and flow southeast to their confluence with the Blackwater. An irrigation reservoir known as Colemans lake is located immediately to the east of the site.

A site specific flood risk assessment in accordance with NPPF has been submitted. The majority of the site is in Flood Zone 1 and the River Black water flood plain (Flood zone 2 and 3) impinges on the southern edge of the site.

The site owner currently has one licence for surface water abstraction which relates to two separate abstractions (for filling Coleman's lake and spray irrigation)

An assessment of regional and local geology and hydrogeology was also carried out. Groundwater levels and flows have also been monitored.

The water management scheme has been developed on a phased scheme, whereby successive completed phases of mineral extraction will be used as silt settlement areas. It is proposed to work the mineral dry, therefore water table lowering will be required.

Catchment sensitivity is assessed as 'medium' due to the proximity and potential influence of the River Black water, upstream of the Blackwater estuary which is an SPA, RAMSAR, SSSI and Marine Conservation Zone.

Potential impacts upon water environment will differ during extraction and post- restoration phase.

Potential impact on structures and the A12 trunk road has been assessed, four structures are located within the potential radius of influence of dewatering, the impact has been assessed as 'negligible' with a significant effect of 'low' for three properties with Burghery Cottages assessed as 'low' impact with a significant effect of 'minor'.

Impact on surface water features has also been assessed. Colemans farm water body will remain during operation and post restoration and a slight reduction in water level may occur during dewatering of phase 3-6 however it is of local ecological value and reversible.

Mitigation measures:-

- All water derived from quarry void to be discharged to river blackwater upstream of any potential derogated reach.
- Groundwater level monitoring scheme to be designed and installed.
- Best practice for handling and storage of fuels.
- Volumes of water discharged to river blackwater to be controlled at pre-development greenfield rates.

Soils

A Soils and ALC Survey has been undertaken in respect of the application site, this confirmed that 53% of total soil resource comprises soils classified as best and most versatile.

The restoration scheme ensures that 'best and most versatile' agricultural land will be reinstated to arable land and where not possible, hay meadow to safeguard the agricultural links with biodiversity habitat.

The restoration scheme will create a change in the way land is farmed however this is assessed to have a negligible impact on the structure and viability of the existing agricultural operation and the existing best and most versatile soils can be safeguarded.

Archaeology and Cultural Heritage

A desk based archaeological assessment was carried out in support of the application to identify areas of archaeological potential within the site and to consider the site within its wider context.

Aerial photography survey was carried out and 8 potential features were identified.

The key outcome of the surveys is that there is little evidence to suggest any concentrations of the areas of potential archaeological significance. Some areas have been tentatively suggested for further investigation; however it appears clear that the importance of the site is relatively limited in an archaeological context.

A Built Heritage Assessment was submitted in support of the application. An assessment on the impact on 16 listed buildings in the vicinity of the site was considered.

The proposed quarry development is not located within the primary or secondary setting of any surrounding built heritage asset. There will be minor changes to long distance and obscured views in some circumstances, but none of these changes are relevant to planned views or vistas, and those changes are not assessed as compromising the understanding or historic importance of any particular building, structure or other heritage asset.

Noise

Predicted noise levels throughout the proposed operations have been calculated for noise sensitive properties and the predicted levels have been compared with criteria in government guidance on acceptable noise levels.

The assessment shows that the proposal can be operated in accordance with Government guidance.

It has been assessed that there will be minimal impact on the surrounding acoustic environment as a result of operations detailed in the application.

Air Quality

The existing air quality at the application site is already affected by emissions from the A12 truck road corridor. Review of climatic conditions and dust deposition rates indicates that dust occurrences events from the proposal would be limited and short term. In respect of PM 10's, the data and analysis indicates that air quality objectives would not be exceeded and air quality would not be significantly affected by the proposal.

Highways Impact

A Transport Assessment has been carried out and Statement submitted.

The proposals are expected to generate approximately 58 HGV movements per day. Based on a typical 10 hour working day this would result in around 6 additional movements (3 in and 3 out) per hour, on Little Braxted Road, Junction 22 slip road and the A12. In terms of absolute flows the level of traffic generated is assessed as modest.

Overall change in flows would remain below the threshold for requiring any further assessment under Rule 2 of the "Guidance for the Environment Assessment of Road Traffic", on the B1389. The change in flow on Little Braxted Lane is slightly higher than the threshold at 14% but it is considered the development would have no demonstrable impact on severance, driver delay, pedestrian delay, amenity, fear and intimidation as the road is relatively lightly trafficked and is not situated near heavily populated residential areas.

The assessment concludes the proposal will have no material impact on highway safety.

Right of Way

There are a number of footpaths on and in the vicinity of the application site including Bridleway 105-29 which runs through the site. There will be a need to create a diversion of the bridleway as part of the working scheme around the southern boundary of the extraction area.

The route would be slightly longer but finished to appropriate specification to allow use by all user groups.

The permanent diversion route will be south for the bridleway around the northern margin of the southern lake envisaged in the restoration scheme. This will create a long term benefit in terms of access and viewing experience across the restored landform.

REPRESENTATIONS

<u>Observation</u>	<u>Comment</u>
Concerns regarding safety and risks associated with heavy traffic	See appraisal
Speed of vehicles on slipway off A12 not reduced to 30mph until first set of traffic lights and vehicles continue at speeds of 50-60mph through the intersection to catch green lights. Such speeds cause hazards for vehicles accessing and egressing business car parking.	See appraisal
Proposal will generate loose stones and gravel on road surface, which will pose risk to parked vehicle and pedestrians and will need to be swept away weekly.	See traffic appraisal
Speed limit on slipway should be reduced to 20-30mph prior to entrance Little Braxted Lane.	See traffic appraisal
Traffic related near misses and peril are observed regularly, proposal will exacerbate this.	Noted
Road access is unsafe. Lorries leaving the quarry from Little Braxted Lane and going towards Chelmsford would have to cross fast-moving traffic coming up the curved slip road from the A12. Lorries entering from Colemans Bridge would also have to cross this line of traffic. Unsafe for vehicles on the slip road.	See appraisal
Proposal would bring industrial development south of the A12 into agricultural fields of the River Blackwater Valley, ruining the landscape and changing the character of the local countryside and villages.	See appraisal
Whilst not identified by the applicants, otters have been observed in the area. Proposal would endanger the otters, which are a protected species. The proposal makes no provision for otters.	See appraisal
Whilst proposed restoration would create Biodiversity Framework Habitats, large areas of open water for fishing and other recreational uses are also proposed, which may not be compatible with biodiversity.	Further planning permission required for any future recreational uses.
New road layout condition required. Enhanced Braxted Park Road exit from the site and an extra lane on the A12 (funded by the developer) required for road safety.	See traffic appraisal, no requirement for extra lane on A12.
Condition required protecting Little Braxted Lane from lorries by way of a turning circle outside the Little Braxted Lane access point. The lane, which is Roman or older, should also be narrowed below the access point and at the other end of the lane.	Entrance improvement including turning circle proposed.
Condition required that HGVs not go through Witham nor use Oak Road.	Lorry routeing plan to be agreed with applicant
Buffer condition required for otters. Quarry boundary from the River Blackwater should be taken back in phases 3 and 6.	See appraisal

Condition required to prevent the impact of dewatering. The dewatering centres should be moved back from the River Blackwater. Levels in river and local fishing lakes should not change as a result of dewatering.	See appraisal
Flood prevention condition required. Last winter site flooded and fields absorbed flood water preventing drainage downstream. Storage capacity for flood water required at every stage of the quarry's life.	See appraisal
Archaeology condition required. In Phase 2A the quarry should be taken back from the reservoir to prevent damage to the possible Neolithic barrow.	See appraisal
Condition required limiting the life of quarry to 10 years.	Such a condition may affect the viability of the scheme and therefore be unreasonable should permission be granted
Condition required stipulating that recreational uses should be subject to planning permission, including leisure uses and car parking.	Further planning permission required for any future recreational uses.
Condition required for quarry buildings to be removed at the end of quarry life.	Condition to be included
Condition required that the developer provides a bond or join the industry scheme.	The NPPF clarifies that bonds should only be sought in exceptional circumstances
No landfill or retail trade conditions required.	Further planning permission would be required. Condition to restrict retail sales to be included should permission be granted.
Condition requires that there is to be no vehicle movements on Saturday afternoons or on Sundays.	Condition to control hours of operation to be included
Condition required that bridlepath be moved further from the quarry so that horses can use it.	See appraisal
Condition required that A12 should be screened.	See appraisal
Objections due to traffic related issues that have not been considered and may be impossible to resolve or implement.	See appraisal

Estimated 58 HGVs per day is highly unlikely and ignores all operative, admin, servicing welfare and prepack collection movements.	See appraisal
No account given to slow moving HGVs accessing the A12 trunk road in either direction from Little Braxted Lane.	See appraisal
A12 is over-used, sub-standard, incident prone and subject to regular delays. Proposal will cause further traffic safety issues on the A12 between Kelvedon and South Witham, which has not been considered or discussed with the Highway Agency. These issues need to be resolved or the application refused.	See appraisal
100% of the site is within Braxted, not Rivenhall Parish. Deliberately misleading – application is incorrect and deliberately misleading.	Noted
Applicant has ignored protected otters that are present in River Blackwater and has chosen to destroy important habitat.	No otters found during surveys – see appraisal
Conditions required addressing air quality/dust, noise limits (including that bagging and loading operations are lowered and banded), vibration, building and hard surface be removed and restored to green field, hours of operation limited (08:00-17:00 weekdays summer, 08:00-16:00 weekdays winter, 08:00-12:00 Saturdays), air quality monitoring (particularly vehicle fumes), new access points on and off A12, lighting (particularly limiting site lighting to hours of daylight), a lasting free legacy to villagers of Rivenhall End, and restoration/after-use (noise inducing activities not permitted).	See appraisal
Concern of possible impact of proposal may have on adjacent commercial fishery business – Colemans Cottage Fishery. The fishery is well established, major business and supports local economy. Concerns proposal may reduce or change local water table (as proposal would affect groundwater drainage), which would affect levels of Burghy Brook (adjacent to proposal site and drains to the lake at Colemans Cottage and then on to lake owned by Chelmsford Angling Society). The fishing lakes are shallow and any change to water table may result in fish loss, necessitate re-stocking, cause closure of the fishery, loss of income, loss of customers, loss of related trade, loss of jobs and impacts on local economy. Water levels are critical to effective operation. Fishing lakes home fish up to 22 pounds and represent considerable investment.	See appraisal regarding water issues
Advised that water pump will be running constantly to keep quarry dry. Concerns as to where excess water will be pumped to and whether it will have an adverse impact on the fishing lakes.	See appraisal
Proposal will result in customers going elsewhere, which would result in a loss of income for fishery (primary source of income) and also impact on trade in tackle/bait shop and restaurant. Potential for loss of jobs and impact on local economy.	See appraisal – the principal of extraction has been accepted in the Mineral Local Plan.
Proposal will increase noise, dust and pollution, affecting	See appraisal

environment and lakes/fishery. Customers will go elsewhere as fishing is meant to be a peaceful and relaxing pastime.	
Proposed condition requiring works to cease if water levels of the fishery fall or change, thereby allowing the applicant to rectify the situation, is pertinent. However, applicant would need to respond immediately to prevent the loss of valuable stock and damage to the business.	See appraisal and requirements of the Env Agency
Proposed access is via Little Braxted Lane and B1389, which are subject to 60mph speed limits. Little Braxted Lane at the access point is effectively a single carriageway and visibility splays are poor due to vegetation. Notwithstanding removal of vegetation (which is inappropriate within the countryside location), the level of vehicular conflict will still increase as a result of the proposal.	See appraisal
Visibility splays along Little Braxted Lane will be increased to 70m in each direction following them removal of vegetation. However, these plays do not extend to the junction of Little Braxted Lane and the B1389. Vehicles exiting site will not be able to see vehicles entering Little Braxted Lane from B1389. As Little Braxted Lane is single carriageway, vehicle conflict will occur and vehicles will have to reverse against traffic. Proposed 58 HGV movements per day will increase the potential for vehicle conflict. Proposed movements do not include employees/sub-contractors, which will further increase vehicular movements. Little Braxted Lane is substandard to accommodate the proposed vehicular movements.	See appraisal
Additional 6 HGV movements per hour will conflict with exiting 46 vehicle movement per hour on Little Braxted Lane. If an accident does occur and Little Braxted Lane is closed, fishery business will be negatively affected and cause loss of income.	See appraisal
Requests that necessary action be taken to protect the well-established fishery business and local leisure facility. Requests to be advised if matter referred to Committee.	See appraisal – the principal of extraction has been accepted in the Mineral Local Plan.
Object as proposal fails to demonstrate that it has considered essential traffic issues and it is difficult to see how the applicant could viably address these issues.	See appraisal
Key highway issues not addressed or considered and Highway Agency and Rivenhall Parish not consulted.	See appraisal. Rivenhall Parish Council was consulted and submitted reps
Estimated vehicle movements incorrect and misleading.	See appraisal
Proposed traffic movement management are inadequate and unenforceable.	See appraisal
58 HGV movements per day proposed. This is an arbitrary guess as no experience in relevant area. 20-44 tonne HGVs not the best to cross 70mph road from a standing start.	See appraisal
Application makes no reference to significant trade traffic and traffic associated with site safety, site management, admin,	See appraisal

catering, security, maintenance etc. Omission shows failure to grasp seriousness of traffic implications.	
Highways Agency not consulted, yet application states that exported material will travel either northbound or southbound via the A12 trunk road.	Highways Agency consulted and no objection
Colemans Bridge interchange with A12 is of a very low standard and an inadequate junction onto an over-congested dual carriageway.	See appraisal
Southbound HGV movements first cross a 2-way 70mph slip road from standing start, turn a sharp left and join the A12 from the inside of a blind corner. Highways Agency would require improvements, which may not be practicable or achievable.	See appraisal
Northbound HGV movements join 70mph slip road, turn right at traffic lights intersection (sharp turn) and then join A12. Inappropriate proposal.	See appraisal
A12 HGV movements would prefer to use junction onto Braxted Rd near Appleford Bridge rather than the Colemans Bridge junction. The applicant has failed to demonstrate how Braxted Road plan will be signed, controlled and policed. Unlikely to be achievable and will result in traffic impacts for Rivenhall End.	See appraisal
Proposed vehicle movement will exacerbate existing problems with A12 between Kelvedon and South Witham.	See appraisal
Submission errors include: unaware of any locals being employed by the applicant, the site is located in Rivenhall End in the Parish of Rivenhall and there are otters in the relevant area of the River Blackwater.	Noted and see appraisal
Conditions requested in relation to dust, noise (operations and highways), temporary minerals processing areas, restoration, hours of operation, planting on A12 boundary, traffic, air quality	See appraisal
Condition requested in relation to dust from exposed areas and haulage routes.	See appraisal
Condition requested in relation to noise from processing plant. Bunds and lowering required. Impending quiet asphalt re surfacing of A12 and reduction in ambient noise needs to be taken into consideration.	See appraisal
Condition requested requiring that temporary minerals processing areas and buildings etc be restored to green field upon completion of extraction.	See appraisal
Condition requested limiting hours of operation (08.00-17.00 summer, 09.00-16.00 winter, 08.00-12.00 Saturday and nil on Sundays).	Hours of operation to be conditioned
Condition requested requiring immediate restorative planting along A12 eastern boundary.	See appraisal
Condition requested requiring air quality monitoring.	Condition to be included
Condition requested requiring improvements to North Witham interchange and traffic lights to enable HGVs to turn.	See traffic appraisal
Condition requested in relation to Appleford Bridge safeguarding, repairs and repair funding.	Part of public highway network, no condition proposed.

Condition requested in relation to Braxted Road. Traffic calming measures and enforcement required. Condition required that no HGVs enter/exit Braxted Road access point from/to Rivenhall End.	Lorry routeing Plan proposed to be agreed through s.106
Condition requested providing that no quarry vehicles will use Oak Road, Rivenhall End.	Lorry Routeing Plan proposed to be agreed through s.106
Condition requested requiring that minimal signage is erected and on site lighting not used during hours of darkness.	Lighting condition to be include
Condition requested requiring that applicant pays for clearer northbound signage/markings to prevent vehicles (including quarry vehicles) from pulling into residential driveways and slip roads.	See appraisal
Condition requested requiring legacy for Rivenhall End. For example, free public wood or play area.	NPPG - no provision for an annual payment to be made to the local community.
Originally objected to Replacement Minerals Local Plan Pre-Submission Draft - Response Form on the 26th February 2013.	Noted
Concerns regarding the negative impact on local residents and wildlife and any further impact and damage due to heavy goods vehicles using Oak Road, which is not fit for this purpose due to its restricted width.	See appraisal
Endorse local and parish council objections, which include unsafe planned road access, industrial development to the Blackwater valley, no provision for otters (a protected species), and the incompatibility with biodiversity arising from recreational use following restoration of open water for fishing etc.	See appraisal
Endorse local and parish council proposed conditions regarding highways, flood prevention, no landfill or retail trade or weekend working and the life of the quarry to be limited to ten years.	See appraisal
Concerns with regard to the impact on the surrounding area of Rivenhall End as a result of increased traffic accessing the site.	See appraisal
Object to secondary access point as it will mean that HGVs travel along Oak Road.	See appraisal
Concerns about road safety and proposal will prevent children from walking to school. Oak Road and the road into Rivenhall village are busy enough, without the addition of more large trucks travelling to and from the proposed secondary access point.	See appraisal
Feed from Burghey Brook directly into our lake known as Colemans Cottage Lake not shown in 2nd Map following page 26 in water frame directive (Hafren Water)	Noted
Concerns that Burghy Brook that feeds to us will run dry especially in dry months as that water will be being pumped further upstream into the River Blackwater, therefore leaving Cottage Lakes water levels very low.	Noted and see appraisal
Hydrogeology papers do not remove my concerns about flood and other risks. Conditions to prevent flood should require storage capacity for flood water available during every phase and	See water and flood risk appraisal

restricting pumping into the River Blackwater when there is a risk of flood.	
To prevent dewatering from reducing the level of water in the River Blackwater (and in local fishing lakes) the quarry should be taken back from the river in phases 3 and 6 (would also provide a buffer for otters and other wildlife). Condition required restricting dewatering in summer when the water level is likely to be reduced.	See water and flood risk appraisal
The discharge rate is still wrongly stated. The run off rate should be restricted to the 1 in 2 year rate of 127 l/s (as stated in the Flood Risk Assessment) and not 513.71 l/s. New paper still doesn't reflect the very wet winter of 2013/14 (when the quarry site was partly covered by flood water). Including this data could materially change the calculations.	See flood appraisal
The junction with Lt Braxted Lane is not visible from the slip road until within 100 yards. Traffic leaving A2 would encounter low loader vehicles, which would cause fatal accidents.	See traffic appraisal.
Exit onto Braxted Park Rd is no safer as it is narrow and not strong enough to take heavy vehicles.	Noted
Direct access onto A12 required.	Direct access to A12 is not proposed. Proposed access points assessed in traffic appraisal.
Still felt that having large commercial trucks exiting the site onto Little Braxted Lane then immediately to the A12 junction is exceedingly dangerous, even with the opening enlarged and sight lines improved. Traffic does exit the A12 on the slip road at 60 mph (sometimes faster) on the bend where the lane joins. The proposal is likely to cause fatal accidents.	See traffic appraisal.
Exit onto Braxted Road not a good idea - access to the A12 is substandard with both north and south routes having virtually 90 degree slip roads. Highways Agency has allocated a junction number, presumably as it is not considered safe or long-term. There may be plans in the very long-term future for this section of the A12 to be widened and access improved but no date is known and is not likely in the foreseeable future.	See traffic appraisal.
Any local traffic leaving and going in the easterly direction would have to go over Appleford Bridge which although ancient and Grade 2 listed is single track and the only local bridge over the Blackwater in the area which can take 40 tonne trucks. It is frequently struck by them, causing long term closure of the road (3 weeks in 2014 with a 21 mile detour).	Noted.
The issue is the relative speed (or lack thereof) of the gravel lorries exiting and entering the site and accessing the road system via the slip road. The sight lines for vehicles coming up the exit ramp from the A12 are so poor that they will not see any lorries exiting turning at Little Braxted Lane until very late and, especially in winter, there is insufficient stopping distance for a	See traffic appraisal. Junction improvement work proposed.

column of vehicles.	
Near unanimous objections of the local residents of Rivenhall, Braxted, Wickham Bishops and Witham	Noted
Site scored worst in the Braintree Plan, so question why it has been included so near the top of the priority list in the ECC plan?	Identified as preferred site in MLP.
Highways Agency has not been directly consulted. Whilst technically the site entrance is not directly on to the A12, as it is a few feet down the Little Braxted Lane the Highways Agency must be consulted in the interests of public safety.	Highways Agency consulted – no objection
At the A12 Witham North Slip Road 44 ton fully laden lorries are expected to turn right out of the site onto Little Braxted Lane. These 55 ft long articulated vehicles would in effect block the lane as they turned right into it then stopped immediately at its junction with the A12 slip road. From this stationary position, vehicles would move uphill into the traffic stream on the A12 slip where cars may be travelling at 50-60 mph.	See traffic appraisal.
What is there to prevent lorries turning left into Little Braxted Lane into the small roads to the south which are unsuited to HGV traffic? How will it be policed?	Lorry routeing plan proposed to be agreed under s.106
Appleford Bridge is routinely damaged by HGV traffic, necessitating costly repairs. HGVs exiting the site onto Braxted Lane and using Appleford Bridge will exacerbate that situation. Who will pay for that additional damage?	See appraisal and highway comments
Nothing preventing HGVs turning left onto Braxted Lane to join the A12 at Rivenhall End, which is a dangerous and substandard junction in both directions (for that reason buses have ceased stopping there).	Noted
The A12 is already at capacity and regularly comes to a halt through sheer weight of traffic. Proposed traffic movements will worsen an already bad situation. What mitigation measures are being considered to improve traffic flow?	Assessed by Highways Agency – no objection.
If an accident blocks the A12, HGVs will divert through Witham town centre.	Noted
HGVs can go through either Witham or Rivenhall End/Silver End to cut through to the A120 for the M11.	Noted
How will vehicle movement numbers be policed?	Planning conditions can be monitored and enforced when expedient to do so.
What guarantees are there that the current proposals for a wildlife area (not water park for jet skiers) will be honoured?	Any proposal for water park for jet skiers would require a planning application.
Brice Aggregates is a new venture created specifically for this project. It has no experience, nor is it a member of the trade	The NPPF clarifies that

association. What bond or financial guarantee has been requested to ensure the restoration pledges can be enforced?	bonds should only be sought in exceptional circumstances
No guarantee that the applicant will not seek to further extend the life and size of the quarry and thus its impact on the local community.	Such proposals would require a planning application.
Rivenhall End is downwind of the site, so will be subject to dust, smell and noise – damaging quality of life, worsening air pollution and impacting on property values – in addition to light pollution in the winter months and the traffic problems. Therefore it would be reasonable to see some local benefits flow to the inhabitants, including: a new sturdy bridge by Appleford bridge to save on repairs to that listed structure and an additional lane on A12 between Rivenhall End and Witham North to reduce congestion.	See appraisal
Perimeter bunds and tree screening should be required to be in place at the earliest possible moment	See appraisal
Proposal is extremely impractical, but also detrimental to the local community.	Noted
Traffic and pollution on Oak Road has increased as it is used as a cut through to local areas.	Noted
The exit to Rivenhall is already dangerous and should be closed and no application for further large vehicles should even be considered. The slip road approaching the A12 on both carriage ways are extremely dangerous.	See traffic appraisal
Residents suffer the fumes/pollution at peak times, particularly asthma suffers, and pollution prevents children from going outside.	See appraisal.
Turning from Oak Road towards Great Braxted not suitable for lorries - cars have to reverse to allow lorries to enter or leave Oak Road.	See appraisal.
The small road to the application site is not suitable for proposed vehicles. The industrial park near Braxted Park is frequently snarled up due to lorries and proposed site just in front of an already hazardous bridge. If lorries were to use this site accidents would happen.	See appraisal.
Road access to the A12 towards both Colchester and Chelmsford by the proposed HGVs will be dangerous. Joining A12 difficult in car with good acceleration.	See traffic appraisal.
Access to the slip road from Braxted Lane will involve joining or crossing traffic from the A12.	See appraisal.
Alternative route towards Chelmsford through Witham has obvious disadvantages.	Noted.
A12 is boundary between industry and countryside/villages. Proposal will have negative noise and dust impacts on Little Braxted. Other industry will follow if approved, e.g. Solar panel installation recently proposed Little Braxted.	See appraisal on noise and dust. Solar panels require planning application.
Proposal hazardous to wildlife of Blackwater Valley, including protected species such as otters.	See appraisal.

Strict planning conditions required.	Noted
New papers on hydrogeology and archaeology have not addressed concerns about a plan for a quarry at Colemans Farm.	See appraisal.
Continue to object on grounds previously submitted.	Noted
<p>Following conditions should be imposed:</p> <p>Flood prevention:</p> <ul style="list-style-type: none"> Storage capacity for flood water available throughout every phase of development. Pumping into the River Blackwater should be stopped when there is a risk of flood. <p>River levels:</p> <ul style="list-style-type: none"> In phases 3 and 6 the quarry should be taken back from the river to protect the river from the impact of dewatering (also provide a buffer for otters). Dewatering should be restricted in summer. <p>Hydrogeological data:</p> <ul style="list-style-type: none"> Discharge should be limited to the one in two year rate of 127 litres per second (as stated in the Flood Risk Assessment, 4.2.2) Rate wrongly stated in the Hydrogeology Impact Assessment (5.4) of 513.71 l/s. Calculations should incorporate data from last winter. In 2013/14 some of the site was covered in flood water, therefore excluding this data represents a major omission. <p>Little Braxted Lane:</p> <ul style="list-style-type: none"> Little Braxted Lane (Roman or older and connected to the Roman road from London to Colchester), should be protected with signage and road narrowing. <p>Archaeological remains:</p> <ul style="list-style-type: none"> In phase 2A the quarry should be taken back from the reservoir in order to prevent further damage to the possible Neolithic barrow, "of medium significance of regional interest". Area should be excluded from the quarry. Further investigations should be undertaken. 	See appraisal.
New papers on ecology, dewatering and lorry rerouteing have not addressed our concerns about a plan for a quarry at Colemans Farm	See appraisal.
Essex County Council should make changes to the A12 that would allow lorries to use the Braxted Park Road gateway (instead of Little Braxted Lane) a condition as the safety of thousands of drivers on the slip road to Colemans Bridge is at stake.	No proposal for ECC to alter A12
A turning circle outside the Little Braxted Lane access to the quarry is required. A gateway allowing lorries to make three point turns is insufficient to stop lorries from mistakenly entering the narrow part of Little Braxted Lane.	Proposed alterations to entrance gate will enable lorries to turn

River Blackwater will be affected by dewatering. Both the quarry and dewatering centres must be taken back from the River in phases 3 and 6.	See appraisal
Queries the cumulative effect of the two dewatering centres.	See appraisal
All buildings should be removed at the end of the quarry's working life.	Condition is proposed
Continue to object to the application for reasons outlined previously, which include road safety, industrial development in an agricultural river valley, potential danger to otters and increased flood risk.	Noted.
New papers reveal that the site is used by a number of protected bat species and a kilometre of ecologically-valuable hedgerows would be destroyed. No provision has been made for these bats or otters. Failure to provide for protected species brings into question the biodiversity case for the proposal, upon which ECC has put much weight.	See appraisal.
Queries whether the biodiversity gains at restoration would outweigh the loss of agricultural landscape and damage to protected and other species of wildlife.	See appraisal.
Queries whether the junction between Little Braxted Lane and the slip road to the A12 would be safe for all road users.	See traffic appraisal.
Queries whether conditions would be imposed that would ensure no increase in flooding downstream from the site.	See appraisal and Flood Risk Assessment
New papers on access points have not addressed concerns regarding road safety. HGVs accessing and egressing the site would still have to cross fast moving traffic on the slip road, presenting danger to all users of the slip road.	See traffic appraisal.
Quarry traffic should be rerouted via Braxted Park Road and an enhanced access to the A12. If not rerouted, lives would be put at risk	See traffic appraisal.
Planned turning point would require lorry drivers to undertake three point turns, which they are unlikely to carry out. A full turning circle required, allowing lorries which mistakenly enter the bellmouth of Little Braxted Lane to return to the slip road. A turning circle would help to protect Little Braxted Lane from damage.	Proposed alterations to entrance gate will enable lorries to turn
Little Braxted Lane narrowing at both ends below the turning circle and additional signage. Condition required.	See appraisal
Support of Little Braxted Parish Council's submission regarding this scheme	Noted
Planned road access in and out of Witham Road, Little Braxted to access A12 is unsuitable – major works required. A12 is subject to heavy congestion during peak times and chaos when incidents occur, also speeding traffic leaving the A12.	See traffic appraisal.
Proposal will bring industrial scale development south of the A12 into protected countryside.	Preferred minerals site identified in MLP
Proposed quarry and restoration scheme should be treated as separate applications – land use priorities at the point of restoration not currently known.	Restoration scheme needs to be secured at this

	stage.
Conditions should be imposed requiring roads to be upgraded (HGV capability, improvements to Appleford Bridge and new secondary bridge), separate planning application required for restoration, bond or industry scheme and compensation/community scheme (payments to neighbours/businesses).	See appraisal. The NPPF clarifies that bonds should only be sought in exceptional circumstances NPPG - no provision for payments to be made.
Concern that a proposal circumvents certain requirements at the planning application stage regarding Highways because HGV traffic exits the site onto a minor road and not a major one just a few hundred yards from a major junction.	See traffic appraisal
Requests applicant re-looks at the situation – applicant knows the proposal is not what is required for the area.	Noted.
Requests applicant has a strong positive outlook for the Witham area so that it can help mirror the expected commercial shopping "renaissance" for Chelmsford.	Noted.
Benefactor mode would be a most welcome way forward.	Noted
Can be win-win-win.	Noted
If applicant is more in tune with local people both village and town dwellers, a benefit will be the real protection of the countryside and a far greater beneficial gain for the applicant.	Noted
Concerned regarding access in Little Braxted Lane, size (length) of HGVs (ie their drivers' ability to turn safely) and other traffic flows/speeds in the immediate area. Reassessment of the access is needed.	See traffic appraisal
Cutting down trees to deal with this visibility problem is not the way forward.	See traffic appraisal
Detailed info is needed re bird surveys and hedgerow creation and why only the creation of 0.28 H of woodland (p.10)?	See appraisal
Is the applicant thinking of future plans if he wishes the carpark and access road to be retained?	Future plans would require further planning application
New papers on hydrogeology and archaeology have not addressed concerns. Continue to object on grounds previously outlined.	See appraisal
Conditions required dealing with flood prevention (storage capacity for flood water available throughout every phase of development and pumping into the River Blackwater should be stopped when there is a risk of flood) and river levels (phases 3 and 6 the quarry should be taken back from the river and dewatering restricted in summer), hydrological data (limit discharge to the one in two year rate of 127 litres per second and calculations should incorporate data from last winter), Little Braxted Lane (protected with signage and road narrowing below	See appraisal

the access point and at the far end) and archaeological remains: (In phase 2A the quarry should be taken back from the reservoir in order to prevent further damage to the possible Neolithic barrow and further investigations should be undertaken).	
Traffic leaving site via Braxted Park Rd will turn right over Appleford Bridge, which will be a disaster for the bridge, road and wall surrounding Braxted Park Estate (Grade II).	See appraisal
Revised access onto Colemans bridge will cause accidents and hold-ups.	See appraisal
Concerns regarding water level in River Blackwater during summer, which will devastate wildlife.	See appraisal
Creating an extension of industrial development beyond the A12, creating potential for further development.	Any further development would require planning permission.
Little Braxted Lane is totally unsuitable for proposed traffic.	See appraisal
Concerns regarding effect on River Blackwater and habitats.	See appraisal
Whole area would be adversely affected.	See appraisal
Planned road access is unsafe. Little Braxted lane access not compliant with MLP policy S11. HGVs leaving the site towards Chelmsford and entering site from Colemans Bridge would have to cross fast-moving traffic on the A12 slip road.	See traffic appraisal
A12 regularly at a stand still.	Noted.
Traffic problems on A12 generate traffic on the local roads of The Braxteds, Wickham Bishops, Maldon, Danbury and Witham. HGVs on these roads will create safety issues.	See traffic appraisal
Appleford Bridge is a pinch point and is often damaged. Proposal will exacerbate this.	Noted
Brice Aggregates not affiliated with the MPA – makes company unlikely to manage the traffic to the site and react properly to traffic issues.	Noted
No consultation with Highways Agency – irresponsible attitude.	Highways Agency consulted and no objection
Brings industrial development to the Blackwater Valley.	See appraisal
Otters in the area, not identified by the applicant.	Surveys did not identify otters.
Proposed vehicles will create major problems at the proposed A12 junctions.	See appraisal
Objects due to traffic/road safety grounds. Size of the proposed vehicles would create major problems on the two A12 junctions, both of which are substandard. Highway Agency should have been consulted.	See appraisal
Effects on community from traffic, noise, dust and light pollution.	See appraisal
Little attention has been given to the affect upon the river, water table, flood risk and biodiversity.	See appraisal
Industrialisation of farmland.	See appraisal
No guarantee of the site being restored, bond required.	The NPPF clarifies that bonds should

	only be sought in exceptional circumstances
The Little Braxted Lane road access to the site is not safe and is not compliant with MLP S11 of the Minerals Plan.	See appraisal
Site access is only yards from the A12 slip road. Large HGVs leaving the site to join the A12 heading towards Chelmsford would mean slow moving HGVs having to cross fast moving traffic coming off the A12 via a curved limited vision slip road. Lorries entering the site from Coleman's Bridge (Chelmsford direction) would also have to cross this line of fast-moving traffic. No mitigation options.	See appraisal
Slip road regularly subject to queuing traffic. Proposal will exacerbate this traffic hazard. The only way to mitigate would be to raise Section 106 money to build a feeder lane between junctions 23 to 22. Northbound slip road from Witham onto the A12 subject to similar queuing. Longer slip road required.	Highways assessment does not indicate a requirement for feeder lane/longer slip lane
May be safer to build a junction direct from the site with access and egress slips roads on the A12 between junctions 23 and 22.	Direct access not proposed
'Considerate contractor' planning conditions should be applied including wheel washing and road cleaning.	Condition proposed
Due to narrowness, HGV traffic either entering or exiting the site should be barred from a left turn in Little Braxted Lane towards Little Braxted.	Lorry routeing plan proposed to be agreed via s.106
HGVs should not enter or exit via Braxted Park Road, as this lane is already used by heavy commercial traffic and the historic Appleford Bridge is regularly damaged by such vehicles.	See appraisal
A12 Junction at Rivenhall End should not be used by site traffic due to its very short slip roads.	See appraisal
No consideration of direct retail sales and associated light traffic. Direct retail sales should be excluded by permission.	Condition to exclude retail sales proposed
HGV traffic movement should not be permitted through Witham. The B1018 might be classified for HGV use, but to get to that road HGV traffic must pass through Witham residential streets. The issue of existing HGV traffic through Witham is already a very contentious one. The only practical route must be via the trunk roads of A12/A120 via Marks Tey.	Lorry routeing plan proposed to be agreed via s.106
Otters are present. No works should be allowed which could endanger these otters. An extended buffer zone between the quarry works and the river would provide additional protection.	Survey did not identify otters.
Close proximity of the Witham Whetmead Nature Reserve to the proposed site. Proper flood relief works should be established with the Environment Agency before the application can be determined.	See flood appraisal.
All existing hedgerows should be retained and adequately protected.	Hedgerow removal

	assessed in Environment Statement
Afteruses such as paddocks would attract stabling, possibly other forms of accommodation and equestrian uses, which would detract from the rural aspect and be inappropriate.	Planning permission would be required.
Remaining land should be restored to arable or grazing after use	See appraisal
Future landfill use should be prevented.	None proposed
Floodlighting during working hours and security lighting at night would result in light pollution for Witham.	Lighting to be conditioned.
Campaign to Protect Rural England has a tranquillity policy. Proposal would affect the tranquillity of this site further into the rural countryside. Surrounding countryside should be protected from noise with appropriate acoustic screening.	See noise appraisal
To ensure the plan is delivered and completed with restoration, the developer should provide a bond or join the industry scheme.	The NPPF clarifies that bonds should only be sought in exceptional circumstances
Application should be refused unless legally binding guarantees can be obtained.	Appropriate condition included
Conditions required dealing with flood prevention (storage capacity for flood water available throughout every phase of development and pumping into the River Blackwater should be stopped when there is a risk of flood) and river levels (phases 3 and 6 the quarry should be taken back from the river and dewatering restricted in summer), hydrological data (limit discharge to the one in two year rate of 127 litres per second and calculations should incorporate data from last winter), Little Braxted Lane (protected with signage and road narrowing below the access point and at the far end) and archaeological remains: (In phase 2A the quarry should be taken back from the reservoir in order to prevent further damage to the possible Neolithic barrow and further investigations should be undertaken).	See appraisal
Site and HGVs would pollute the area of outstanding natural beauty and change the character and charm of villages.	See appraisal
Otters up and down stream would be at risk.	No otters identified in surveys
Roads would be damaged by HGVs and become dangerous on entry and exit from the A12. Existing road are totally inadequate.	See traffic appraisal
River Blackwater valley should be protected from industrialisation.	See appraisal
Concerned that proposal will result in serious road safety issues, affect otters and agricultural land, damage archaeology and generate noise and dust.	See appraisal
Bring industrial development south of A12 into Blackwater Valley. Damage Little Braxted Lane	See appraisal
Threaten road safety. Increase congestion.	See appraisal
Cause noise, dust and mud locally.	See appraisal

Put otters at risk.	No otters identified in survey
Increase flood hazards down steam.	See appraisal
Impact local businesses.	noted
Colemans Farm is the wrong place for a quarry. Allocated in development of the Minerals Plan. However, promise by the developer of a flagship biodiversity site at restoration.	See appraisal
Given the failure to identify otters, queries whether other species have been correctly documented.	No otters identified in survey
Bat survey not been completed.	See appraisal
Queries whether the baseline for wildlife been correctly presented.	See appraisal and Environment Statement
Queries whether restoration would result in a significant enhancement to biodiversity.	See appraisal
Plans would create Biodiversity Framework Habitats. However, larger areas of open water for fishing and other recreational uses are not priority habitats.	Recreational uses would require future planning application.
'Other recreation uses' could be incompatible with biodiversity.	Recreation uses would require further planning application
A leisure park is not a flagship biodiversity site.	Use as a leisure park would require future planning application
Given the fact that the A12 is already a dangerous route based on the accident data, it is not clear how this development would provide safe and suitable access to the site.	See traffic appraisal
February 2014 much of the site was covered in flood water. The soil acted as a sponge soaking up water until the River Blackwater had subsided, helping to reduce flooding downstream. Not reflected in the application papers.	See flood risk appraisal and no objection from Environment Agency & Flood Authority
Groundwater monitoring data omits significantly high groundwater conditions encountered across much of the UK in the winter of 2013 and spring of 2014. A key omission. The most current data could have a material bearing upon the on-site water management and dewatering strategy. Baseline data set for groundwater levels is potentially not fit for purpose and lacks a nationally significant hydrological / hydrogeological event.	See flood risk appraisal and no objection from Environment Agency & Flood Authority
Dewatering and pumping may change the levels of water in the River Blackwater and local fishing lakes, potentially affecting wildlife in the river, fish in the lakes and the setting and fabric of listed buildings downstream.	See appraisal

New road layouts required at the junctions with the A12 from Little Braxted Lane and Braxted Road. Extra lane on the A12 between the two junctions required (funded by the developer).	Assessed by Highways England and extra lane not required
HGVs going towards Chelmsford on the A12 should use an enhanced Braxted Park Road exit from the site.	See appraisal
Legal agreement required preventing any quarry traffic from using the main part of Little Braxted Lane, as well as new signage.	Lorry routeing plan proposed via s.106 agreement
There should be no increase in the risk of flood downstream.	See appraisal
Existing arrangements for reducing the level of water in the river when heavy rain is forecast should either continue or be replaced with other preventative measures.	See appraisal
Conditions required to restrict runoff to the correct 1 in 2 year rate as per the Flood Risk Assessment (FRA) (para 4.2.2 and 4.2.3) of 127 l/s rather than the less favourable Hydrogeological Impact Assessment (HIA) criteria.	See appraisal
Creating a greater buffer distance between Phases 3 and 6 and the River Blackwater would reduce the potential impacts of dewatering as it would tend to reduce the zone of influence of the pumping and, in turn, reduce the risk of the river baseflows being reduced by excess seepage into the quarry void.	See appraisal
Base flows in the River Blackwater fall to low levels during the summer months and at those times a loss of 6.2% - 12.5% (HIA page 15) could have a material detrimental effect upon the amenity value of the river.	See appraisal
Dewatering should be restricted in the summer.	See appraisal
Condition requiring a monitoring station immediately downstream of the site. Conditions should describe the frequency of monitoring, the actions required, timescales and an independent enforcement regime.	The EA has recommended a groundwater monitoring scheme to be agreed prior to dewatering – the detail to be agreed.
The NPPF says this should only be required in exceptional circumstances. This case is exceptional as Brice Aggregates is not a member of the industry scheme (which provides a bond).	The NPPF clarifies that bonds should only be sought in exceptional circumstances
Life of quarry to be limited to 10 years. Allowing the quarry to operate for 17 or even 18 years is not compatible with the requirement of NPPF para 143 which says reclamation should be “at the earliest opportunity.”	Reclamation will be phased
No landfill.	No landfill proposed
There should be no working and no lorry movements on Saturdays or Sundays.	Hours to be conditioned.

There should be a limit of 58 lorry movements on a full working day.	See appraisal – hours of operation and tonnage controlled by condition
Every vehicle leaving the site should use a wheel wash and the affected parts of Little Braxted Lane should be swept daily.	Condition to be included
Monitor required at the site every three months, with additional visits if complaints are made by local residents about breaches of conditions.	Standard quarry monitoring would be carried out
Errors and omissions including failure to see and report signs of otters, failure to complete the bat survey, no supporting plan for managing hedges, failure to take account of 2013/14 groundwater data, off-site discharge rates incorrect, little consideration of the potential impact of a reduction in off-site flows upon downstream areas (in particular the effect of a change in the pattern of surface water discharge and groundwater seepage to the River Blackwater during the operational stages of the scheme), failure to complete the archaeology survey, discrepancies over the life of the working quarry, no plan for enhancing the Braxted Park Road access point, no rationale for 58 lorry movements a working day, no supporting plan for lorry routing, and inconsistencies between noise data in Environmental Statement and Noise Assessment.	See appraisal
<p>Flood Risk</p> <ul style="list-style-type: none"> • Proposal would allow floodwater to overflow into and be stored within the quarry void and above ground across 'seasonally wet grassland'. During periods of high river flows a detrimental effect to downstream areas in flood risk terms as a result of the proposed quarry not anticipated. • Floodwater will instead be stored in the quarry void or across wet grassland areas and be released to the River Blackwater at controlled rates, with additional seepage via underground flow from the quarry pit sides. • Long term, the proposal will provide some flood risk benefit to downstream areas as the scheme is due to provide a net increase in floodable void above the permanent water level in the lakes. • FRA para 2.2.4 indicates that there would be a short term loss of fluvial flood storage attributed to creation of bunds. No technical reason why this potential detrimental impact has not been mitigated. • Should be a tangible net uplift in available fluvial (river) flood storage capacity across the site during every individual phase. • Provision of long term flood storage should be safeguarded by planning conditions. • Planning conditions should be clearly worded to capture the requirement to restrict runoff to the correct 1 in 2 year rate as per the FRA (para 4.2.2 and 4.2.3) of 127 l/s rather than the less favourable HIA criteria. 	See appraisal

<p>Dewatering</p> <ul style="list-style-type: none"> • The impact of dewatering does not appear to pose a particularly significant threat to water levels in the River Blackwater at most times of the year. • However, during the summer months proposal could have a material detrimental effect upon amenity value of the river. • Visual appearance not considered. • Creating a greater buffer distance between Phases 3 and 6 and the River Blackwater would indeed help to reduce the potential impacts of dewatering • A planning condition (or requirement of the Environmental Permit) could impose a restriction on dewatering during the summer months when low baseflows would be most likely. 	<p>See appraisal</p>
<p>Monitoring</p> <ul style="list-style-type: none"> • The Environment Agency will ensure that water levels and quality are monitored as part of the requirements of the Environmental Permit. • To secure a specific monitoring location it would be necessary to lobby the EA and seek to ensure that a suitable monitoring location was requested as part of the Environmental Permit. • The most likely impact or changes would be a reduction in water level or an increase in silt content within the River Blackwater. It is unlikely that either would cause significant damage per se. 	<p>See appraisal</p>
<p>Data</p> <ul style="list-style-type: none"> • Generally, the assessments and assumptions are reasonable. • The one exception is that there appears to be little consideration of the potential impact of a reduction in off-site flows upon downstream areas and in particular the effect of a change in the pattern of surface water discharge and groundwater seepage to the River Blackwater during the operational stages of the scheme. • Would have expected to see additional consideration of a change from a steadier, consistent discharge to the River Blackwater to a more variable. • Data is arguably robust but not as current as it could be. Rainfall data (HIA page 3) is dated 2010 but the additional 3 years of data is unlikely to have any meaningful effect. • Groundwater monitoring data has been presented for 2012 / 2013 (HIA page 7) which is reasonably up to date but is missing the significantly high groundwater conditions encountered across much of the UK over the Winter 2013 / Spring 2014. • Generally, best practice has been followed. However, the 	<p>See appraisal</p>

FRA does not appear to make any reference to or take into account latest best practice guidance on assessing flood risk (BS8533 Assessing Flood Risk : 2011).	
The proposed quarry at Colemans Farm would be so unsafe and damaging to indigenous wildlife and the local environment as to render the site fundamentally inappropriate.	See ecology appraisal
That 95% of HGS would use an access point on Little Braxted Lane close to the A12 slip road is an 'expectation' not a maximum. The slip road is already extremely active particularly at peak times. Additional HGVs would slow movement further (tailbacks of stationary vehicles are already a frequent occurrence) and present an additional hazards for traffic leaving the A12 at 50-60mph in off-peak hours.	See traffic appraisal
No calculation of the amount of time inward/outward HGVs would take to negotiate passage on to the slip road. Even with improvements and coordination, six vehicles per hour using the proposed site entrance would block access to Little Braxted Lane for much of the working day.	See traffic appraisal
Assurance given that HGVs will always turn right out of the site and not left down Little Braxted Lane. Does not cover ancillary vehicles. Secondly, HGV driver with a quota to meet will improvise at times of gridlock. No requirement monitoring. Self-policing is unacceptable. Expecting local residents to monitor and enforce the requirement is unfair. The police and Trading Standards will be unwilling to become involved.	Lorry routeing plan proposed via s.106
The arable land has acted as a flood control, the soil absorbing water and reducing the amount of flooding of land and properties downstream.	See appraisal
Dewatering and pumping related to the quarry will change the level of the water in the River Blackwater. Efficient flood-risk management, monitoring and policing by an independent outside agency is essential.	See appraisal
Proposals for a biodiversity flagship on the site after restoration are not compelling as the proposed Biodiversity Framework Habitats would neighbour large areas of open water for fishing and other recreational use. Commercial exploitation of these areas would hardly be compatible with wildlife habitats and would further alter the social fabric of the area.	See appraisal
Plans to narrow the Little Braxted Lane/slip road junction to discourage HGV drivers from ignoring restriction signs and using the Lane as a through route. Any redesign of that access point must not constitute an open invitation to HGV drivers not bound by the controls placed on the developer/operator to use the Lane as a through route when it is free of quarry vehicles.	See appraisal
An independently policed condition required that no HGV will turn left out of the site down Little Braxted Lane. Inward/outward movement of HGVs must be managed so that they do not constitute a permanent/semi-permanent obstruction of the public road.	Lorry routeing plan proposed via s.106
Highway alterations to be funded by the developer/operator.	Alterations proposed within

	applicants ownership would be at applicants expense
Condition requiring that adequate flood water storage is available throughout the development and operating period and that pumping water from the site into the River Blackwater should cease immediately when flooding is possible.	See flood appraisal
A buffer zone to be created between phases 3 and 6 of the quarry and the River Blackwater to help reduce the flood risk, impact of dewatering and to mitigate the impacts on otters and other wildlife. This would also enable the nearby bridleway actually to be usable by riders.	See appraisal
Monday to Friday operation only	Hours to be condition include Saturday
Requirement for wheel washing and road cleaning.	Condition to be included
An inflexible limit of 58 lorry movements per full working day.	Hours and tonnage to be controlled
No landfill or retail trade to be permitted.	Would require planning application.
Screening to be in place on the A12 from the onset of development through the operational period	See appraisal
Developer to provide a bond. To ensure compliance development to be monitored and policed by an appropriate outside agency.	The NPPF clarifies that bonds should only be sought in exceptional circumstances
Flood during the life of the quarry remains a major concern.	See flood appraisal
There should be an increase in available storage capacity for flood water – using a large (clay-lined) void – during every individual phase of the quarry (not just when the phasing makes it convenient to provide a void).	See flood appraisal
Pumping into the river should cease when flood is likely; this should be a condition of planning approval and/or of discharge consent.	A discharge consent would be required to be issued by the Env Agency
Existing arrangements for reducing the level of water in the river when heavy rain is forecast – which have the effect of avoiding floods - should either continue or be replaced with other preventative measures.	See flood appraisal
Developer has acknowledged the mistake in the HIA; discharge should be limited to the one in two year rate of 127 litres per second (as stated in the Flood Risk Assessment, 4.2.2) rather the rate that is wrongly stated in the Hydrogeology Impact	Noted

Assessment (5.4) of 513.71 l/s.	
Concerns regarding the leeway the applicant has been given to continue to refine the application.	Noted
There are no new measures to accommodate lorries bound for Chelmsford on the A12 and having to cross the slip road. Proposed removal of vegetation as an aid to visibility does not get around the fundamental problem of the inadequacy of this access point for this venture.	See traffic appraisal
Quarry traffic entering Little Braxted Lane from the slip road will inevitably mislead other heavy traffic into believing it to be a through route.	Noted. Signage proposed
The applicant should be required to provide a turning circle on his land to extricate non-quarry traffic from an already congested situation.	Improved entrance proposed would facilitate vehicle turning
The number of quarry lorries entering and leaving the site would effectively block Little Braxted Lane to all other traffic seeking access to Little Braxted village and beyond from the A12.	See appraisal
In the face of the congestion at the slip road, quarry traffic with schedules to keep to will turn left from the proposed site into the wholly inappropriate stretch of lane, incorporating a river bridge with a 3 tonne limit, towards Little Braxted village. A marked narrowing of the Lane below the proposed access point would be essential to prevent this.	Signage proposed
Drastically improved, unequivocal signage and road narrowing would be required to make the proposed more complicated access arrangement come close to functioning adequately.	Signage proposed
New papers reveal that bat species are present on the site. 1 kilometre of hedgerows, used by bats, would be destroyed. No provision has been made for these bats or any other protected species, including otters. This failure brings into question the biodiversity case for proposal – which ECC has put much weight when selecting the site.	See appraisal
Would biodiversity gains at restoration outweigh the loss of landscape and damage to protected and other species of wildlife?	See appraisal
Would junction between Little Braxted Lane and the slip road to the A12 be safe for all road users?	See appraisal
Would there be no increase in flooding downstream from the site?	See appraisal
Traffic generated will have a huge and significant effect upon the A12.	See appraisal
Concerns regarding the effect of the proposal on the circulation of traffic on the A12 at Junction 22 – Colemans Bridge.	See appraisal
Highways Agency has previously stated that Junction 22 of the A12 is unsatisfactory and that a large number of HGV movements via Junction 22 would generate safety concerns.	Highways Agency do not raise any objection
Junction 22 is currently a busy and complex junction. It controls the movement of 5 roads, assisted by traffic lights. 2 of these roads already subject to heavy commercial traffic from industrial areas/	See appraisal
Traffic backs up along the B1389 onto the A12. Stationary	See appraisal

vehicles queuing to leave A12 causes traffic hazard. Alternate route via Hatfield Peverel adds 6 miles journey.	
Nearby housing developments will increase traffic on the A12. A12 will need to be improved.	See appraisal
Proposal would be tipping point, creating a very dangerous Junction 22.	See appraisal
Industrial development in a rural area. The industrial areas of Witham are north of the A12, which provides a natural barrier for the essentially rural villages to the south. Proposal will be within the River Blackwater valley, an area that should not be subject to large scale development such as that proposed. The development would be visible from miles away, which would detract from the essentially rural nature of the landscape.	See appraisal
The proposed development would be sited between narrow country lanes, particularly Little Braxted Lane to the west. These roads cannot support heavy goods traffic and would need to be substantially upgraded, which be detrimental to the local environment. Access to the site from the A12 slip roads at Witham North would also need to be upgraded.	See appraisal
Blackwater River is home to otters, a protected species. Proposal would endanger otters and all other wildlife in the area.	See appraisal
Proposal would cause more damage than has ever been experienced in the history of Little Braxted. Village should be left to its normal peaceful existence for future generations to enjoy.	See appraisal
Concerns regarding ongoing amendments to the proposal. Amendments an attempt to wear down opposition to the proposal.	See appraisal
Continued objection on grounds of unsafe local roads and HGVs crossing fast moving traffic on slip road when leaving the site for Chelmsford.	See appraisal
Objection to the proposal on the grounds that such an industrial development would destroy an attractive area of the river Blackwater.	See appraisal
Second exit proposed from the site giving access to Tiptree would result in even more traffic of a heavy nature going over Appleford Bridge, which is already a pinch point and is frequently damaged with the existing levels of use.	See appraisal
Would like to see a restriction on lorries leaving the site from the access turning right towards Tiptree.	See appraisal
The proposed site access points in Little Braxted Lane and via Colemans Bridge would involve heavy vehicles crossing or joining fast moving traffic on the A12, significantly increasing the likelihood of accidents at these junctions. New road layout conditions which are compliant with MLP policy S11 required.	See appraisal
To provide a buffer for otters and other wildlife, and to reduce the potential impact of dewatering of the river and local fishing lakes, quarry should be taken back from the river.	See appraisal
Provision should be made for a void to take flood water throughout the life of the quarry.	See appraisal
Local residents who currently enjoy a tranquil and picturesque setting. Steps should be taken to limit noise and pollution effects. Suggest excluding lorry movements on the weekends and a	See appraisal

wheel-wash for all vehicles leaving the site.	
Site is to be accessed from Little Braxted Lane. The transport statement which supports the application has been prepared on this basis and detailed designs have been provided for this point of access only. Request condition be imposed on any approval that prevents access to and from the site by any means other than the Little Braxted Lane access arrangements.	Lorry routeing plan proposed
The alternative access would make use of Braxted Road. While Braxted Road provides access to the A12 the on- and off-slip roads at this junction are short and, given the nature of the vehicle traffic likely to be generated by the proposed mineral extraction activities, may well give rise to a highway safety issue. It should be noted that the safety of accessing the site via the alternative access and Braxted Road has not been assessed in the transport statement.	See appraisal
Requests that should the proposal be approved, the air quality control measures required are both comprehensive and rigorous and are demonstrably sufficient to make the air quality impact of the proposed mineral extraction operation acceptable in all respects. Also request s that a system of monitoring be put in place to ensure that the air quality control measures are being properly implemented and are effective.	See appraisal
Until now detailed designs had only been submitted for the Little Braxted Lane access to the site. The application proposals therefore appeared to be predicated upon the site being accessed from Little Braxted Lane only. Detailed designs have now been submitted for a Braxted Road (Braxted Park Road) access. This suggests that the mineral extraction operation may use both accesses.	See appraisal.
The transport statement submitted with the application, which does not appear to have been updated as part of the additional information recently submitted, suggests that the Braxted Road (Braxted Park Road) access is an “alternative access”.	See appraisal
It is unclear what is meant by “alternative access” and the additional information submitted makes the position even less clear.	See appraisal
Requested that applicant be asked to clarify how the site, once operational, is proposed to be accessed, e.g. using just one of the proposed accesses or a combination of the two. If a combination, it would be useful to know what factors will determine which access is to be used when.	See appraisal
The Little Braxted Lane access remains the better of the two options. While Braxted Road provides access to the A12, the on and off slip roads are short and, given the nature of the vehicle traffic likely to be generated by the proposed mineral extraction activities, may well give rise to a highway safety issue.	See appraisal
The local infrastructure does not want, need or is able to support the scale of this and other proposed projects.	See appraisal
Roads and services are already at crisis point with daily traffic jams, accidents and general weight of traffic affecting business	See appraisal

and quality of life.	
Current damage to property, kerbs, bollards, road signs, road surface, drains will only increase further. Lorries are mounting and illegally running along pavements.	Noted
The slip roads, access and local infrastructure are completely inadequate only leading to a further increase in accidents, damage and the potential for loss of life.	See appraisal
The planned road access is unsafe. Brings a huge increase in traffic. Will profoundly affect local wildlife and residents.	See appraisal
Likely reduce local property values.	Noted
Potentially affect archaeology and ground water/flood prevention.	See appraisal
Create many years of significant disruption of visual and air quality of the local area.	See appraisal
Open the likely-hood of usage changes.	Would require planning application
The two Braxted bridges to Witham are a disgrace in planning terms both with considerable damage. The problem compounded by industrial encroachment over the Blackwater into the Braxteds.	Noted
Proposal all about money and the destruction of what was good farming land.	Noted
Any planning gains should be granted on the basis that the local council and local population benefit as much as the land owner from such permissions whereby ongoing income is split 30/70 in the grantees favour and huge upfront cash and cast iron warranties taken to cover any future restoration.	The NPPF clarifies that bonds should only be sought in exceptional circumstances
There is enough lake water in this area due to gravel excavations at Heybridge, Witham and Braxted. No more fishing lakes or conservation areas (or solar farms) are required.	See appraisal
Wildlife (including badgers, cormorants and otters) are nothing but pests to the fisheries and are covertly disposed of all the time	Noted
Already insuffiecnt land.	Noted
Objections on the grounds of Noise, mud, dust and disruption, congestion, damage to the local roads, flooding issues, endangering wildlife, possible damage to historical remains and areas and danger of lives on the A12 sliproad.	See appraisal
Concerns regarding the proposal, in particular traffic and highway issues.	See appraisal
Proposals for HGV movements to and from the site will have a significant impact on the Colemans Bridge A12 junction area, where traffic regularly builds up along both the slip roads and the approach lanes of the A12. Worse during rush hours. HGV movements would need careful management, as well as conditions limiting movements during certain parts of the day.	See appraisal
Conditions limiting movements during certain parts of the day would increase movement per hour during other times.	See appraisal
Proposal does not address Government plans to widen A12 to 3 lanes.	Highways England has assessed the proposal and no

	objection raised.
Queries the impact upon the local roads, particularly on Braxted Park Road and the current Appleford Bridge, which is a listed site and has limited capacity. Queuing to cross Appleford Bridge creates long tailbacks during busy periods. Proposal would have an adverse effect upon minor local roads, particularly as the crossroads between Tiptree Road and Braxted Park road which has been identified as a black spot for traffic accidents. In particular the cycling route from Maldon-Tiptree cuts across this junction and increased traffic would create safety fears.	See appraisal
Unsafe access on Little Braxted Lane/A12 slip road given volume of traffic. No safeguard against exit onto Braxted Rd leading to traffic problems on both Appleford Bridge and Rivenhall Hotel junction	See appraisal
Concerns regarding road safety and congestion. Despite weight limit, width and height restriction signs on the road past Colemans farm many lorries already end up in the lane in the wrong place causing congestion and damaging the road, hedges and trees. Proposal will exacerbate this.	See appraisal
HGVs will cause pollution and will damage the local wild life environment, as well as potentially causing air quality problems for the residents of the surrounding areas.	See appraisal
Concerns regarding noise and dust pollution, particularly when weather conditions are 'wrong'.	See appraisal
Quarry would add to the countryside already lost to solar farms.	Noted