A12 Chelmsford to A120 widening scheme
TR010060

6.3 ENVIRONMENTAL STATEMENT

APPENDIX 11.3 WASTE INFRASTRUCTURE ASSESSMENT

APFP Regulation 5(2)(a)

Planning Act 2008

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A12 Chelmsford to A120 widening scheme

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ENVIRONMENTAL STATEMENT APPENDIX 11.3 WASTE INFRASTRUCTURE ASSESSMENT

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WASTE RESOURCE MANAGEMENT

JACOBS UK LIMITED

A12 CHELMSFORD TO A120 WIDENING SCHEME

WASTE INFRASTRUCTURE ASSESSMENT

MAY 2022

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JACOBS UK LIMITED

A12 CHELMSFORD TO A120 WIDENING SCHEME

WASTE INFRASTRUCTURE ASSESSMENT

MAY 2022

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CONTENTS

EXECUTIVE SUMMARY

The proposed scheme between junctions 19 (Boreham interchange) and 25 (Marks Tey interchange) is proposed to improve safety, solve strategic traffic problems arising from inadequate and varying route standards, and reduce congestion and delay, which will collectively increase resilience along this key part of the strategic road network (SRN).

The Applicant is seeking powers to widen the existing A12 to three lanes (where it is not already three lanes) between junction 19 and junction 25. The proposed works extend for a total of 15 miles (24km).

The proposed scheme also includes safety-related improvements, including closing off existing private and local direct accesses onto the main carriageway, and alterations and improvements to existing non-vehicular routes along the A12 for walkers, cyclists and horse riders (WCH).

Major connecting roads include the A130, which joins the A12 at junction 19, and the A120, which joins the A12 at junction 25. The B1137 links Boreham to junction 19 and Hatfield Peverel, and the B1018 and the B1019 link Maldon to Witham and Hatfield Peverel respectively. The B1023 (Inworth Road) links Kelvedon to Tiptree, and Braxted Park Road connects Tiptree to Rivenhall End. These are the main local roads that connect directly to the A12 and therefore will be subject to some associated development to integrate the proposed scheme with the local traffic network.

The proposed scheme will also require the diversion and alteration of utilities, including apparatus for electricity, communications, water and gas. One of the high-pressure gas main diversions has the potential to be a Nationally Strategic Infrastructure Project (NSIP) in its own right under section 20 of the Planning Act 2008.

Policy 2 of the Essex and Southend-on-Sea Waste Local Plan 2017 requires that any non-waste proposals located within a Waste Consultation Area (WCA) must be supported by a Waste Infrastructure Assessment (WIA) to ensure that existing and allocated waste sites and infrastructure are protected from inappropriate neighbouring developments that may prejudice their continuing efficient operation. Policy 2 defines WCAs as extending up to 250m from the boundary of the existing or allocated waste infrastructure, and up to 400m from existing or allocated Water Recycling Centres.

The Order Limits of the proposed scheme passes through a number of WCA, namely Bulls Lodge Inert Recycling, Boreham Recycling Centre, Drovers Recycling Centre, Winsford Way Waste Transfer Station, Witham House Hold Waste Recycling Centre and Witham Water

Recycling Centre. Consequently, the requirements of Policy 2 are triggered and so a WIA is required as part of the planning application to assess and reduce any adverse impact of the safeguarded waste infrastructure sites arising from the proposed scheme.

The WIA is required to assess the impact of the safeguarded waste infrastructure upon the proposed scheme and vice versa arising through noise, dust, odour, traffic, visual or light and to identify proposed environmental management measures to reduce any impact.

Given the locations of the safeguarded waste infrastructure sites (i.e. within Industrial Estates and Industrial Parks) and the nature of the proposed scheme, it is considered unlikely that the safeguarded waste management infrastructure sites would be impacted by the proposed scheme or vice versa (through noise, dust, odour, visual or light) that would prejudice the efficient operation of these sites in line with their extant planning permissions. Indirect impacts (or proximal sterilisation) are more commonly associated with more sensitive land uses such as residential developments that could limit the operation of these sites.

For those infrastructure sites situated within close proximity to junction 19 (Boreham Interchange), it would be reasonable to expect some disruption in accessing those sites during the construction phase of works. However, traffic management plans would be prepared to keep disruption to a minimum.

1 INTRODUCTION

1.1.1 Wardell Armstrong LLP has been instructed by Jacobs UK Limited to produce a Waste Infrastructure Assessment Report as part of the DCO application for the proposed A12 Chelmsford to A120 widening scheme (the 'proposed scheme').

2 THE PROPOSED SCHEME

2.1 Proposed scheme overview

2.1.1 The proposed scheme between junctions 19 (Boreham interchange) and 25 (Marks Tey interchange) is proposed to improve safety, solve strategic traffic problems arising from inadequate and varying route standards, and reduce congestion and delay, which will collectively increase resilience along this key part of the SRN.

2.1.2 The Applicant is seeking powers to widen the existing A12 to three lanes (where it is not already three lanes) between junction 19 and junction 25. The proposed works extend for a total of 15 miles (24km).

2.1.3 The proposed scheme also includes safety-related improvements, including closing off existing private and local direct accesses onto the main carriageway, and alterations and improvements to existing non-vehicular routes along the A12 for WCH.

2.1.4 Major connecting roads include the A130, which joins the A12 at junction 19, and the A120, which joins the A12 at junction 25. The B1137 links Boreham to junction 19 and Hatfield Peverel, and the B1018 and the B1019 link Maldon to Witham and Hatfield Peverel respectively. The B1023 (Inworth Road) links Kelvedon to Tiptree, and Braxted Park Road connects Tiptree to Rivenhall End. These are the main local roads that connect directly to the A12 and therefore will be subject to some associated development to integrate the proposed scheme with the local traffic network.

2.1.5 The proposed scheme will also require the diversion and alteration of utilities, including apparatus for electricity, communications, water and gas. One of the high-pressure gas main diversions has the potential to be a NSIP in its own right under section 20 of the Planning Act 2008.

2.1.6 A detailed description of the proposed scheme can be found in Chapter 2: The proposed scheme, of the ES [TR010060/APP/6.1], and the location and extents of the proposed scheme are illustrated on Figure 1.1 of the Environmental Statement [TR010060/APP/6.2].

2.2 Application area in relation to safeguarded sites(s)

2.2.1 The geographic extent of the proposed scheme, which is defined by the Order Limits, is approximately 863ha, with permanent acquisition of land estimated at approximately 657ha.

2.2.2 These figures are consistent with the Order Limits issued for the proposed scheme on 9 January 2022. There has subsequently been a net reduction in the Order Limits.

2.2.3 Both the Order Limits and permanent acquisition areas include land that is already within the existing National Highways ownership boundary.

2.3 Construction programme and phasing

2.3.1 Construction is currently scheduled to start on site in Q1 2024. The proposed scheme would take approximately four years to construct, with the proposed scheme open to traffic in Q4 2027. Further details on construction programme and phasing are provided in Chapter 2: The proposed scheme, of the Environmental Statement [TR010060/APP/6.1].

3 PLANNING POLICY – WASTE SAFEGUARDING

3.1 Planning policy context

3.1.1 The proposed scheme falls within the administrative boundaries of Braintree District Council, Chelmsford City Council, Colchester Borough Council and Maldon District Council (as the Local Planning Authorities) and Essex County Council (ECC) (as the Waste Planning Authority).

3.2 National Planning Policy

3.2.1 The National planning policy for waste is currently set out in the "National Planning Policy for Waste" document, published by the Department for Communities and Local Government in October 2014. The document sets out detailed waste planning policies and should be read in conjunction with the National Planning Policy Framework and the Waste Management Plan for England (recently updated in January 2021 by the Department for Environment Food & Rural Affairs).

3.2.2 The key policy from the National Planning Policy for Waste is:

- Paragraph 8 – when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that the likely impact of proposed, non-waste related

development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities.

3.3 Local Planning Policy

3.3.1 Policy 2 'Safeguarding Waste Management Sites and Infrastructure' of the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP) seeks to ensure that existing and allocated waste sites and infrastructure are protected from inappropriate neighbouring developments that may prejudice their continuing efficient operation. Policy 2 defines WCAs as extending up to 250m from the boundary of the majority of existing or allocated waste infrastructure, and up to 400m from existing or allocated Water Recycling Centres.

3.3.2 Essex County Council, in its role as Waste Planning Authority, expects that any application in relation to these proposals be submitted with sufficient information such that the issues raised through Policy 2 of the WLP can be appropriately considered. The Waste Planning Authority requires that a Waste Infrastructure Assessment (WIA) be prepared for any application which falls within a WCA (except for those developments that are excluded from the safeguarding provisions). The detail to be provided should be in proportion to the nature of the proposed application.

3.3.3 The Order Limits area for the proposed scheme passes through a number of Waste Consultation Areas (WCA), for existing and allocated waste sites and infrastructure, as shown on Figure 11.1 of the Environmental Statement [TR010060/APP/6.2].

3.3.4 A list of relevant waste designations and specific facilities which would potentially be affected by the proposed scheme are listed in **Table 1** below and described in more detail in Section 4 of this report.

TABLE 1:
POTENTIALLY AFFECTED WASTE INFRASTRUCTURE AND ALLOCATIONS

Site Type	Site Name
Waste management infrastructure	Bulls Lodge Inert Recycling
	Boreham Recycling Centre
	Drovers Recycling Centre
	Winsford Way Waste Transfer Station
	Witham Recycling Centre
	Witham Water Recycling Centre

TABLE 1: POTENTIALLY AFFECTED WASTE INFRASTRUCTURE AND ALLOCATIONS	
Site Type	**Site Name**
**The information in this table was provided by Essex County Council in their Scoping Opinion (Planning Inspectorate, 2021) response, and is considered correct as of March 2021. No additional sites or planning applications were identified by Essex County Council in its statutory consultation response in August 2021.*	

4 WASTE INFRASTRUCTURE SITES POTENTIALLY AFFECTED BY PROPOSED SCHEME

4.1 Bulls Lodge Inert Recycling

Location

4.1.1 The inert recycling site is located at Bulls Lodge Quarry, Generals Lane, Boreham, Chelmsford, CM3 3HR, approximately 1.6km north of Boreham and three miles north-east of Chelmsford centre. Access to the A12 and A138 is available south of the site (via the Boreham Interchange/Generals Lane) which is then connected to the site via a 1.4km purpose built road.

Nature of safeguarded facility

4.1.2 Bulls Lodge Quarry is operated by Hanson, who let part of the quarry to Eurovia who took occupation of the site in 2013 and continues to operate the site as an inert waste recycling facility used in association with a highway maintenance contract.

4.1.3 The recycling facility is designated as a Strategic Aggregate Recycling Site under policy 5 of the Essex Minerals Local Plan. As a permitted inert waste recycling facility, the site is also safeguarded under the WLP (2017) under Policy 2.

4.1.4 Eurovia, as part of their contract with Essex County Council Highways, are also responsible for the supply of road chipping materials associated with highways resurfacing across the county.

4.1.5 The site comprises areas used for the stockpiling and processing of aggregates and for the processing of finer materials. A weighbridge is located adjacent to the entrance. Bunds are located along the entire northern and western boundaries of the site.

4.1.6 The northern half of the eastern boundary comprises a lesser bund, trees and shrubbery. The site also incorporates a lorry parking area and separate small sales area, fenced off with car parking and ancillary site offices.

Type of material handled/processed/supplied

4.1.7 The site has an established use as an inert recycling facility under planning permission ESS/15/15/CHL.

Throughput/capacity

4.1.8 The site is capable of processing up to 100,000 tonnes per annum[1] and has consent for the storage of up to 60,000 tonnes of unprocessed or processed waste/aggregate material.

4.2 Boreham Recycling Centre

Location

4.2.1 Located at Waltham Road Industrial Estate, Boreham, CM3 3AW.

Nature of safeguarded facility,

4.2.2 Operated by European Metal Recycling (EMR), the site processes ferrous grades such as iron and steel, as well as non-ferrous grades such as aluminium, brass, copper, lead and stainless steel, from a wide range of sources. This material is then sold for re-purpose.

Type of material handled/processed/supplied

4.2.3 Ferrous metal, non-ferrous metal, scrap vehicles, vehicle batteries, aluminium cans, cables, large domestic appliances, cookers/ovens, dishwashers, tumble dryers, washing machines, small electricals, toasters, kettles.

Throughput/capacity

4.2.4 c. 90,000 tonnes[1].

4.3 Drovers Recycling Centre (Chelmsford Recycling Centre)

Location

4.3.1 Situated at Drovers Way, Springfield, Chelmsford, Essex, CM2 5PP, the site is located on an area of land inter-locked between the A138 and A12, approximately 4km north-east of Chelmsford town centre.

4.3.2 Drovers Way itself is a cul-de-sac, which is accessed off Colchester Road (A130) roundabout, and serves as an access road for a number of industrial units and the

[1] Minerals and Waste Authority Monitoring Report (1 April 2017 to 31 March 2018)

Chelmsford car auction site.

4.3.3 The civic amenity site is located at the end of the road and vehicles enter the site to the far west performing a complete loop within the site to leave the site through a designated exit only to the east.

4.3.4 Planning permission for the provision of a civic amenity and recycling centre in this location was granted in 1994 (application reference: CC/CHL/15/94), by Essex County Council.

Nature of safeguarded facility

4.3.5 Essex County Council recycling centres are subdivided into two types: large recycling centres, and small recycling centres. Large and small recycling centres have different vehicle and site restrictions. The site is categorised as a large recycling centre and is operated by Veolia Environmental Services (UK) Plc (Veolia) under an Environmental Permit AB3702TN/V002.

Type of material handled/processed/supplied,

4.3.6 The site is permitted to accept and recycle household waste such as: batteries, books, car batteries, cardboard, clothing and textiles, cooking oil, engine oil, garden waste, general rubbish, light bulbs and fluorescent tubes, mixed glass bottles and jars, paint, paper, printer cartridges, scrap metal, small electrical appliances, tyres, wood and timber.

Throughput/capacity

4.3.7 c. 4,000 tonnes of hazardous waste[1] and c. 9,600 tonnes household waste[1].

4.4 Winsford Way Waste Transfer Station

Location

4.4.1 The site extends over an area of 1.3ha, situated at Winsford Way, Boreham, Chelmsford, Essex, CM2 5PD within Springfield Business Park and located between the A130 to the west and the A12 to the east. The surroundings are predominantly industrial and commercial.

4.4.2 Planning permission (ESS/65/13/CHL) for establishing the site as a Waste Transfer Station (WTS) was granted in 2012 and then later amended under planning permission ESS/31/13/CHL in August 2013. The WTS facility has been operational since June 2015.

Nature of safeguarded facility

4.4.3 Veolia operates a network of WTS, including the WTS at Winsford Way, across the area of Essex as part of the municipal waste collection contract with Essex County Council. The site is covered by an Environmental Permit MB3632AK/V002.

Type of material handled/processed/supplied

4.4.4 The site is permitted to accept household, commercial and industrial waste as well as municipal and food waste.

Throughput/capacity

4.4.5 The current planning permission (ESS/05/17/CHL) permits the throughput of 90,000 tonnes per annum[1].

4.5 Witham Recycling Centre

Location

4.5.1 The is located on Perry Road, Freebourne Industrial Park, Witham, Essex, CM8 3YZ, situated on land to the west of the A12.

4.5.2 Planning permission (ESX/22/93/BTE) for establishing the site as a Civic Amenity Site and WTS was granted in 1993.

Nature of safeguarded facility

4.5.3 The site is categorised as one of Essex County Council's small recycling centres.

Type of material handled/processed/supplied

4.5.4 The site is permitted to accept and recycle household waste.

Throughput/capacity.

4.5.5 c. 4,800 tonnes household waste[1].

4.6 Witham Water Recycling Centre

Location

4.6.1 Situated to the east of Perry Road, Witham, Essex, CM8 3YZ. The site is bordered to the north by industrial development and on the eastern side by the A12. The west side of the site is also bordered by industrial development. To the south is the River Brain. Presently, the site is comprised of underutilised operational land, associated with the water recycling centre.

Nature of safeguarded facility

4.6.2 The water recycling treatment facility is operated by Anglian Water Services Ltd and receives wastewater flows from the surrounding area and treats it to the required standard as a statutory sewerage undertaker. A Lawful Development Certificate was granted for the installation of a 386kW solar photovoltaic array and associated infrastructure to be erected upon unused land within the facility to generate nearly 1/4 million kWh of clean energy – which equates around 20% of the electricity used by the site to recycle used water.

Type of material handled/processed/supplied

4.6.3 Waste water.

Throughput/capacity

4.6.4 Not applicable.

5 POTENTIAL IMPACT OF SAFEGUARDED WASTE INFRASTRUCTURE SITES ON PROPOSED SCHEME

5.1.1 The proposed scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) of strategic importance at a regional and local level.

5.1.2 The indirect impacts (or proximal sterilisation) from the operation of the safeguarded waste infrastructure sites would more commonly be associated with more sensitive land uses such as residential developments that could limit the operation of such sites.

5.1.3 Given the nature of the proposed scheme, it is not considered to be susceptible to adverse impact from any of the safeguarded waste infrastructure sites arising through noise, dust, odour, traffic, visual or light.

6 POTENTIAL IMPACT OF PROPOSED SCHEME ON SAFEGUARDED SITES AND INFRASTRUCTURE

6.1.1 The assessment of potential impacts upon any of the safeguarded waste sites are those arising from the construction and operational phases of the proposed scheme between junction 19 (Boreham Interchange) and junction 20a (Hatfield Peverel South Interchange), and junction 21 (Witham South Interchange) and junction 22 (Colemans Interchange), where the sites are situated.

6.2 Loss of capacity / constraints

6.2.1 Whilst the Order Limits intersect with the WCAs defined around the safeguarded waste sites of Bulls Lodge Inert Recycling, Boreham Recycling Centre, Drovers Recycling Centre, Winsford Way Waste Transfer Station, Witham Recycling Centre and Witham Water Recycling Centre, the construction and operation of the proposed scheme would neither temporarily nor permanently intersect with the actual boundaries of the safeguarded waste infrastructure sites.

6.2.2 It is considered unlikely that the proposed scheme would result in impacts to these sites through loss of capacity or by constraining the operation of these facilities.

6.3 Distance of the proposed scheme from the safeguarded sites

6.3.1 The approximate distances between the waste infrastructure sites and the proposed scheme Order Limits (at their closest point) are summarised in **Table 2** below.

TABLE 2:
DISTANCE OF THE PROPOSED SCHEME FROM THE SAFEGUARDED SITES

Infrastructure Site	Distance to Order Limits
Bulls Lodge Inert Recycling	• 403m
Boreham Recycling Centre	• 114m
Drovers Recycling Centre	• 110m (along Drovers Way) • 140m (Chelmer Road)
Winsford Way Waste Transfer Station	• 78m
Witham Recycling Centre	• Adjacent (Perry Road) • 266m to A12 widening works
Witham Water Recycling Centre	• Immediately adjacent along eastern boundary of the water recycling centre

6.4 Traffic

6.4.1 For those infrastructure sites situated within close proximity to junction 19 – Boreham Interchange (i.e. Drovers Recycling Centre, Witham Recycling Centre and Witham

Water Recycling Centre), it would be reasonable to expect some disruption in accessing those sites during the construction phase of those works. However, traffic management plans would be prepared to keep disruption to a minimum.

6.4.2 Similarly, the recycling centre at Bulls Lodge may experience some traffic disruption from the proposed works between junction 19 (Boreham Interchange) and junction 20a (Hatfield Peverel South Interchange). Again, traffic management plans would aim to minimise the impact upon the business.

6.4.3 The other infrastructure sites at Boreham Recycling Centre and Winsford Way Waste Transfer Station are not expected to be directly impacted.

7 PROPOSED ENVIRONMENTAL MANAGEMENT MEASURES

7.1 General environmental management measures

7.1.1 All construction works would be undertaken with appropriate environmental controls in place, in line with an Environmental Management Plan (EMP). This would include the implementation of industry standard practice and measures for environmental impacts arising during construction.

7.1.2 A first iteration of the EMP is included with the DCO application [TR010060/APP/6.5], which outlines the essential mitigation developed as part of the Environmental Impact Assessment. A second iteration of the EMP would be developed and implemented by the Principal Contractor prior to the start of construction works, based on the requirements of the first iteration of the EMP.

7.1.3 An Outline Construction Traffic Management Plan (CTMP) has been prepared and submitted with the DCO application [TR010060/APP/7.7]. This provides detailed traffic management proposals for each phase of construction work. The Outline CTMP is a live document and will be reviewed and updated during the construction preparation stage and throughout the construction phase and handover period.

7.1.4 The following measures to reduce the impacts from traffic, working methods, noise and vibration, air quality and landscape and visual impacts apply to all the safeguarded waste infrastructure sites.

7.2 Traffic management

7.2.1 Speed restrictions would be in place from when the works commence until completion. Lane closures would be between the hours of 20:00 to 06:00 (traffic count dependant) and full closures from 21:00 to 06:00 (traffic count dependant).

7.2.2 Two-lane running would be maintained between the hours of 06:00 to 20:00 to minimise the disruption to traffic flows.

7.2.3 All diversion routes for full closures would be pre-signed and advance warning signs would be installed prior to the closure dates.

7.2.4 Overnight and weekend closures may be required at tie-in locations to install new road construction arrangements and complete surfacing.

7.3 Working methods during construction

7.3.1 The majority of works would be undertaken during normal daytime hours with appropriate traffic management in place. Normal daytime hours are considered to be between 07:30 and 19:00 between Monday and Friday, and 07:30 and 18:00 on Saturday. During the summer months, the working hours would extend to 07:00 to 21:00 to make use of the longer daylight hours.

7.3.2 In addition, there would be an hour before or after these times for site set up and close down (this would include activities such as deliveries, movement to place of work, general preparation works, maintenance and safety checking of plant and machinery and site clean-up, but would not involve operation of plant or machinery for construction works).

7.3.3 Work undertaken outside these hours, as well as on bank holidays, is considered off-peak working. There would be certain instances where evening, night-time or weekend working would be required (see Chapter 2: The proposed scheme, of the Environmental Statement [TR010060/APP/6.1]).

7.3.4 The two main compounds and satellite compounds would be in 24-hour operation at certain stages of the construction programme to facilitate off-peak working.

7.3.5 Aggregate processing facilities, which would be included in borrow pit areas and may include crushing, grading and washing of aggregates, would only be operational during normal daytime working hours.

7.3.6 Some off-peak working hours may be required for piling. Piling would likely be required for construction of new structures, including bridges, gantries and retaining walls.

7.3.7 Traffic diversions, alternative piling methods and offline bridge deck construction are methods that would be employed, where feasible, to reduce the duration of any inconvenience due to overbridge road closures.

8 CONCLUSIONS

8.1.1 Whilst the Order Limits intersect with the WCA buffer zones defined around the existing safeguarded waste sites (Bulls Lodge Inert Recycling, Boreham Recycling Centre, Drovers Recycling Centre, Winsford Way Waste Transfer Station, Witham Recycling Centre and Witham Water Recycling Centre), it is considered unlikely that the proposed scheme would give rise to any impact through loss of capacity or by constraining the operation of these facilities.

8.1.2 The construction of the proposed scheme would neither temporarily nor permanently intersect with the actual boundaries of the safeguarded waste infrastructure sites.

8.1.3 Given the locations of the safeguarded waste infrastructure sites (i.e. within Industrial Estates and Industrial Parks) and the nature of the proposed scheme, it is considered unlikely that the safeguarded waste management infrastructure sites would be impacted by the proposed scheme or vice versa (through noise, dust, odour, visual or light) that would prejudice the efficient operation of these sites in line with their extant planning permissions. Indirect impacts (or proximal sterilisation) are more commonly associated with more sensitive land uses such as residential developments that could limit the operation of these sites.

8.1.4 For those infrastructure sites situated within close proximity to junction 19 (Boreham Interchange), it would be reasonable to expect some disruption in accessing those sites during the construction phase of works. However, traffic management plans would be prepared to keep disruption to a minimum.

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