

A120 Link Road Feasibility Study

784-B077213

Stage 1 – Feasibility Study Report

Final

Uttlesford District Council

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Table of contents

1.0	Introduction	4
2.0	Planning and Designation Review	5
3.0	Opportunities and Constraints.....	14
4.0	Highway Network Review	20
5.0	Link Road Potential Benefits	29
6.0	Consents and Deliverability Review.....	31
7.0	Summary and Conclusions	36

Appendices

Appendix A – Taylors Farm Masterplan

Appendix B - Highway Improvements

Appendix C - Constraints Plan

Appendix D - Local Plan Modelling Outputs

Appendix E - Local Plan VISUM Delay Plots

Appendix F - Traffic Diagrams

Appendix G - Preliminary Cost Estimate

1.0 Introduction

1.1 Introduction

- 1.1.1 Tetra Tech has been appointed by Uttlesford District Council to undertake a feasibility study for a new link road (the “Link Road”) between the A120 and the employment allocation north of Takeley Street, on the Taylors Farm site, Uttlesford. The Link Road would provide a direct connection from the A120 at the Stansted Airport junction to the proposed employment development on Takeley Street.
- 1.1.2 The A120 forms part of the Strategic Road Network (SRN) which is operated, managed and maintained by National Highways. Takeley Street is the B1256 which forms part of the Essex County Council adopted highway network.
- 1.1.3 This study is being undertaken in three stages, with each stage being dependent on the outcome of the previous stage and the availability of funding for progression:
- Stage 1: Feasibility Study
 - Stage 2: Preliminary Design and Modelling
 - Stage 3: Preliminary Construction Cost Estimate
- 1.1.4 This report comprises Stage 1, a desktop Feasibility Study based on current policy, guidance and available data. It provides initial advice on the feasibility of a new link road and identifies potential mechanisms to secure the required consents and funding.

2.0 Planning and Designation Review

2.1 Introduction

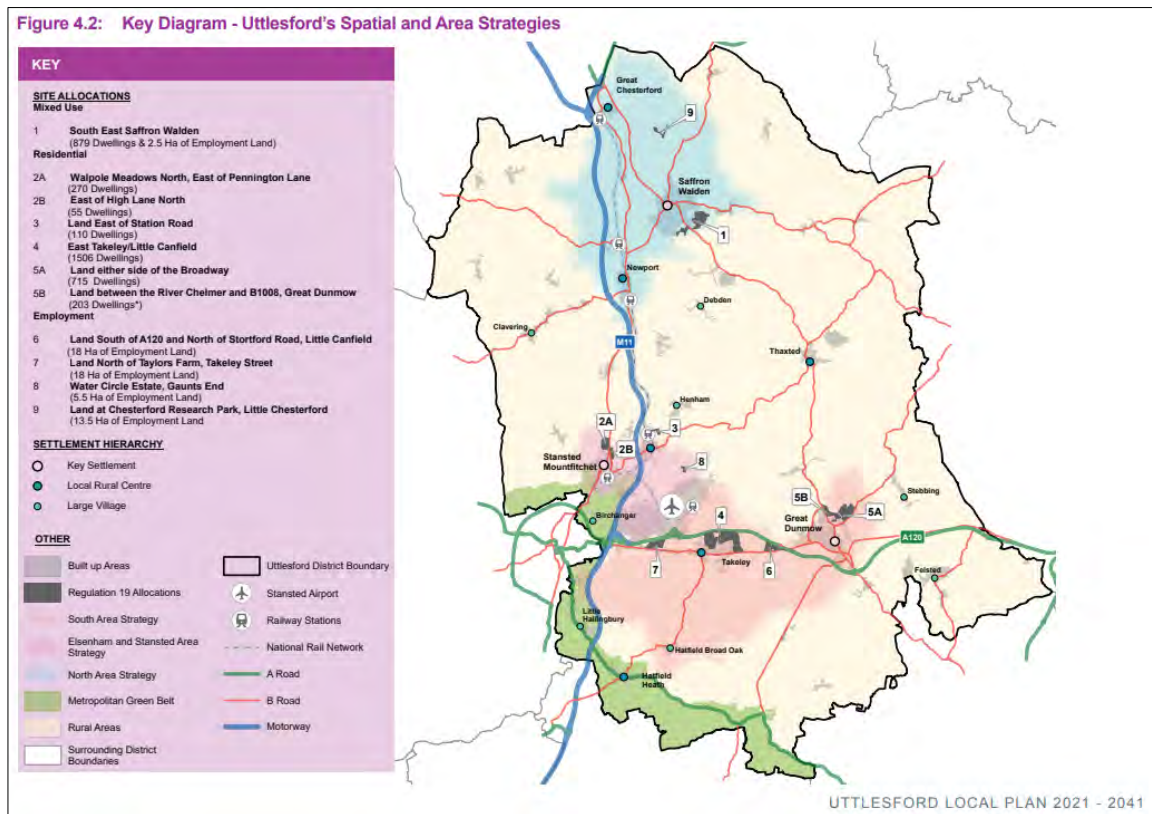
- 2.1.1 This chapter reviews planning policy and site designations. It summarises references to the Link Road and the proposed employment allocation in the Uttlesford District Local Plan. It also considers policies relating to nearby Stansted Airport.
- 2.1.2 This chapter also summarises any live (validated) planning applications in the vicinity, with their potential transport impacts summarised in the following chapter.

2.2 Local Plan Policy Context

- 2.2.1 The New Uttlesford District Local Plan (2021-2041) was submitted to the Planning Inspectorate in December 2024 and Examination hearings were held between June and July 2025. Main Modifications were consulted on through September and October 2025. In January 2026, UDC received the Inspector's Final Report on the Examination. The Plan is programmed to be adopted by UDC Full Council in March 2026.
- 2.2.2 In the Local Plan¹, Core Policy 10 allocates an 18-hectare employment site referred to as 'Land North of Taylors Farm, Takeley Street' as one of the key employment sites within the district in the South Area Strategy. **Figure 1** on the next page shows this in the context of the district, with its location between the A120 and Takeley Street, to the south of Stanstead Airport and west of Takeley village.

¹ [Local Plan Full Doc - high res no bleeds 2a.pdf](#)

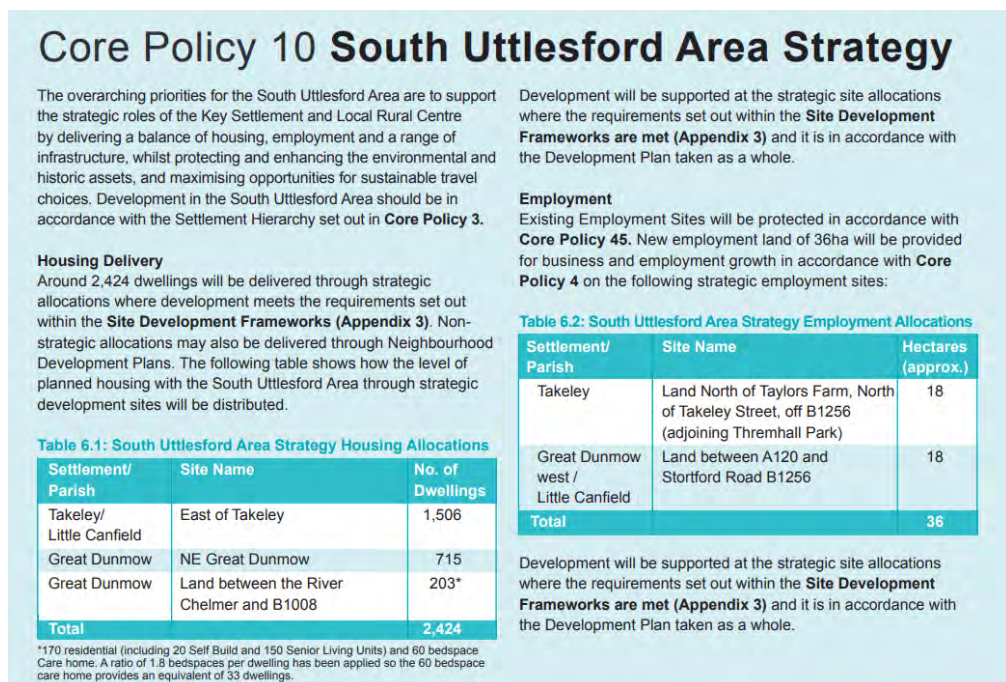
Figure 1 - Uttlesford's Spatial and Area Strategies



Extract from Uttlesford Local Plan

2.2.3 **Figure 2** below is the relevant Core Policy extract from the Local Plan relating to the allocation.

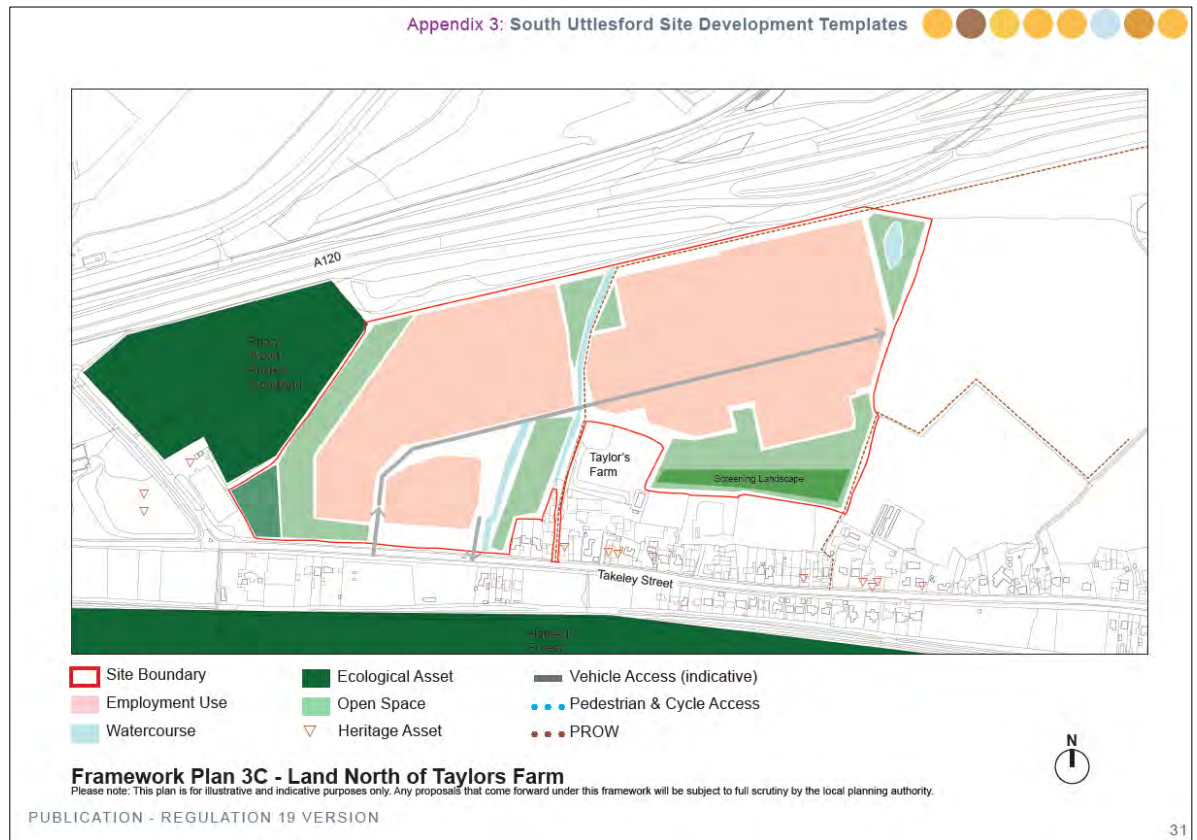
Figure 2 - Core Policy 10



Extract from Uttlesford Local Plan

2.2.4 **Figure 3** below shows the Framework Plan for the allocation (from Appendix 3 of the Local Plan). An indicative vehicular route is shown following a general east-west alignment through the allocation land, with a proposed access onto Takeley Street at the western side of the allocation land and the route extending to the allocation boundary to the east.

Figure 3 - Land North of Taylor's Farm Framework Plan



Extract from Uttlesford Local Plan

2.2.5 Core Policy 10 is also supported by Core Policy 13, which identifies transport schemes required for the delivery of the South Uttlesford Area, and Core Policy 14, which safeguards land required to deliver the transport schemes identified in Core Policy 13. **Figure 4** and **Figure 5** on the following page are the relevant Core Policy extracts for Core Policy 13 and 14.

Figure 4 - Core Policy 13

Core Policy 13 Delivery of Transport Schemes within the South Uttlesford Area

To deliver the growth in the South Uttlesford Area, transport infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area.

Transport infrastructure in Great Dunmow and Takeley will be required as follows:

- i. a sustainable and active travel corridor will be delivered through the Takeley strategic site which will be designed to accommodate all appropriate road users and deliver walking and cycling schemes to the highest standard. The route will only be available for buses and active travel west of Smiths Green Lane
- ii. contribute towards delivering strategic cycling and walking infrastructure improvements as identified in the Uttlesford and Essex Local Cycling and Walking Infrastructure Plan (LCWIP) including connections along the B1256 between Great Dunmow, Takeley, Stansted Mountfitchet and Bishop's Stortford
- iii. land is safeguarded (see **Core Policy 14**) to enable further feasibility work to consider the longer-term potential for direct access to the A120 from employment development at Takeley Street, and
- iv. upgrades to the Flitch Way including enhancements that improve safety, access, interpretation, multi-functional surfacing for all users and measures to improve biodiversity.

The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.

Extract from Uttlesford Local Plan

Figure 5 - Core Policy 14

Core Policy 14 Safeguarding of Land for Strategic Transport and Infrastructure Schemes in the South Uttlesford Area

Land is safeguarded to support the delivery of the following transport schemes as listed by **Core Policy 13**.

- i. land for the delivery of a public transport and active travel connection between Takeley and Stansted Airport multi-modal transport hub including improvements along Parsonage Road to improve connectivity for cyclists
- ii. land for the delivery of the western section of the sustainable and active travel corridor from the Parsonage Road roundabout through Land East of Parsonage Road to connect with the Takeley Strategic Mixed-Use Allocation
- iii. land to enable further feasibility work to consider the longer-term potential for direct access to the A120 from employment development at Takeley Street, and
- iv. land to enable longer-term expansion of the secondary school at Takeley, adjoining the allocation made by this plan, should this be found to be needed following more detailed feasibility work.

Any proposals for development that may reasonably be considered to have the potential to impact the delivery of the identified schemes (as shown in **Appendix 8** and the Policies Map)* would need to demonstrate the proposal would not, in fact, harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed.

* The area shown on **Appendix 8** and the Policies Map illustrates where the policy will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Essex County Council and other relevant parties.

Extract from Uttlesford Local Plan

2.2.6 The Post Hearing Note (July 2025)² did not raise any specific issues around the principles of the employment allocation or the transport infrastructure and corresponding safeguarding policies and this position was also reiterated in the Inspector's Final Report (January 2026)³.

2.2.7 On transport, the Inspector's final report concludes that, although additional development will increase traffic and congestion, agreement in principle has been reached with National Highways and Essex County Council on further assessments for M11 Junction 8 and no

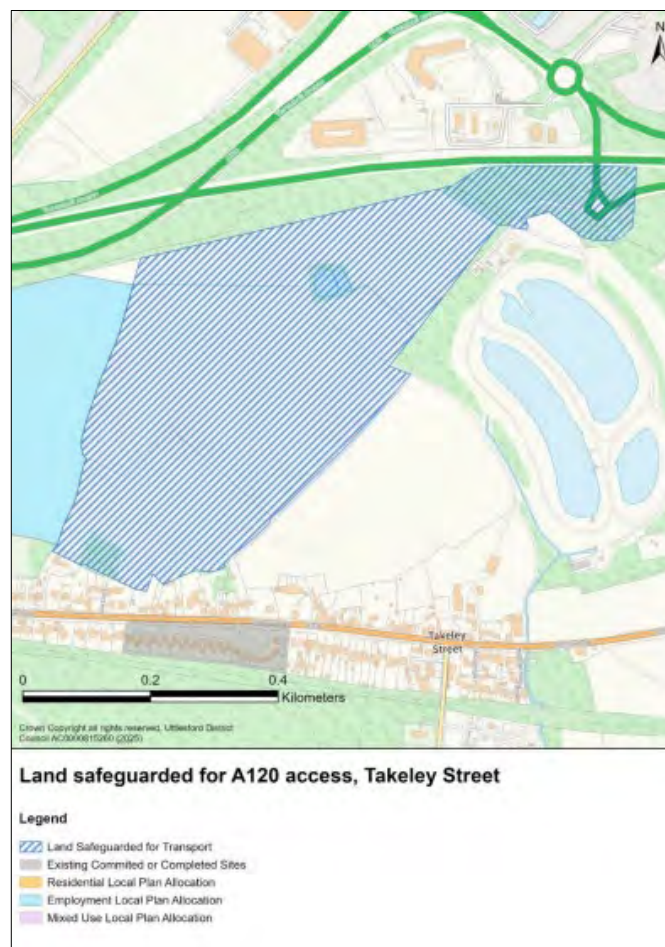
² [Uttlesford Local Plan 2021-2041 Examination Post Hearing Note](#)

³ [Uttlesford Local Plan Inspector's Report](#)

formal objections were raised to the Plan. The Inspector also considered it justified to safeguard land for further feasibility work to provide a direct access between the A120 and the Taylors Farm employment site allocation, recognising the potential advantages if such an access is achievable. This safeguarding is secured through Core Policy 14.

- 2.2.8 The area of land to be safeguarded for the necessary transport infrastructure as described in Core Policy 14 is proposed as a Modification to the Policies Map. The Modification included for an expansion of the area to cater for a range of possible options. The area proposed for the safeguarding abuts the site allocation and is shown in **Figure 6** below.

Figure 6 - Safeguarded Land for A120 access



Extract from Uttlesford Local Plan Modifications Map

- 2.2.9 In addition to policies for the employment allocation north of Taylors Farm, this review has also considered Emerging Local Plan policies relating to nearby Stansted Airport and the Countryside Protection Zone.
- 2.2.10 Core Policy 12 defines the Stansted Airport Countryside Protection Zone, which protects the area surrounding the airport to conserve and enhance its rural character. Any permitted development within this area must be sensitive to the characteristics and

landscape of the countryside protection zone. The policy does not however, identify specific types of development which will be permitted, or prohibited.

- 2.2.11 The Local Plan establishes the principle of the development allocations, but the delivery of the Link Road as an infrastructure scheme is not a policy requirement for the Local Plan and is not identified as essential infrastructure in the Local Plan Infrastructure Delivery Plan (IDP). The allocation for land north of Taylors Farm does, however, require safeguarding land for a future Link Road and this should be secured through the planning process
- 2.2.12 The Local Plan examining Inspectors⁴ found that the policy requirement was sound and confirmed that: “This safeguarding proposal is justified as there are advantages to direct access from the A120 if that can be achieved. “

2.3 Local Transport Plan (LTP4) Policy Context

- 2.3.1 Essex County Council has started preparing its new Local Transport Plan (LTP4) ‘*A Better Connected Essex*’. This includes an overall draft strategy, with 13 supporting area-specific implementation plans. In the emerging LTP4, the area around Takeley is covered by the North West Essex Implementation Plan.
- 2.3.2 The LTP Implementation Plan does not specifically identify the Link Road as a transport scheme. It does, however, have desired outcomes, including maximising the business potential of Essex and ensuring the transport network has a secure and long term future. The A120 Link Road could contribute to achieving these outcomes by providing more direct access to employment and providing alternative routes which would ease pressures on M11 Junction 8.

2.4 Relevant Planning Applications

- 2.4.1 Planning applications have been submitted for development of the Taylors Farm employment allocation and for expansion of nearby Stansted Airport.

Land North of Taylors Farm

- 2.4.2 A planning application for the allocation site was submitted to Uttlesford District Council in October 2025 (Ref: UTT/25/2786/OP) and at the time of writing is awaiting completion of traffic modelling at M11 Junction 8 before the application can be determined. The Taylors Farm development consists of 83,000sqm GFA of mixed employment uses, with an

⁴ https://www.uttlesford.gov.uk/media/14064/Local-Plan-Inspectors-Report/pdf/Uttlesford_Local_Plan_2021-2041_Examination_Report.pdf?m=1768841792443

assumed mix of 70% B2/B8 (industrial estate / warehousing and distribution) use and 30% E(g)(i) (office) use as well as a central on-site mobility hub. The unit mix was agreed through consultation with Essex County Council and National Highways for the purposes of assessing highways and transport impacts. The masterplan submitted with the planning application can be seen in **Appendix A**.

- 2.4.3 The development proposes two vehicular accesses onto the B1256 corridor, with the eastern junction designed as an emergency access that can also be used by active travel modes and buses. This access comprises a standard three-arm priority junction arrangement and is proposed to be barrier-controlled to prevent unauthorised use.
- 2.4.4 The western access is proposed for use by general traffic generated by the development and will comprise a signal controlled three-arm junction. The design of the access will discourage the left-turn-out and right-turn-in movements to and from the B1256 east respectively to promote westbound vehicle routing through M11 Junction 8 rather than towards Takeley and the Four Ashes signal junction.
- 2.4.5 It is noted that at the time of writing the ECC Highways response is an interim response pending review of VISSIM modelling outputs to be submitted by the applicant. It is also understood that National Highways share this position.

Stansted Airport Expansion

- 2.4.6 In 2024 an interim improvement scheme was delivered at M11 Junction 8 by Essex County Council and National Highways to support growth at Stansted Airport under a previous 2008 planning permission to increase terminal passenger throughput to 35 million passengers per annum (mppa). The scheme involved traffic signal upgrades together with widening of both M11 off slips to accommodate additional approach lanes to the M11 Junction 8 roundabout. The A120 (W) approach was also widened from two lanes to three over a longer distance, with the reconfiguration of the Birchanger Roundabout into a signal controlled staggered crossroads. The improvement scheme was included in the Reference Case scenario of the A120 corridor model for the Local Plan modelling. Scheme drawings are provided in **Appendix B**.
- 2.4.7 In 2018, a planning application (REF: UTT/18/0460) was submitted for the expansion of Stansted Airport operations to accommodate 43 mppa (comprising two new taxiway links to the existing runway, and six additional remote aircraft stands to enable 274,000 aircraft movements). The application was approved in May 2021 following an appeal. It was acknowledged that, whilst the development would have some traffic impact at M11 Junction 8, a longer-term solution would not be delivered by the applicant given the requirement for a more comprehensive scheme to be delivered by Essex County Council /

National Highways in the future. A financial contribution was therefore made through a S106 Agreement as an appropriate form of off-site highways mitigation. A mitigation scheme was subsequently identified to complement the works delivered by Essex County Council and National Highways in 2024, known as the 'Interim-Plus' scheme. This involved widening the Birchanger Services entry to the roundabout to three lanes, as well as extending lane lengths over the southern roundabout circulatory carriageway (forming the southern bridge over the M11 mainline carriageway) and the A120 eastbound approach. The scheme was delivered in 2025, and a scheme drawing is contained in **Appendix B**. Given the timelines, this scheme was not included in the Local Plan modelling.

- 2.4.8 A further planning application was subsequently submitted in June 2025 (REF: UTT/25/1542/FUL) and is currently awaiting determination. The proposal is to increase the airport terminal passenger movement limit at Stansted Airport from the previously consented 43 mppa to 51mppa. The development seeks to make best use of Stansted's existing runway capacity, in line with national policy. The proposed growth in passenger numbers is in line with a transition to larger aircraft. This is consistent with aviation forecasts and aspirations for growth set out in the airport's draft Sustainable Development Plan (SDP) published for consultation in December 2024. The transport work undertaken to support this planning application concluded that the delivery of the 'Interim-Plus' scheme at M11 Junction 8 will be sufficient in alleviating any traffic impact generated by the proposed expansion of Stansted Airport terminal passenger movements to 51 mppa.

Northside Development

- 2.4.9 A planning application was submitted in February 2022 for development of 195,100sqm of employment land at Stansted Airport. The development, known as 'Northside', received planning consent (subject to conditions) in August 2023. Off-site highway mitigation schemes were identified at both the M11 Junction 8 and Priory Wood roundabouts to alleviate the traffic impacts of the development. The M11 Junction 8 improvement scheme was designed to be delivered in addition to the Interim and 'Interim-Plus' improvement schemes delivered by Essex County Council and National Highways in 2024 and 2025 and involves the widening of the circulatory carriageway to four lanes between the B1256 entry arm and southbound on slip on the southeastern quadrant of the gyratory. The scheme identified at the Priory Wood roundabout involves full signalisation of the junction along with widening at the A120 (W) and Round Coppice Road entry arms to accommodate three approach lanes. At the time of writing, both the M11 Junction 8 and Priory Wood Roundabout improvement schemes have yet to be delivered. However, because the Northside application received planning consent during the Local Plan adoption process,

both schemes were incorporated into the A120 corridor model Reference Case scenario for the Local Plan modelling. Scheme drawings are provided in **Appendix B**.

3.0 Opportunities and Constraints

3.1 Introduction

- 3.1.1 This chapter reviews the opportunities and constraints that affect the physical delivery of the A120 Link Road. Other opportunities and constraints in relation to policy position, delivery mechanisms and potential sources of funding are considered in the respective chapters.

3.2 Opportunities

- 3.2.1 A key delivery opportunity is to consider where benefits of the link road could be shared with other proposals in the area and where existing infrastructure could be utilised and or enhanced.
- 3.2.2 Both the Local Plan and the emerging LP4 make commitments to improving sustainable travel links to and from Stansted airport. As the A120 Link Road does not feature as a scheme in the Local Plan IDP or as an emerging LTP4 scheme, the specific alignment is not highlighted as a route for sustainable access. However, the general principles are to improve connectivity from the south of the airport, and the A120 Link Road could also serve this purpose. If delivered in stages, an initial non-vehicular link could provide an initial active travel connection and establish the corridor alignment ahead of a later vehicular link.
- 3.2.3 South of the A120 where the Link Road would cross the allocated development land, there is an opportunity for a significant proportion of the infrastructure to be delivered as part of the Taylors Farm development. Negotiation will be required to ensure that what is delivered meets link road standards rather than typical development road standards. As a minimum, the Local Plan policies provide a basis to ensure that any road through the development, if it does not meet link road standards, will still provide sufficient options for future delivery.
- 3.2.4 The Link Road will also cross land that is currently not allocated for development. Provision of the Link Road may therefore also benefit future development of this land by providing a means of access that otherwise wouldn't exist.

3.3 Constraints

- 3.3.1 A Constraints Plan has been prepared based on the findings from a desktop study and can be seen in **Appendix C**. Given the area covered within the safeguarded land, it is likely that most of these constraints can be overcome through design and engineering.

Airport Operations

- 3.3.2 A key constraint is land ownership around the A120 junction, particularly where the northern end of the link road would join. An existing access from the southern roundabout at the A120 junction leads directly into land owned by Stansted airport; this is a service access used by the airport for its balancing pond. Further consideration and negotiation with the airport will be required to evaluate options. **Figure 7** below shows the Stansted airport land-ownership boundary, the balancing pond access and the potential Link Road alignment.

Figure 7 - Stansted Balancing Pond Access

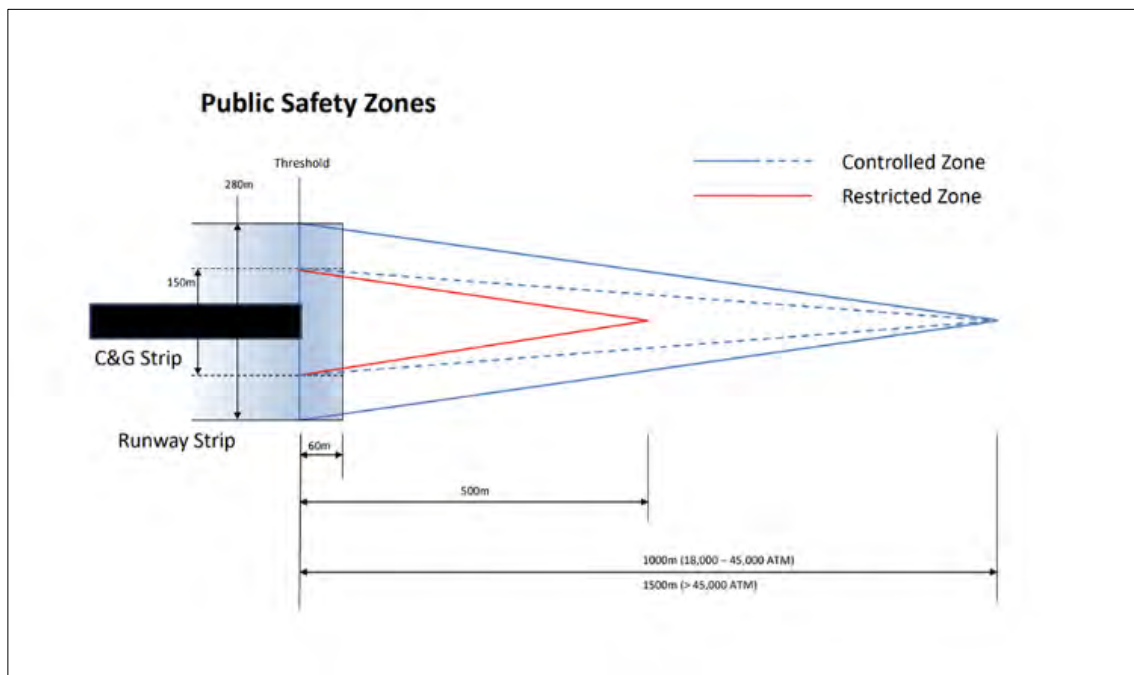


- 3.3.3 Given the layout of the existing roundabout and the access road, options must be investigated that maintain airport security and balancing pond maintenance whilst providing adequate access for a new link road. Early negotiations with the Airport will be required with a view to achieving a mutually agreeable solution. However, if necessary, compulsory purchase may need to be considered.
- 3.3.4 Land can be acquired by a public authority, including a highway authority, by Compulsory Purchase Order (CPO) to deliver infrastructure for the public good. There appears to be no recorded case of an airport resisting a CPO; instead, disputes more commonly involve airports seeking CPOs for operational expansion. Advice should be sought on the legal

and procedural aspects of a CPO, but airport ownership alone does not appear to necessarily preclude land acquisition.

- 3.3.5 However, it should be noted that if Stansted Airport, as a statutory undertaker, raises and maintains an objection on the grounds of serious detriment to its operations, that objection will be subject to a special Parliamentary Procedure.
- 3.3.6 The Department for Transport has published guidance, Control of Development in Airport Public Safety Zones, on restrictions within Public Safety Zones (PSZ) which are located at the end of runways. The PSZs are in place at the ends of runways to minimise the risk of death or injury to persons on the ground should an aircraft accident occur during take-off or landing. The size of the PSZ is dependent on a number of factors but typically takes a triangular shape extending from the end of the runway as illustrated in below.

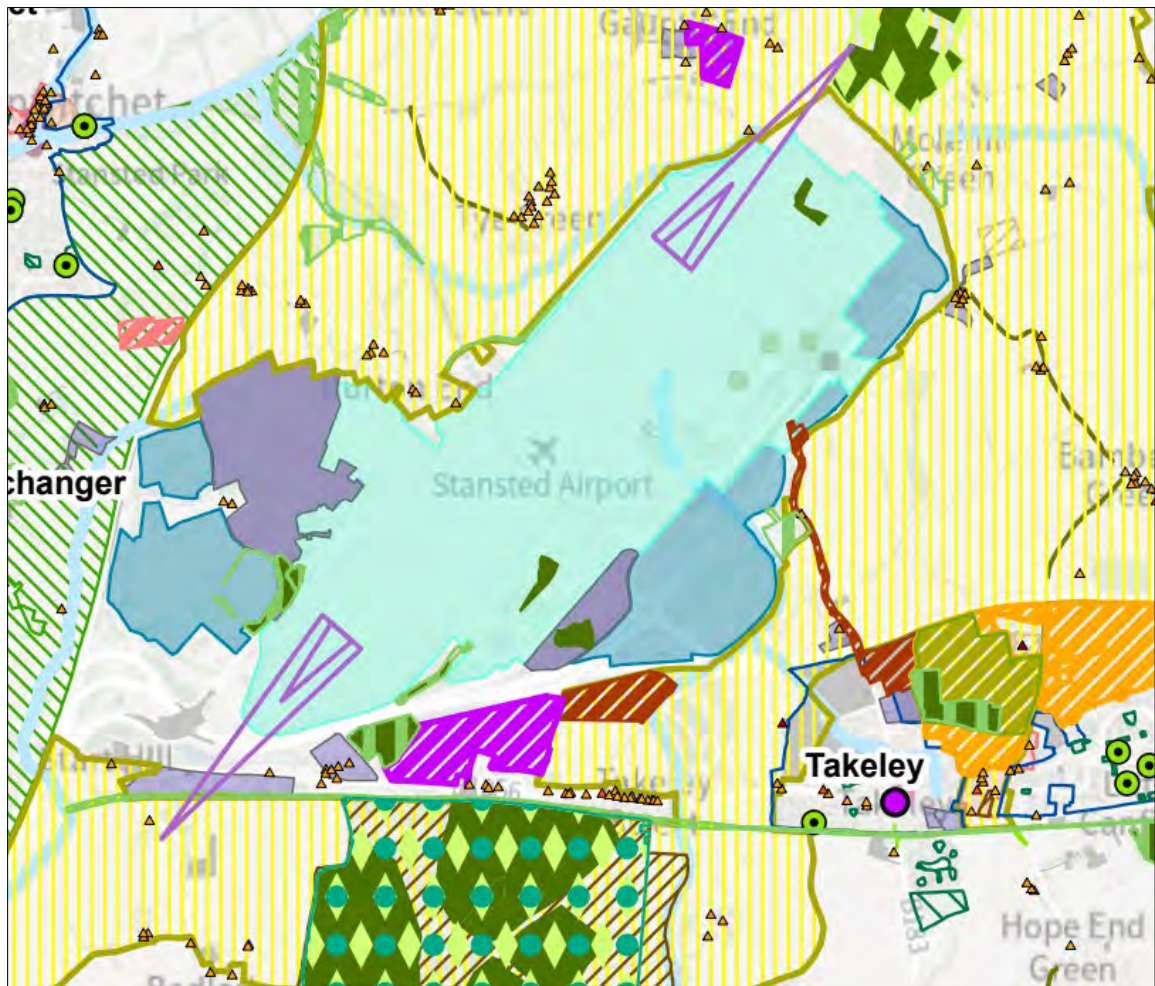
Figure 8 - Public Safety Zone



Extract from .gov.uk

- 3.3.7 An extract of the Local Plan policies map is shown in **Figure 9** on the next page which contains the PSZ for Stansted Airport. Given the orientation of the runway at Stansted Airport, the PSZ does not interact with the area being considered for the employment allocation or the land safeguarded for transport infrastructure.

Figure 9 - Stansted Airport PSZ



Extract from Uttlesford Local Plan

Third Party Land

- 3.3.8 In addition to land under airport control, the Link Road alignment will cross other third-party land not controlled by the Takeley employment allocation promoters or Stansted Airport. These parcels may be acquired through negotiation or, if necessary, the CPO process. Provision of the Link Road may also benefit future development of these parcels by providing a means of access that otherwise wouldn't exist. Alignment options should be considered to minimise the number of landowners involved. The Countryside Protection Zone (CPZ) designation may simplify negotiations, since it significantly restricts the alternative development potential of land to be acquired.

Alignment Constraints

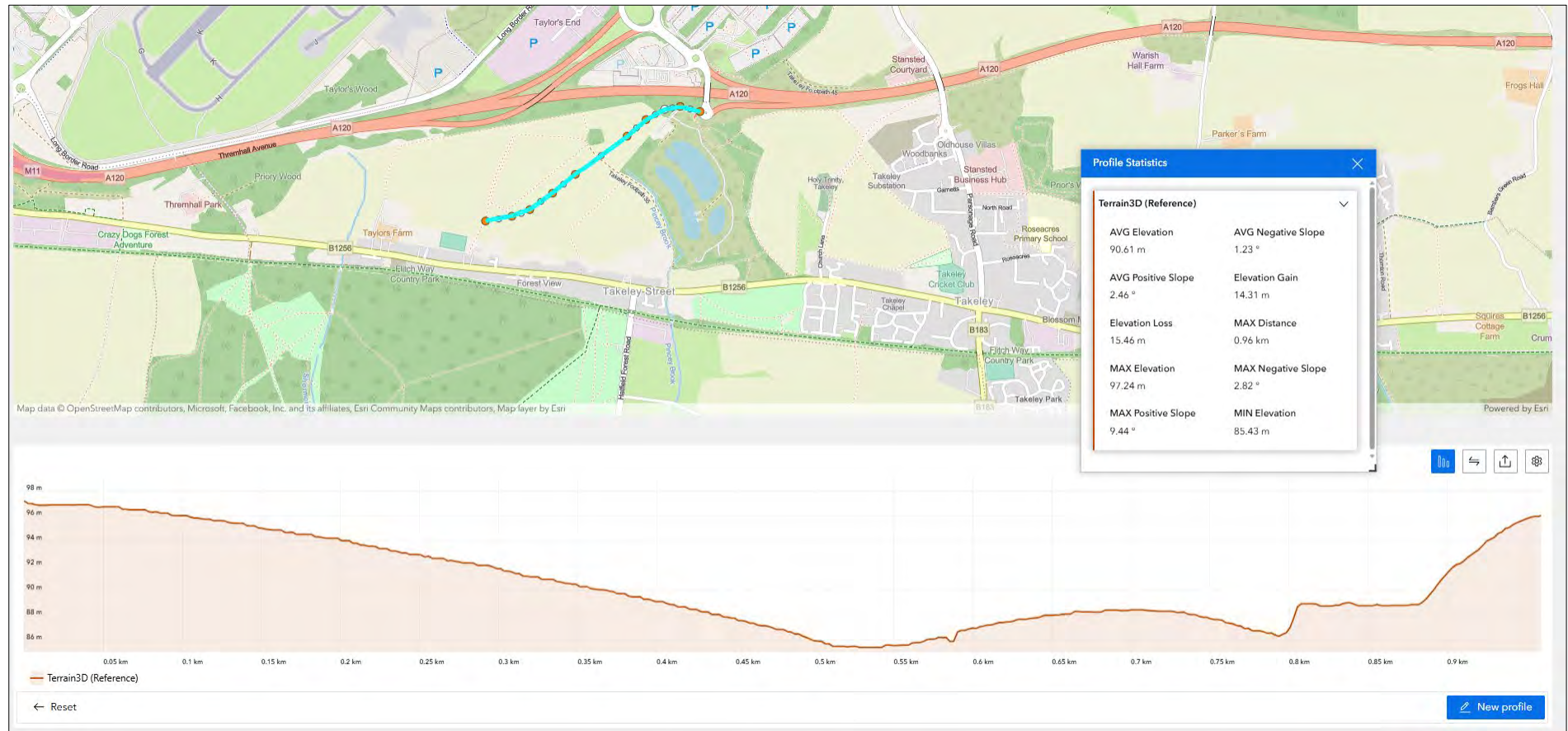
- 3.3.9 **Figure 10** on page 18 shows a typical profile along the general alignment of the proposed link road. The topography exhibits an overall elevation difference of approximately 15 m, although each end differs by only about 1 m, which provides opportunities to minimise the net level change.

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- 3.3.10 To assist accessibility for potential pedestrian and cycle use, the maximum recommended gradient is typically 5% (1 in 20) as steep slopes can present barriers to walking and cycling. Following the current topography the maximum gradient is approximately 9% over the length of the Link Road, meaning that some earthworks will be required to achieve gradients which are appropriate for walking and cycling.
- 3.3.11 The alignment of the Link Road will pass through the Countryside Protection Zone as described in Section 2.2. Whilst new road development is not prohibited within the CPZ an alignment will need to be identified that minimises visual impacts on the landscape.

Environmental Constraints

- 3.3.12 The Constraints Plan identifies no trees protected by Tree Preservation Orders (TPOs) around the proposed link road. However, several hedgerows will be crossed and there is a cluster of mature trees to avoid. Further investigation is required to identify options that minimise environmental impacts.
- 3.3.13 Although the site is not in a classified Flood Zone, Pincey Brook runs through the safeguarded land. If necessary, an appropriate crossing location will need to be identified. The presence of the watercourse may also give rise to natural habitat impacts that must be considered.
- 3.3.14 The link road will require drainage, which may include balancing ponds. It is therefore likely to have environmental impacts that will need mitigation to reduce harm, for example by providing additional green infrastructure to offset effects arising from construction.

Figure 10 - Typical Link Road Profile



4.0 Highway Network Review

4.1 Introduction

- 4.1.1 This chapter reviews the highway network conditions based on currently available information. This includes a review of the strategic modelling outputs which formed part of the evidence base for the Local Plan, as well as a review of the Transport Assessments submitted with the Taylors Farm and Stansted Airport planning applications. This is an interim/initial view which will require reconsideration following completion of VISSIM modelling which is currently underway to support the Taylors Farm application

4.2 Local Plan Modelling

- 4.2.1 Localised corridor modelling was undertaken in 2023 using VISUM software as part of the Uttlesford Transport Study forming part of the Local Plan evidence base. The A120 VISUM Model includes settlements along the A120 corridor including Takeley, Great Dunmow, Stansted Airport and the M11 Junction 8 and Priory Wood roundabouts. The model was accepted by both National Highways and Essex County Council as being suitable for assessing the traffic implications of Local Plan developments.
- 4.2.2 The model used a 2040 forecast year to assess network performance at the end of the Local Plan period, with future Local Plan allocations included and several mitigation packages tested. The mitigation packages did not include the A120 Link Road but showed that Local Plan developments could manage transport impacts to an acceptable level for the Plan to be found sound.
- 4.2.3 Several scenarios were assessed for the Local Plan, including a 2040 Reference Case that included all committed developments but excluded Local Plan site allocations. At the time the Local Plan evidence base was prepared, assumptions were made for Taylors Farm and the consented expansion of Stansted Airport aviation operations to 43 mppa, to assess their wider impacts. The current Stansted Airport expansion proposal (to increase to 51 mppa) was not in the planning system at the time and was therefore not considered.
- 4.2.4 The Reference Case modelling scenario forecast that AM peak hour traffic along several sections of the B1256 would exceed 600 vehicles in the westbound direction by 2040. In the eastbound direction, traffic flows were typically forecast at circa 350 vehicles, although this increased to exceed 500 vehicles to the east of the Four Ashes signal junction in the centre of Takeley.

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- 4.2.5 With the addition of Local Plan development traffic, peak hour flows along the B1256 are forecast to experience the largest increase in traffic (by approximately 280 vehicles) during the AM peak in the eastbound direction, equating to a development impact of circa 25%. Whilst the traffic impact forecast in the PM peak resulted in westbound flow increases of over 40%, equivalent to circa 200 vehicles.
- 4.2.6 At the M11 Junction 8 and Priory Wood roundabouts, development traffic impact was forecast to be comparatively small, with the largest impacts (around 6%, equating to circa 50 vehicles) expected at the M11 northbound off slip and southbound on slip during the AM and PM peaks respectively. An increase of 67 vehicles is expected to be generated by the Taylors Farm development on the westbound approach to the Priory Wood roundabout during the AM peak but is likely to experience negligible effects elsewhere. Development traffic impacts during the PM peak are also expected to be negligible.
- 4.2.7 Tables summarising more detailed traffic flow forecasts from the Local Plan modelling have been provided in **Appendix D**. The tables demonstrate the high percentage impacts expected from Local Plan development on the B1256. At the M11 Junction 8 and Priory Wood roundabouts the percentage impacts are significantly less, but this is in part due to the base traffic volumes at these two locations being higher.
- 4.2.8 The modelling work identified that key junctions in the Takeley area, including the Four Ashes junction, and the M11 Junction 8 and Priory Wood roundabouts all experience congestion related delays, both in the Reference Case and the Local Plan development scenarios. The level of delays can be seen in the VISUM delay plots in **Appendix E**. The plots show that overall levels of delay are generally worse in the AM compared to the PM. The most notable local impacts from the inclusion of the Local Plan development sites are increased congestion in both peaks at the Four Ashes junction and on the surrounding local road network.
- 4.2.9 **Appendix F** shows relevant traffic flow diagrams from the A120 VISUM model outputs, including 2040 Reference Case flows, 2040 Local Plan flows, and modelled flows from the Taylors Farm application.
- 4.2.10 Currently, traffic between the A120(E) and the allocated employment land, B1256 Takeley Street, and other developments between Takeley village and M11 Junction 8 must either route via M11 Junction 8 and the Priory Wood roundabout, or via the Four Ashes junction and Canfield to access the A120 at the Dunmow West interchange.
- 4.2.11 Modelling undertaken as part of the Local Plan identified that from a network performance perspective the theoretical preferred route choice for Taylor's Farm development traffic is through the Four Ashes junction in Takeley for eastbound traffic, to then join the A120 at

Canfield for onward eastbound travel. This is because the alternative route via M11 Junction 8 requires drivers to negotiate six sets of traffic signals around M11 Junction 8 and then negotiate three further sets of signals at the Priory Wood roundabout⁵ before heading east on the A120.

- 4.2.12 The modelling demonstrated that the preferred route choice for Taylor's Farm development traffic arriving from the A120(E) is via the A120, left at the Priory Wood roundabout and left at M11 Junction 8 onto the B1256, which results in less delay than driving through Takeley village on the B1256.
- 4.2.13 These modelling outputs and broader considerations informed the Local Plan policy position for the strategic allocation to direct traffic from the Taylors Farm employment site towards the M11. This approach reflects the expected traffic demand which demonstrated that without any control measures the Taylors Farm development traffic would significantly increase delays and queues at the Four Ashes junction in Takeley.
- 4.2.14 The Taylors Farm planning application reflects the Local Plan policy requirements as the site access arrangements are proposed to direct traffic westbound towards M11 Junction 8. This will reduce traffic impacts at the Four Ashes junction and on the B1256 through Takeley but will put additional traffic demand on M11 Junction 8 and on the Priory Wood roundabout. For this reason, the highway authorities now require the developer to undertake further detailed modelling at M11 Junction 8 to determine traffic impacts.
- 4.2.15 **Table 4-1** below summarises vehicle trips for the Taylors Farm application and two-way flows from the Local Plan VISUM model for the Reference Case and Local Plan scenarios at the location of the proposed access to the site.

Table 4-1: Local Plan Modelling Development Flow Impact

	Taylors Farm Application Flows (VPH)			Two-Way Local Plan Modelling Flows (VPH)	
	In	Out	Two-way	Reference Case	Local Plan*
AM Peak	422	71	493	935	1,139
PM Peak	53	352	405	841	1,075

**Note: Local Plan flows include Taylors Farm traffic*

- 4.2.16 This shows that near the site, Taylors Farm traffic represents approximately half of the Reference Case traffic flows. A more detailed breakdown of the percentage impact at individual links is provided in **Appendix F**.

⁵ The Priory Wood roundabout is currently not signal controlled, but the Local Plan modelling reflected the consented Northside development which includes for provision of full signal control.

- 4.2.17 The B1256 through Takeley is best classified as an Urban All-Purpose 3 (UAP3)⁶ road, which is a variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings, typically with speed limits of 30mph to 40mph. Near the site the B1256 best corresponds with the 6.1m carriageway width in Table 2 of TA79/99, meaning that the busiest direction flow (assuming a 60/40 directional split) is 900 vehicles per hour. This shows that from a link flow perspective the B1256 remains within capacity in all the modelled scenarios, and therefore the operational constraint is junction capacity.
- 4.2.18 In summary, the Local Plan modelling indicates Taylors Farm development traffic would naturally route east through Takeley unless restrictions are imposed. The modelling also shows congestion at the Four Ashes junction would worsen due to the additional traffic but remain manageable.

4.3 Comparing TA Modelling against Local Plan Modelling

- 4.3.1 To supplement the modelling undertaken for the Local Plan and to gain a better understanding of the potential network operation in the area, the Transport Assessments submitted for the Taylors Farm and the Stanstead Airport 43mppa+ applications have also been reviewed and compared against the Local Plan modelling assumptions.

Land North of Taylors Farm

- 4.3.2 The table below summarises the trip-generation assumptions used in the Local Plan modelling and in the current planning applications.

Table 4-2: Local Plan Modelling Development Flow Impact

	Uses	Local Plan Assumptions	Planning Application
Development Areas	Office	12,000sqm	24,900sqm
	B2/B8	64,000sqm	58,100sqm
	Total	76,000sqm	83,000sqm
AM Peak	In	402	477
	Out	56	122
	Total	458	599
PM Peak	In	43	96
	Out	337	379
	Total	380	475

⁶ Guidance on link capacity is provided in Volume 5 of the Design Manual for Roads and Bridges (DMRB) in TA 79/99 'Traffic Capacity of Urban Roads' and TA 46/97 'Traffic Flow Ranges for use in the Assessment of New Rural Roads'. Both documents were withdrawn from the Design Manual for Roads and Bridges (DMRB) in March 2020 however, in the absence of any replacement DMRB guidance the withdrawn standards have been applied for the purposes of this report as they still provide useful guidance on link capacity.

- 4.3.3 **Table 4-2** shows the Taylors Farm planning application proposes a larger development with a greater proportion of higher trip-generation uses than was assessed in the Local Plan modelling. As a result, AM and PM peak trips in the planning application are at least 20% higher than in the Local Plan. The Local Plan modelling used the best information available at the time, which accounts for the discrepancies in the development details.
- 4.3.4 The Taylors Farm transport assessment states that the A120 Link Road is not required to bring the site forward and assumes 98% of traffic will travel to/from M11 Junction 8 and proposes restricting access to the B1256 (east) for limited local use.
- 4.3.5 **Table 4-3** compares development traffic to/from M11 Junction 8 and the B1256 (east, towards Takeley) using the planning-application trip generation but applying the unrestricted trip-distribution used in the Local Plan modelling.

Table 4-3: Development Traffic with Local Plan Distribution Applied to Planning Application Trip Generation

Peak	Direction	Location	Local Plan modelling distribution	Development Trips (based on TA trip generation)
AM Peak	In	From M11 Junction 8	67%	320
		From B1256 (E)	33%	157
	Out	To M11 Junction 8	67%	82
		To B1256 (E)	33%	40
PM Peak	In	From M11 Junction 8	74%	71
		From B1256 (E)	26%	25
	Out	To M11 Junction 8	57%	216
		To B1256 (E)	43%	163

- 4.3.6 **Table 4-3** shows the potential local traffic flows if the access restrictions proposed in the transport assessment are not implemented. While the proposed arrangements would limit local effects in Takeley, they would increase traffic at M11 Junction 8 compared with the Local Plan modelling which is why the highway authorities now require the developer to undertake further detailed VISSIM modelling at M11 Junction 8 to determine traffic impacts.
- 4.3.7 The Local Plan modelling forecast that Four Ashes junction (Takeley) would face significant pressure by 2040, with long queues and delays. However, the proposed routing strategy for the Taylors Farm development means traffic is likely to have a negligible effect at the Four Ashes junction.
- 4.3.8 The Local Plan modelling identified significant delays on the Tilekiln Green arm of the B1256 Dunmow Road / Tilekiln Green 'ghost-island' right-turn junction, west of the Taylors Farm allocation, because heavy B1256 flows provide few gaps for vehicles turning to or

from the minor arm. The Local Plan evidence recommended signalling this junction, coordinated with the signals at M11 Junction 8, to mitigate delays.

4.3.9 The Taylors Farm transport assessment does not identify a need for the A120 Link Road under the proposed arrangements, although further modelling is being undertaken to assess traffic impacts at M11 Junction 8. Until that work is complete, it is not possible to conclude whether additional mitigation at M11 Junction 8 is required.

4.3.10 If further mitigation is needed, an optioneering exercise may be necessary to determine whether direct mitigation at M11 Junction 8 or provision of the A120 Link Road would be preferable. While a new link road may be costly, those costs must be weighed against the expense and operational impact of works at a complex motorway junction, where significant construction restrictions are likely.

Stansted 43mppa+

4.3.11 The peak hour demand profiles for passengers and employees by all modes of transport have been extracted from the Stansted 43mppa+ planning application and are presented in **Table 4-4** to **Table 4-6** the 2023 Baseline, 2041 DM (43mppa) and 2041 DC (51mppa) scenarios.

Table 4-4: 2023 Baseline Trip Generation

	07:00-08:00		17:00-18:00		05:00-06:00		16:00-17:00	
	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)
Car Driver	833	193	473	1,097	1,079	14	517	818
Car Passenger	452	179	449	568	795	1	492	603
Taxi	136	56	140	157	241	-	150	147
Uber	67	28	69	77	119	-	74	73
Rail	740	262	649	792	1,266	7	700	735
Bus/Coach	395	156	389	437	687	1	418	410
Other	21	2	4	5	12	0	7	31
Total	2,644	876	2,172	3,133	4,200	22	2,358	2,816

Table 4-5: 2041 43mppa Trip Generation

	07:00-08:00		17:00-18:00		05:00-06:00		16:00-17:00	
	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)
Car Driver	1,306	335	1,048	1,560	1,950	12	1,216	1,521
Car Passenger	523	158	498	614	844	2	574	627
Taxi	233	76	240	272	391	-	276	284
Uber	129	42	132	150	216	-	152	156
Rail	1,468	443	1,398	1,725	2,372	5	1,612	1,761
Bus/Coach	995	268	840	1,184	1,520	7	973	1,169
Other	35	3	10	44	37	1	12	36
Total	4,689	1,324	4,165	5,548	7,330	27	4,815	5,554

Table 4-6: 2041 51mppa Trip Generation

	07:00-08:00		17:00-18:00		05:00-06:00		16:00-17:00	
	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)	Inbound (Air Depart)	Outbound (Air Arrival)
Car Driver	1,532	352	1,255	1,699	2,085	14	1,372	1,717
Car Passenger	613	165	597	657	894	2	647	703
Taxi	274	79	287	288	412	-	311	317
Uber	151	44	158	159	227	-	171	175
Rail	1,723	464	1,675	1,847	2,511	5	1,817	1,975
Bus/Coach	1,168	281	1,006	1,283	1,620	9	1,097	1,317
Other	41	4	11	50	42	1	14	42
Total	5,501	1,389	4,990	5,984	7,792	31	5,428	6,245

- 4.3.12 The combined forecast shows that the car driver and car passenger trips together form the largest quantity of trips made in the AM and PM peak periods. Highway based trips are expected to rise by approximately 15% as a result of the expansion to accommodate 51mppa.
- 4.3.13 The relative scale of the predicted increase in traffic at M11 Junction 8 has also been extracted from the Stansted 43mppa+ planning application and is summarised in **Table 4-7** and **Table 4-8** below (Note: variable impact of airport growth reflects flight schedule changes across a typical day).

Table 4-7: Increase in Traffic at M11J8 Compared to 2024 Traffic Surveys

Peak Hour	Surveyed traffic	Current Airport Traffic	Increase current to 43mpppa	Northside	TEMPro Growth of non-airport traffic (2024-2041)	Increase 43-51mppa
AM (07:00-08:00)	5,813	490	35	198	824	97
PM (16:00-17:00)	5,976	707	116	206	837	135

Table 4-8: Impact of Traffic Increase at M11J8 Compared to 2024 Traffic Surveys

Peak Hour	Current Airport Traffic	Increase current to 43mpppa	Northside	TEMPro Growth of non-airport traffic (2024-2041)	Increase 43-51mppa
AM (07:00-08:00)	8%	0.9%	3.4%	14.0%	1.7%
PM (16:00-17:00)	12%	3.1%	3.4%	13.9%	2.3%

*Any discrepancies in % total is due to rounding

- 4.3.14 The relative scale of the predicted increase in traffic at M11 Junction 8 is set out in **Table 4-9** and **Table 4-10** (Note: variable impact of airport growth reflects flight schedule changes across a typical day).

Table 4-9: Impact of Traffic Increase at Priory Wood Roundabout Compared to 2024 Traffic Surveys

Peak Hour	Surveyed traffic	Current Airport Traffic	Increase current to 43mpppa	Northside	TEMPro Growth of non-airport traffic (2024-2041)	Increase 43-51mppa
AM (07:00-08:00)	3,766	490	35	528	507	97
PM (16:00-17:00)	3,732	707	116	549	480	135

Table 4-10: Impact of Traffic Increase at Priory Wood Roundabout Compared to 2024 Traffic Surveys

Peak Hour	Current Airport Traffic	Increase current to 43mpppa	Northside	TEMPro Growth of non-airport traffic (2024-2041)	Increase 43-51mppa
AM (07:00-08:00)	13%	0.9%	14.0%	13.3%	2.6%
PM (16:00-17:00)	19%	3.1%	14.7%	12.7%	3.6%

*Any discrepancies in % total is due to rounding

- 4.3.15 Mitigation work at M11 Junction 8 and the Priory Wood roundabout is committed as part of previous planning permissions to facilitate better coordination of traffic flow through the roundabouts and to manage queues.
- 4.3.16 Comparison of the airport planning application and the Local Plan modelling shows key differences in assumptions. The Taylors Farm proposals aim to minimise traffic through

Takeley, which the Local Plan predicted without any restrictions would experience large increases in delay, but this benefit is offset by additional trips routed via M11 Junction 8.

- 4.3.17 The Taylors Farm promoters are undertaking further detailed VISSIM modelling of M11 Junction 8 at the request of the highway authorities to add further information on traffic impacts at the junction.
- 4.3.18 While the Local Plan modelling and the transport assessments concentrate on junction capacity and delay, the potential adverse effects of higher traffic volumes on local walking and cycling should also be considered.

5.0 Link Road Potential Benefits

5.1 Potential Highway Benefits

- 5.1.1 Using the information currently available, construction of a new Link Road is likely to help relieve existing and growing traffic pressures at the Four Ashes junction in Takeley and at M11 Junction 8.
- 5.1.2 To manage impacts in Takeley, Local Plan policy has required directing all Taylors Farm development traffic to M11 Junction 8, achievable only through physical restrictions and/or a management regime. However, Local Plan modelling shows a natural demand to travel into and through Takeley.
- 5.1.3 The Link Road would probably change route preferences so eastbound A120 traffic would naturally use it. Physical and management restrictions intended to protect Takeley village from through traffic could then become unnecessary, allowing genuine local movements to/from the village to be reinstated without controls.
- 5.1.4 At the time of writing the highway authority responses to the Taylors Farm planning application require further evidence regarding the operation of M11 Junction 8 and the Priory Woods roundabout. As complex signal controlled roundabouts, they are difficult to co-ordinate and to identify effective additional mitigation for. Increasing junction complexity can also raise safety concerns as driver legibility reduces.
- 5.1.5 The Link Road would remove the need for complex mitigation at M11 Junction 8 and the Priory Woods roundabout and enable unrestricted access to Takeley. The deliverability, environmental impacts, cost and affordability of the Link Road will however need further investigation and comparison.

5.2 Potential Active Travel Benefits

- 5.2.1 As discussed earlier both the Local Plan and the emerging LP4 make commitments to improving sustainable travel links to and from Stansted airport. As the A120 Link Road does not feature as a scheme in the Local Plan IDP or as an emerging LTP4 scheme, the specific alignment is not highlighted as a route for sustainable access.
- 5.2.2 However, the general principles are to improve connectivity from the south of the airport, and the A120 Link Road would also serve this purpose. If delivered in stages, an initial non-vehicular link could provide an initial active travel connection and establish the corridor alignment ahead of a later vehicular link. However, this would still require land acquisition which may need the use of CPO powers if land cannot be obtained through negotiation.

5.2.3 There are however a couple of other key challenges to achieving this:

- **Onwards Connection** – to connect with any meaningful destination an active travel route will require integration with the Stansted Airport highway network. There is an existing footpath approximately 2.0m wide on the western side of the bridge over the A120 that, at its southern end terminates at the gate to the airport balancing pond service road. At its northern end the footway terminates at the Southgate Road roundabout which is the first roundabout to the north of the A120 and forms part of the Stansted Airport highway network. Beyond this point there is no existing footway or cycleway provision and creating an onward connection to the airport terminal (or any other areas of the airport) would therefore require significant new construction which could only be achieved with the cooperation of the airport operator.
- **Bridge Parapets** - the existing bridge over the A120 will require improvement as it does not meet current design standards to accommodate a cycle route safely because the bridge parapets are too low to prevent cyclists from falling off the bridge. The existing bridge parapets would therefore need to be modified or replaced which may have knock-on structural implications.

5.2.4 Further work is therefore required to assess the benefits of providing a full active travel route along the corridor, to determine the feasibility and cost of delivering a meaningful onward connection to the airport.

6.0 Consents and Deliverability Review

6.1 Introduction

6.1.1 This chapter considers:

- The Essex County Council and National Highways positions on gaining consent for new links onto the local and strategic highway networks.
- A high level cost estimate for the Link Road construction, including connections to the local and strategic road network, and identification of potential funding streams.

6.2 Highway principles and consents

Essex County Council

- 6.2.1 Essex County Council (ECC) sets out highway standards in the Essex Design Guide, which primarily sets out the requirements for the design of new residential development.
- 6.2.2 There are no specific policies that prohibit new access or junctions onto a B-road. Any proposal would, however, need to be supported by evidence demonstrating it can be suitably accommodated on the highway network, covering both operational (capacity) and safety considerations.
- 6.2.3 The constraints plan shows several Public Rights of Way (PRoW) crossing the land safeguarded for the link road. Some PRoW treatments are therefore likely, including crossing facilities or formal diversions. Diversions must follow the statutory process administered by either the Highway Authority or the Local Planning Authority. The process taken will primarily be influenced by who the promoter is (see Section 5.3 on consenting and delivery mechanisms) but in principle will require a public consultation process and, if there are objections, referral to the Secretary of State.

National Highways

- 6.2.4 The policy position for National Highways (NH) is set out in the Department for Transport Circular 01/22 Strategic road network and the delivery of sustainable development ('the Circular').
- 6.2.5 The principles behind new connections and capacity enhancements on the SRN are detailed in Paragraphs 18 to 25 of the Circular. Whilst there is a general presumption against new connections on 'sections of the network design for high-speed traffic' – meaning 'motorways and all-purpose dual carriageways with partially or comprehensively limited access' (i.e. high speed dual carriageways primarily with grade separated junctions)

– in this case a junction already exists on the A120 where the new link road would connect and therefore should be viewed as a modification, rather than a new connection.

6.2.6 Paragraph 23 states that modifications should be considered on a case-by-case basis and is therefore less restrictive than for a new connection. However, National Highways (NH) will have key concerns and will require evidence before making a decision. Evidence expected at early stages and progressed through the scheme development includes the following as a minimum:

- Stage 1 Road Safety Audit (RSA1) to GG119
- Safety Risk Assessment (SRA) to GG104
- Walking, Cycling & Horse-Riding Assessment and Review (WCHAR) to GG142

6.2.7 The key issue is to demonstrate that any works affecting the Strategic Road Network (SRN) will not compromise its safety or reliability; the SRN's primary function is the safe and efficient movement of goods. This must be evidenced by a “mini-business case” that sets out the alternative options considered and explains the reasons for the preferred option, based on:

- Operational impacts
- Construction impacts

6.2.8 Operational impacts can be demonstrated through a modelling exercise and through the RSA1, SRA and WCHAR.

Active Travel England

6.2.9 Active Travel England (ATE) is a statutory consultee on all large planning applications in England, working as the government's executive agency to make active travel modes the preferred choice for movement. They are currently a statutory consultee on large planning applications greater than 150 dwellings or 7 hectares in area.

6.2.10 Under the recent government consultation on the role of the statutory consultee, it is being proposed that ATE will become a statutory consultee for highway authority works which require planning permission. Potential consenting mechanisms are discussed in Section 5.3 below, some requiring a planning application and others not, but it is advisable for ATE to be engaged from the outset.

6.3 Potential consenting and delivery mechanisms

- 6.3.1 Two main consenting routes exist for 'large' infrastructure schemes. These are through the Town and County Planning Act (i.e. as a 'standard' planning application) or through the Planning Act 2008 (i.e. as a Nationally Significant Infrastructure Project (NSIP) under a Development Consent Order). Road schemes consented through a planning application will still require further permissions and consents to be acquired (such as Compulsory Purchase, Highways consents, etc) whilst the NSIP route allows for many of these to be considered through the application process with the intention of accelerating and de-risking overall delivery. However, there are threshold requirements for NSIPs.
- 6.3.2 One of the key requirements for highway scheme NSIPs is the area covered by the scheme, which is a minimum of 7.5 hectares. This will include all areas required for the works (including, for example, earthworks, drainage ponds, temporary construction areas, etc) which go beyond the 'highway' area. In the current feasibility stage, the area for the highway can be estimated based on a 1.5km long link road with a 7.3m wide carriageway and 2m footways on either side of the carriageway. This gives an approximate highway area of 1.7 hectares, and it is therefore very unlikely the scheme will reach the NSIP threshold even with additional works areas included.
- 6.3.3 Furthermore, as the link road will involve the construction of new carriageway rather than being entirely on an existing highway alignment, it will not be possible to progress the scheme as highway works under Permitted Development without a planning application being required.
- 6.3.4 The most appropriate route for the link road will therefore be through a planning application. Several options exist for how this might be progressed depending on who is ultimately the Applicant for the scheme.
- 6.3.5 At this stage, there appears to be four likely potential promoters for the scheme and further investigation is recommended to identify the optimum solution. These are the developer for Taylors Farm, a development site promoter for the 3rd party agricultural land (if any development proposals emerge) Uttlesford District Council or Essex Highways (or any combination of the above).
- 6.3.6 If either a private developer or Uttlesford District Council become the Applicant(s) for the scheme, then to legally construct the scheme for dedication as a public highway and to work on the existing adopted highway at the terminal points of the link road they will need to enter into S38 and S278 agreements (under the Highways Act 1980) with Essex County Council as the highway authority.

- 6.3.7 If Essex County Council becomes the Applicant for the scheme, then an application can be made as a County Matter (Reg 3) application, and no highways agreements will be required.

6.4 Potential Scheme Cost

- 6.4.1 At this stage no design work has been undertaken so it is only possible to make a very preliminary construction cost estimate based on a typical construction cost per linear metre for new road construction.
- 6.4.2 Assuming the Link Road is provided as a 7.3m wide single carriageway with a shared cycle footway on one side, grass verge on the other side, fences at the highway boundaries, surface drainage, road markings and road signs, then an estimated construction cost of £3,000 per linear metre can be applied.
- 6.4.3 Scaling from GIS mapping the total length of new carriageway required is approximately 1,500m. Multiplying this by £3,000 gives a basic construction cost of approximately £4,500,000 excluding VAT.
- 6.4.4 Considering typical costs for accommodation works, landscaping, supervision, testing, surveys, design fees, legal fees, contingency and land acquisition the basic cost is estimated to increase to approximately £7,327,436 excluding VAT.
- 6.4.5 Unit A1.2 'Scheme Costs' of the Department for Transport's Transport Analysis Guidance (TAG) also recommends applying optimism bias uplift to scheme cost estimates. For early stage road schemes, the recommended uplift is 46% to reflect cost uncertainty. Applying this uplift gives an estimated scheme cost of approximately £10,698,056 excluding VAT.
- 6.4.6 In summary the Link Road could cost between £4.5m to £10.7m excluding VAT to deliver and greater cost certainty will be obtained as the scheme is developed in more detail.
- 6.4.7 The preliminary cost estimate calculations can be seen in **Appendix G** and the cost estimates exclude all of the following:
- Significant level changes
 - Abnormal ground conditions
 - Contaminated ground
 - Structures
 - Utilities diversions or utility infrastructure works
 - Environmental / ecological works
 - Archaeology works
 - Street lighting

-
- Any changes in the current highway design standards
 - Inflation associated with construction and material costs

6.5 Potential Funding Mechanisms

- 6.5.1 Given the scheme's likely cost, potential funding sources should be explored early. A mix of public and private funding will probably be needed to assemble the resources required to deliver the scheme.
- 6.5.2 Government grants for residential-led developments are commonly available for competitive bidding; equivalent funding for employment and commercial schemes is less frequently available. Early engagement with prospective developers will be critical to secure sufficient funding.
- 6.5.3 Privately funded delivery of the link road sections within the Taylors Farm development is a reasonable expectation. The promoter would normally secure and construct those sections as part of the development infrastructure. However, the required road standard (construction specification or design/layout) may differ from the developer's typical standard and funding to cover any differential may need to be identified.

7.0 Summary and Conclusions

7.1 Summary and Conclusions

- 7.1.1 This report is the Stage 1 Feasibility Study for a potential A120 Link Road connecting the A120 (Stansted Airport junction) to the B1256 via the site allocated as Land North of Taylors Farm. It reviews policy context and deliverability, including physical constraints and other issues affecting delivery.
- 7.1.2 From a policy context, the Link Road is not identified in the Uttlesford Local Plan, is not identified in the Local Plan Infrastructure Delivery Plan (IDP) and is not identified in the emerging Essex Local Transport Plan (LTP4). However, Core Policy 14 of the Local Plan identifies further feasibility work for the Link Road and complements Core Policy 13, which requires the safeguarding of land for a future Link Road.
- 7.1.3 From a physical constraints perspective, the key constraint is the connection to the A120 which will require access through Stansted Airport controlled land, where the existing access road serves the airport balancing pond. Early negotiation with the airport operator will be required but if agreement cannot be reached, then access may need to be secured via a Compulsory Purchase Order (CPO).
- 7.1.4 Other constraints (environmental, topographical) can be mitigated through design. Any necessary amendments or diversions of Public Rights of Way can be managed through established procedures.
- 7.1.5 Transport modelling undertaken for the Local Plan identified that from a network performance perspective the preferred route choice for Taylor's Farm development traffic is through Takeley via the Four Ashes junction. The modelling forecast that the Four Ashes junction would face significant pressure by 2040 and that without any control measures the Taylors Farm development would significantly increase these delays and queues.
- 7.1.6 The Taylors Farm planning application Transport Assessment states that the A120 Link Road is not required to bring the site forward and is promoting site access arrangements that direct traffic westbound towards M11 Junction 8. This will reduce traffic impacts at the Four Ashes junction and on the B1256 through Takeley but will put additional traffic demand on M11 Junction 8 and on the Priory Wood roundabout than was modelled for the Local Plan.
- 7.1.7 For this reason, the highway authorities now require the developer to undertake further detailed VISSIM modelling to determine traffic impacts at M11 Junction 8 and the Priory Wood roundabout.

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- 7.1.8 The deliverability, environmental impacts, cost and affordability of the Link Road will however need further investigation and comparison.
- 7.1.9 The Link Road could deliver an active travel connection from the south into Stansted Airport. However, there are key challenges with providing a safe route over the A120 bridge and an onwards connection into the airport which would require significant new construction and could only be achieved with the cooperation of the airport operator. Further work is therefore required to assess the benefits of providing a full active travel route along the corridor, to determine the feasibility and cost of delivering a meaningful onward connection to the airport.
- 7.1.10 The most likely consenting route is a planning application under the Town and Country Planning Act. The applicant could be the district council, Essex County Council, the developer, or a joint arrangement. Early engagement with National Highways and Active Travel England is advised to inform optioneering and design.
- 7.1.11 The Link Road could cost between £4.5m to £10.7m excluding VAT to deliver and greater cost certainty will be obtained as the scheme is developed in more detail. Given the scheme's likely cost, potential funding sources should be explored early. A mix of public and private funding will probably be needed to assemble the resources required to deliver the scheme.

Appendix A – Taylors Farm Masterplan

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



Schedule of Accommodation			
Total GIA	-	883,207 ft ²	(82,052 m ²)
Site Area	-	67.60 acres	27.36 ha
Site Density GIA	-		29.99%

Unit 100			
Warehouse Area	-	49,206 ft ²	(4,571 m ²)
Office Area (incl. GF core)	-	5,467 ft ²	(508 m ²)
Unit 100 GIA	-	54,673 ft ²	(5,079 m ²)

Unit 200			
Warehouse Area	-	39,837 ft ²	(3,701 m ²)
Office Area (incl. GF core)	-	4,426 ft ²	(411 m ²)
Unit 200 GIA	-	44,263 ft ²	(4,112 m ²)

Unit 300			
Warehouse Area	-	158,847 ft ²	(14,757 m ²)
Office Area (incl. GF core)	-	9,973 ft ²	(927 m ²)
Transport Office	-	2,500 ft ²	(232 m ²)
Unit 300 GIA	-	171,320 ft ²	(15,916 m ²)

Unit 411			
Warehouse Area	-	6,476 ft ²	(602 m ²)
Office Area (incl. GF core)	-	1,670 ft ²	(155 m ²)
Unit 411 GIA	-	8,146 ft ²	(757 m ²)

Unit 412			
Warehouse Area	-	4,806 ft ²	(446 m ²)
Office Area (incl. GF core)	-	1,515 ft ²	(141 m ²)
Unit 412 GIA	-	6,321 ft ²	(587 m ²)

Unit 413			
Warehouse Area	-	4,748 ft ²	(441 m ²)
Office Area (incl. GF core)	-	1,502 ft ²	(140 m ²)
Unit 413 GIA	-	6,250 ft ²	(581 m ²)

Unit 421			
Warehouse Area	-	16,730 ft ²	(1,554 m ²)
Office Area (incl. GF core)	-	3,270 ft ²	(304 m ²)
Unit 421 GIA	-	20,000 ft ²	(1,858 m ²)

Unit 422			
Warehouse Area	-	9,557 ft ²	(888 m ²)
Office Area (incl. GF core)	-	2,046 ft ²	(190 m ²)
Unit 422 GIA	-	11,603 ft ²	(1,078 m ²)

Unit 423			
Warehouse Area	-	7,678 ft ²	(713 m ²)
Office Area (incl. GF core)	-	2,055 ft ²	(191 m ²)
Unit 423 GIA	-	9,733 ft ²	(904 m ²)

Unit 424			
Warehouse Area	-	7,514 ft ²	(698 m ²)
Office Area (incl. GF core)	-	2,021 ft ²	(188 m ²)
Unit 424 GIA	-	9,535 ft ²	(886 m ²)

Unit 500			
Warehouse Area	-	23,680 ft ²	(2,200 m ²)
Office Area (incl. GF core)	-	2,952 ft ²	(274 m ²)
Unit 500 GIA	-	26,632 ft ²	(2,474 m ²)

Unit 600			
Warehouse Area	-	189,496 ft ²	(17,605 m ²)
Office Area (incl. GF core)	-	9,973 ft ²	(927 m ²)
Transport Office	-	2,500 ft ²	(232 m ²)
Gatehouse	-	300 ft ²	(28 m ²)
Unit 600 GIA	-	202,269 ft ²	(18,791 m ²)

Unit 700			
Warehouse Area	-	290,758 ft ²	(27,012 m ²)
Office Area (incl. GF core)	-	15,303 ft ²	(1,422 m ²)
Transport Office	-	2,500 ft ²	(232 m ²)
Gatehouse	-	300 ft ²	(28 m ²)
Unit 700 GIA	-	308,861 ft ²	(28,694 m ²)

Community Hub 1	-	3,600 ft ²	(334 m ²)
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rev	amendments	by	ckd	date
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Land North of Taylors Farm,
Takeley Green, Stansted

Masterplan

LOD 1	LOI 1
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UMC ARCHITECTS

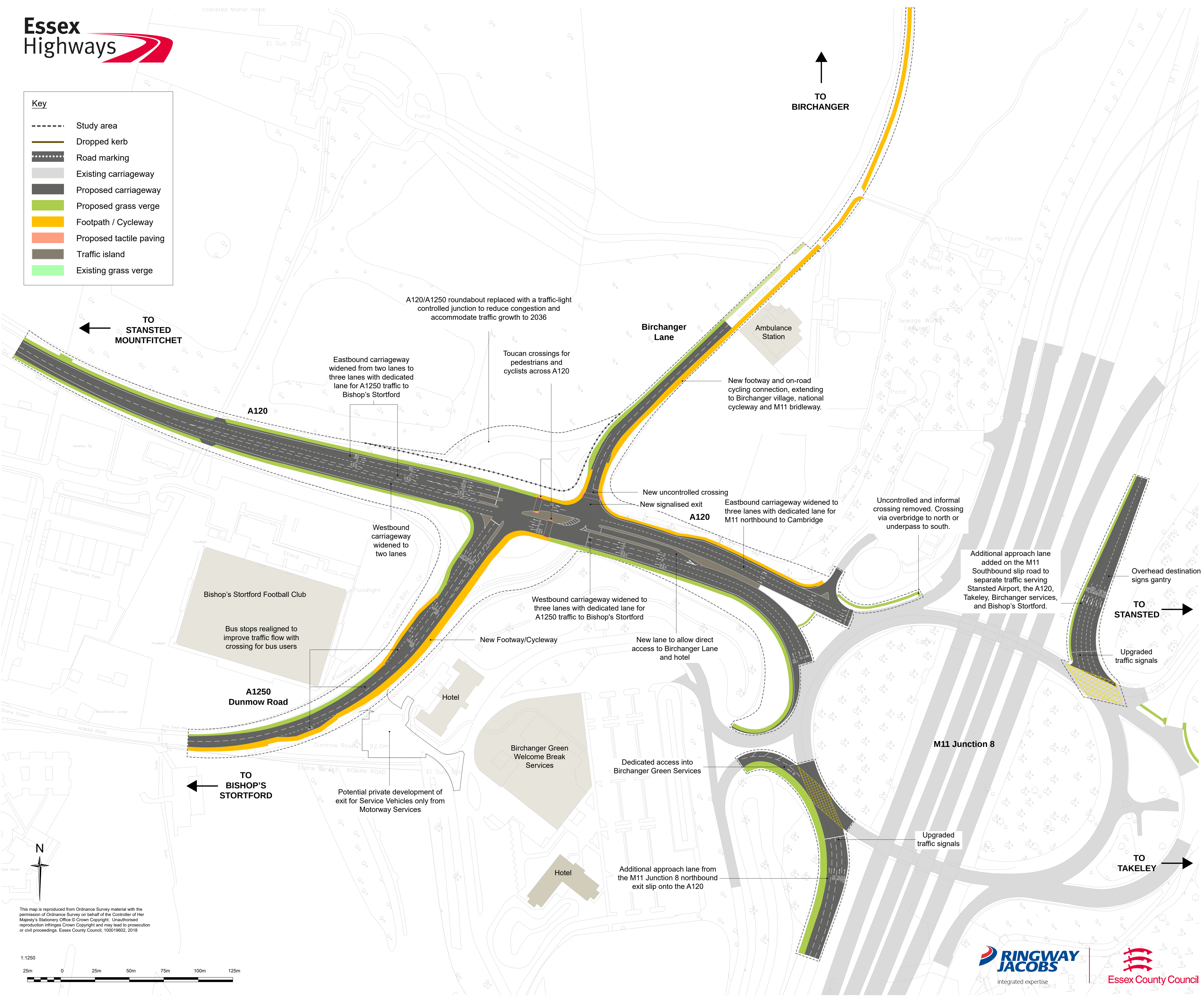
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Document Suitability:	S1
Drawn / Checked:	TJ / CA
Date:	29/11/2024
Scale:	1:1250 A1
UMC Project Number:	17175
Document Reference:	Drawing no: Revision:
17175 - UMC - ZZZZ - SI - DR - A	F0027 F

25m SCALE 1:1250

Appendix B - Highway Improvements

M11 Junction 8 Interim Scheme

- Key
- Study area
 - Dropped kerb
 - Road marking
 - Existing carriageway
 - Proposed carriageway
 - Proposed grass verge
 - Footpath / Cycleway
 - Proposed tactile paving
 - Traffic island
 - Existing grass verge



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1:1250
25m 0 25m 50m 75m 100m 125m

M11 Junction 8 Interim Plus Scheme

SCHEDULE OF WORKS

1. WIDENING TO THE M11 SOUTHBOUND OFF-SLIP TO PROVIDE AN ADDITIONAL (FIFTH) LANE AND ADDITIONAL CAPACITY FOR NEARSIDE LANES.
2. CHANGES TO ROAD MARKINGS AND KERB LINE ON APPROACH TO SOUTHERN BRIDGE OVER M11, AND ON THE TWO CIRCULATORY CARRIAGEWAYS ON THE EAST SIDE OF THE ROUNDABOUT TO ENABLE REASSIGNMENT OF NEARSIDE LANE.
3. WIDENING OF M11 NORTHBOUND OFF-SLIP AND CHANGES TO WHITE LININGS TO PROVIDE AN ADDITIONAL (FOURTH) LANE.
4. WIDENING OF THE ROUNDABOUT ENTRY FROM THE MSA TO PROVIDE THREE LANES.
5. WIDENING OF M11 NORTHBOUND ON-SLIP TO PROVIDE ADDITIONAL DOWNSTREAM MERGING OPPORTUNITY ASSOCIATED WITH RE-ALLOCATION OF TRAFFIC LANES ON WESTERN ELEMENT OF CIRCULATORY CARRIAGEWAY.
6. MEASURES TO DETER PEDESTRIANS FROM ADOPTING UNSAFE ROUTES THROUGH JUNCTION

NOTE: DETAILED DESIGN TO INCORPORATE DESIGNER'S RESPONSE TO ISSUES RAISED IN SAFETY AUDIT OF REV P1- DATED DECEMBER 2020

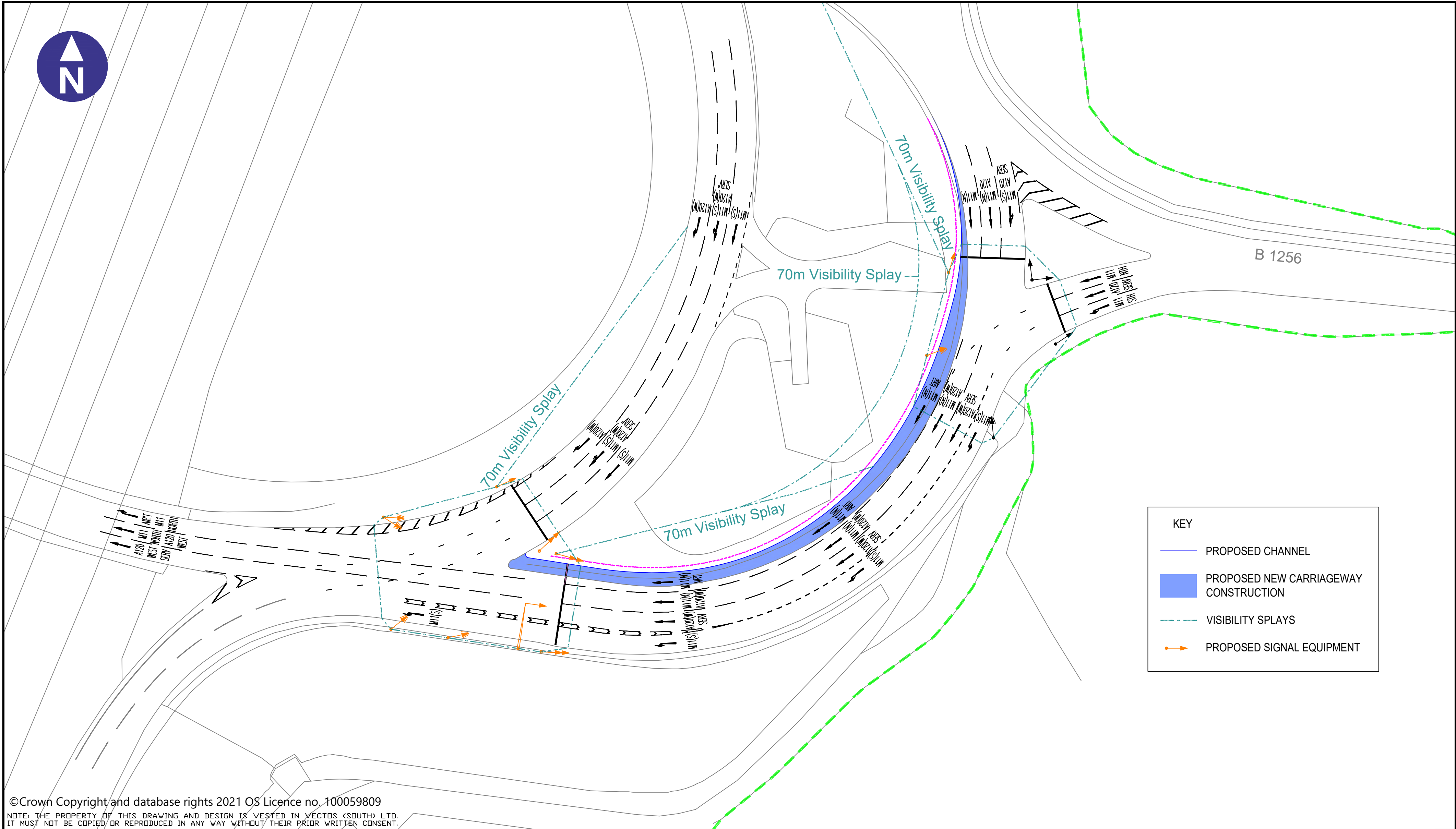
NOTES:

1. TWO SHOWN (2) LANE CARRIAGEWAYS PROVIDED BY TOWARDY JUNCTION.
2. ALL CARRIAGEWAYS TO BE PROVIDED WITH CARRIAGEWAYS.
3. JUNCTION WOULD BE AROUND 100M.

NO	REVISION	DATE	BY	CHKD	APPD
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M11 Junction 8 Northside Mitigation



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REV.	DETAILS	DRAWN	CHECKED	DATE
-	ORIGINAL	RB	AT	16.12.21
A	ACCESS FROM DUNMOW RD TO L/T	RB	AT	17.12.21
B	SITE BOUNDARY INCLUDED	RB	AT	10.01.22
C	BACKGROUND UPDATED	RB	AT	23.06.22
D	SIGNALS AND SPLAYS INCLUDED	RB	DB	07.11.22
E	NH COMMENTS FROM NOTE TN05	RB	MDC	22.11.22

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Stansted North

M11 Junction 8 Birchanger Interchange
Junction Improvement
Preliminary Layout

DRAWN: RB

CHECKED: MDC

DATE: 22.11.22

SCALES: 1:500 @ A2

Columbia Threadneedle

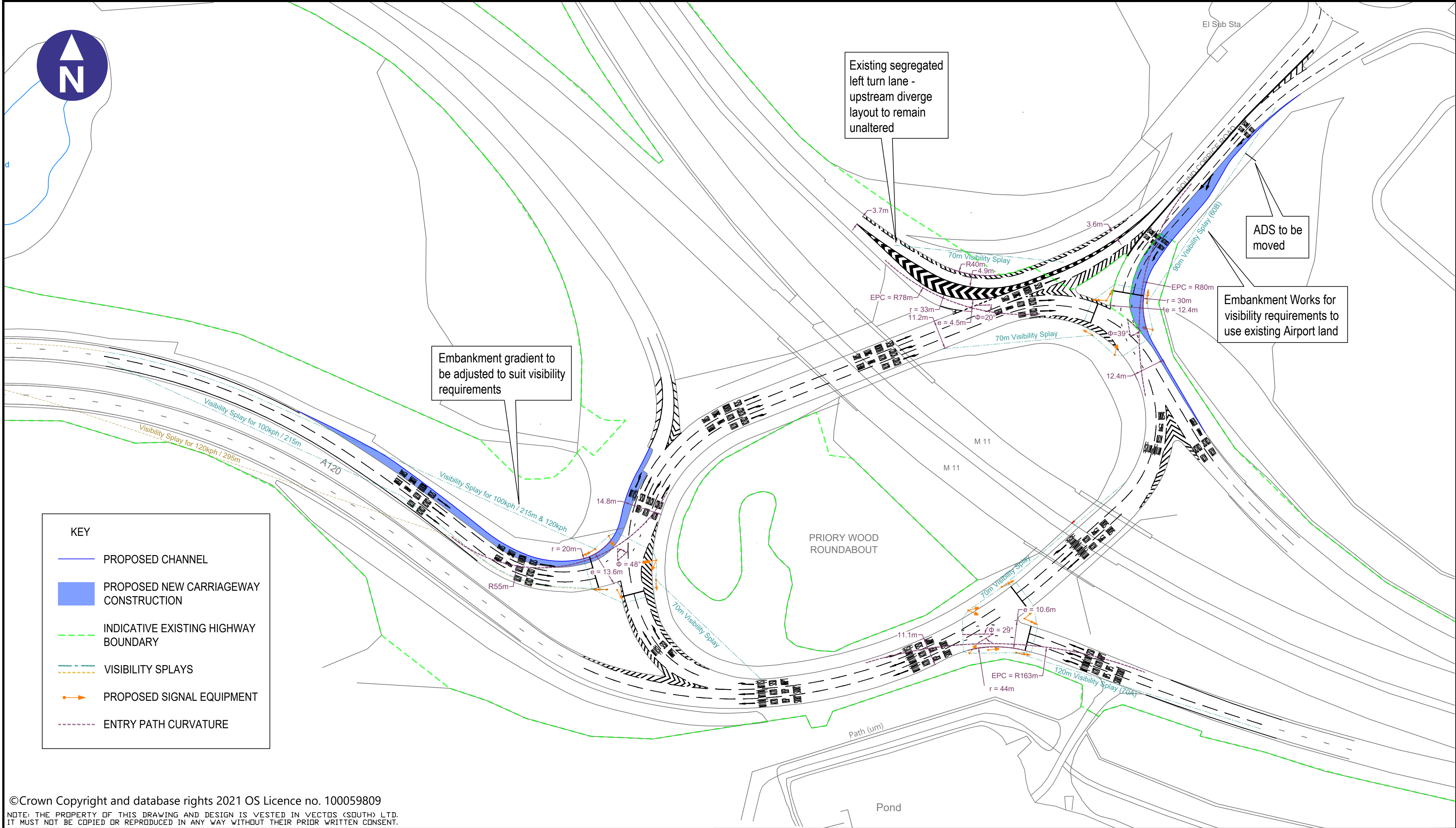
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The Cursitor, 38 Chancery Lane, London, WC2A 1EN
020 7580 7373
vectos@vectos.co.uk

DRAWING NUMBER: 215864/A/04

REVISION: E



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REV	DETAILS	DRAWN	CHECKED	DATE
-	ORIGINAL	RB	MDC	16.12.21
A	GENERAL AMENDMENTS	RB	MDC	21.12.21
B	SITE BOUNDARY INCLUDED	RB	MDC	10.01.22
C	AMENDED AIRPORT EXIT	RB	MDC	13.01.22
D	BACKGROUND UPDATED	TF	MDC	23.06.22
E	SPLAYS & MINOR LINING UPDATE	RB	MDC	07.11.22
F	AMENDS RE NH NOTE TN005	RB	MDC	22.11.22
G	SLTL NOTE	RB	MDC	24.11.22

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Stansted North

M11 / A120 Priory Wood Roundabout
Junction Improvement Scheme
Preliminary Layout

DRAWN: RB

CHECKED: MDC

DATE: 24.11.22

SCALES: 1:1000 @ A2

Columbia Threadneedle

vectos.

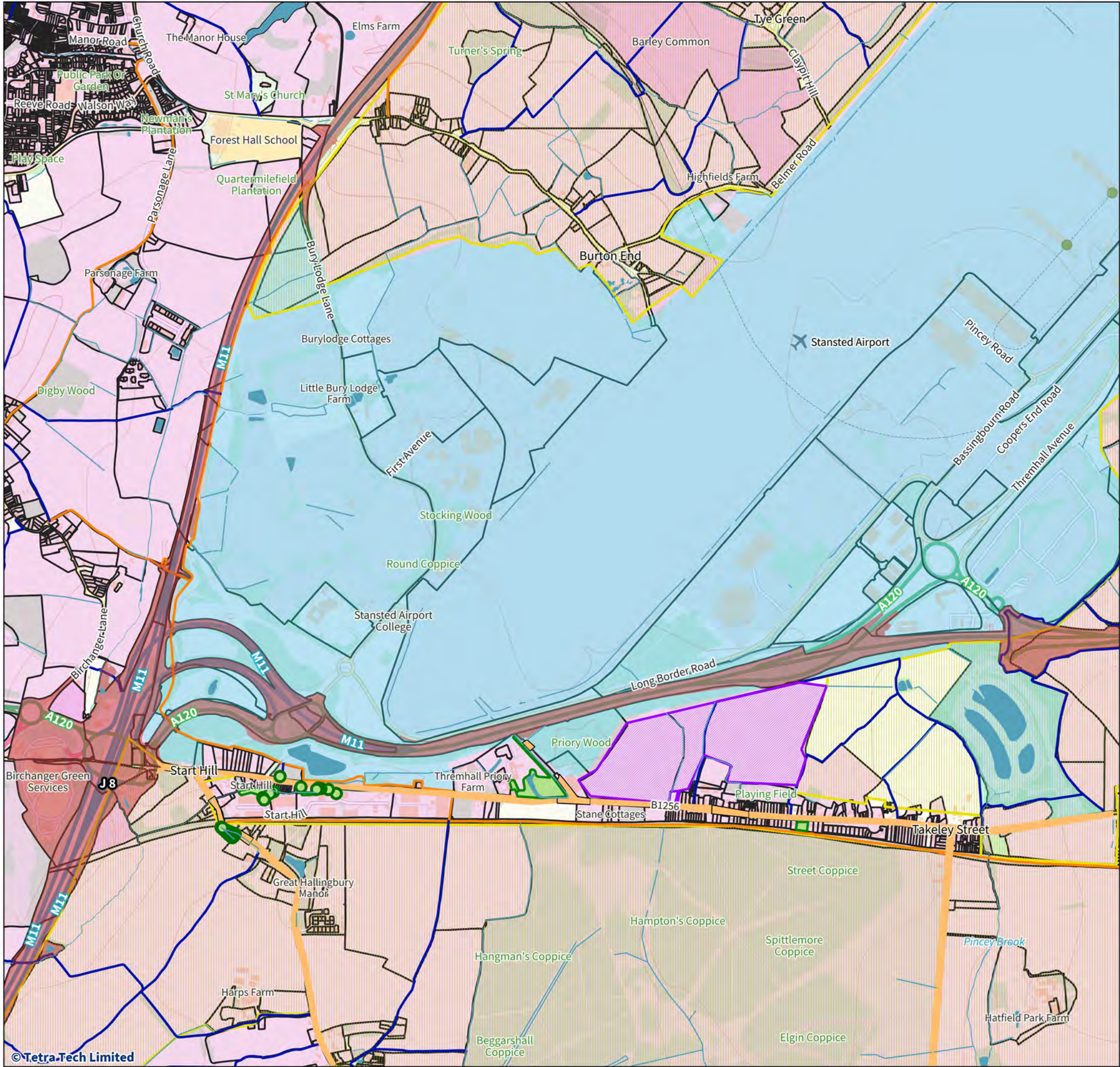
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vectos@vectos.co.uk

DRAWING NUMBER: 215864/A/04

REVISION: G

Appendix C - Constraints Plan



Constraints Plan

A120 Link Road Feasibility Study

Legend

- Site Boundary
- NH Highway Boundary
- Countryside Protection Zone
- Stansted Airport
- Land Registry Cadastral Parcels

Highway Boundary

- Maintained / Unconfirmed Extent
- Maintained / Confirmed Extent
- Surface Water
- Waterlines
- TPO
- TPO

PRow

- Footpath
- Bridleway

Note in reference to the Land Registry Cadastral Parcels:

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<https://use-land-property-data.service.gov.uk/datasets/inspire/#conditions>

Drawn by: IJC

Checked by: EKW

Office: Leicester

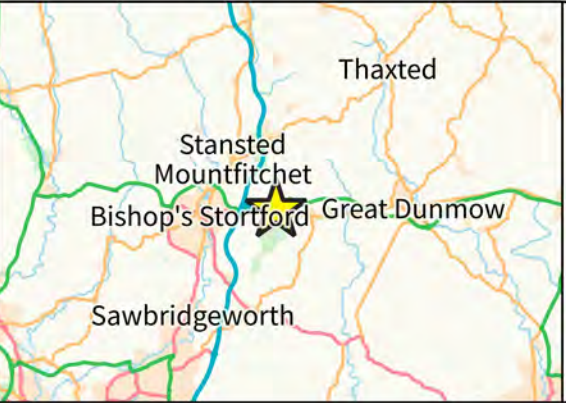
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Revision No.: 0001

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30 January 2026

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TETRA TECH

Appendix D - Local Plan Modelling Outputs

The table below summarises 2040 forecast traffic flows with no Local Plan development.

Local Plan Modelling 2040 Reference Case Flows

Junction / Arm	AM		PM	
	In	Out	In	Out
B1256 junction with Station Road / Parsonage Road				
B1256 (E)	612	527	506	698
Station Road	373	495	510	355
B1256 (W)	298	504	438	271
Parsonage Road	517	362	359	432
B1256 junction with Bush End				
B1256 (E)	504	298	271	438
Bush End	78	156	123	74
B1256 (W)	345	590	496	345
B1256 junction with Bury Lodge Lane				
B1256 (W)	346	615	528	463
Bury Lodge Lane	-	-	-	-
B1256 (E)	590	345	345	496
B1256 junction with Tilekiln Green				
B1256 (E)	615	346	463	528
Tilekiln Green	194	235	161	166
B1256 (W)	-	-	-	-
M11 J8 Roundabout junction with A120 / B1256				
M11 (N)	1,127	1,144	1,307	1,090
A120 (NE)	1,800	1,733	1,664	2,044
B1256 (E)	-	-	-	-
M11 (S)	732	826	892	798
M11 Services	273	304	249	313
A120 (W)	2,202	2,194	2,332	2,129
Priory Wood Roundabout – A120				
A120 (E)	3,685	2,984	3,065	4,439
A120 (S)	1,733	1,800	2,044	1,664
M11 (NW)	1,519	1,638	2,272	1,516
Round Coppice	530	1,045	885	647

The table below summarises the increase in traffic flows due to Local Plan development.

Local Plan Modelling Development Flow Increases

Junction / Arm	AM		PM	
	In	Out	In	Out
B1256 junction with Station Road / Parsonage Road				
B1256 (E)	58	14	8	111
Station Road	13	1	1	8
B1256 (W)	22	131	150	13
Parsonage Road	33	7	3	26
B1256 junction with Bush End				
B1256 (E)	131	22	13	150
Bush End	7	1	1	4
B1256 (W)	24	141	155	14
B1256 junction with Bury Lodge Lane				
B1256 (W)	281	48	39	196
Bury Lodge Lane	-	-	-	-
B1256 (E)	141	24	14	155
B1256 junction with Tilekiln Green				
B1256 (E)	48	281	39	39
Tilekiln Green	27	6	4	20
B1256 (W)	-	-	-	-
M11 J8 Roundabout junction with A120 / B1256				
M11 (N)	5	1	1	18
A120 (NE)	70	-	8	1
B1256 (E)	-	-	-	-
M11 (S)	49	8	-	50
M11 Services	2	-	-	1
A120 (W)	126	31	25	106
Priory Wood Roundabout – A120				
A120 (E)	67	-	-	-
A120 (S)	-	70	1	8
M11 (NW)	-	-	4	-
Round Coppice	4	-	3	1

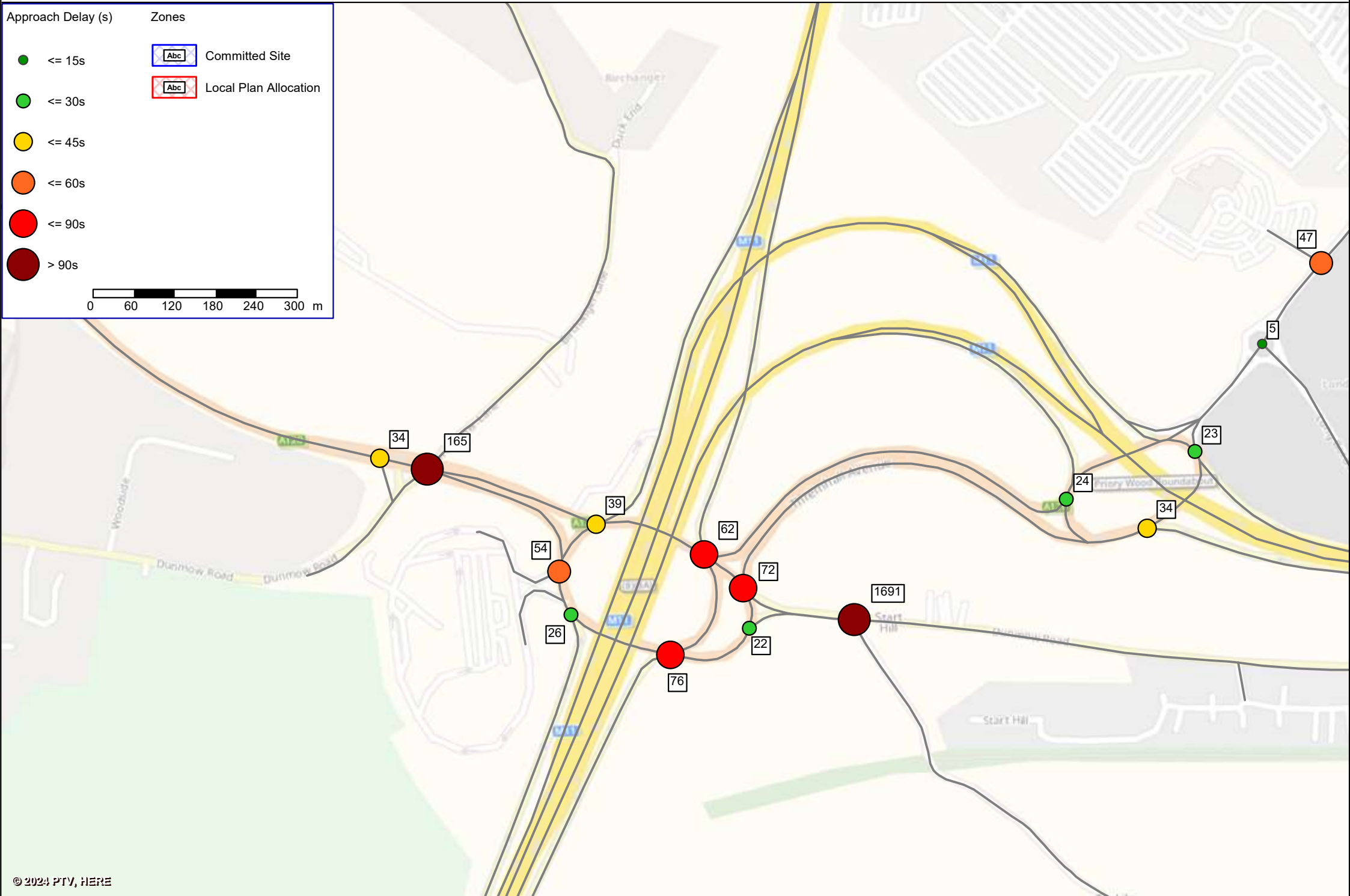
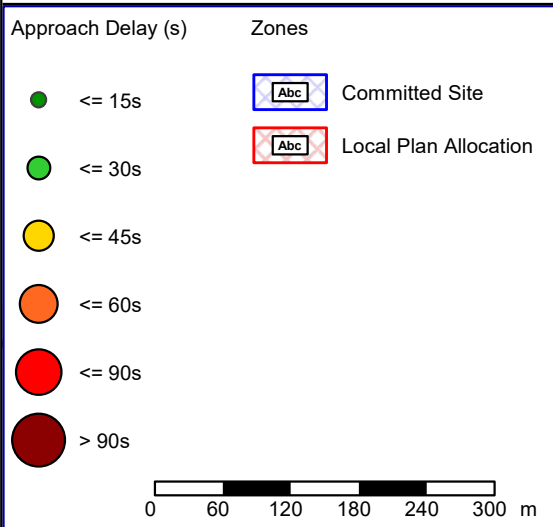
The table below summarises the percentage increase in traffic flows due to Local Plan development compared to the 2040 Reference Case scenario.

Local Plan Modelling Development Flow Impact

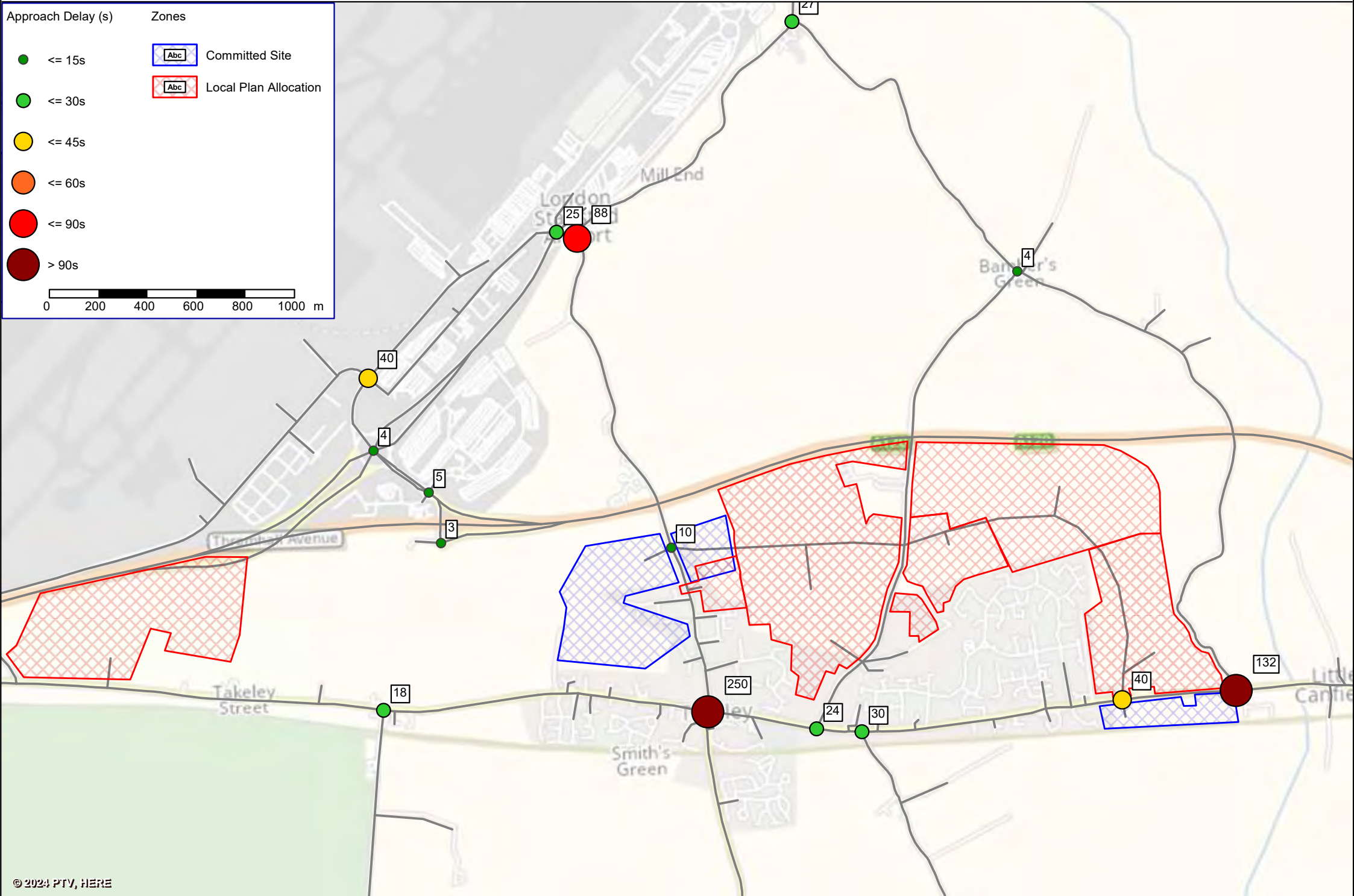
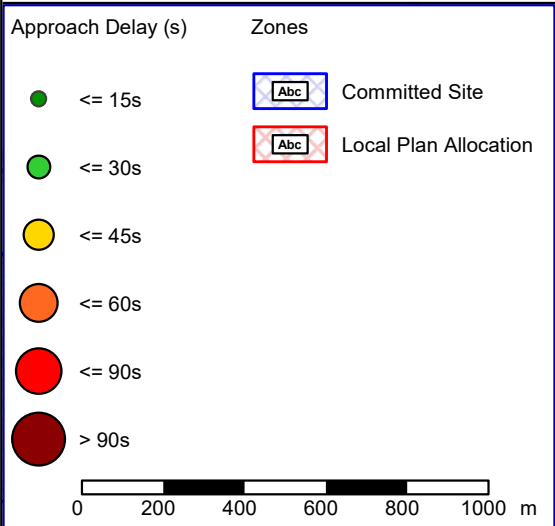
Junction / Arm	AM		PM	
	In	Out	In	Out
B1256 junction with Station Road / Parsonage Road				
B1256 (E)	9.5%	2.7%	1.6%	15.9%
Station Road	3.5%	0.2%	0.2%	2.3%
B1256 (W)	7.4%	26.0%	34.2%	4.8%
Parsonage Road	6.4%	1.9%	0.8%	6.0%
B1256 junction with Bush End				
B1256 (E)	26.0%	7.4%	4.8%	34.2%
Bush End	9.0%	0.6%	0.8%	5.4%
B1256 (W)	7.0%	23.9%	31.3%	4.1%
B1256 junction with Bury Lodge Lane				
B1256 (W)	81.2%	7.8%	7.4%	42.3%
Bury Lodge Lane	-	-	-	-
B1256 (E)	23.9%	7.0%	4.1%	31.3%
B1256 junction with Tilekiln Green				
B1256 (E)	7.8%	81.2%	8.4%	7.4%
Tilekiln Green	13.9%	2.6%	2.5%	12.0%
B1256 (W)	-	-	-	-
M11 J8 Roundabout junction with A120 / B1256				
M11 (N)	0.4%	0.1%	0.1%	1.7%
A120 (NE)	3.9%	0.0%	0.5%	0.0%
B1256 (E)	-	-	-	-
M11 (S)	6.7%	1.0%	0.0%	6.3%
M11 Services	0.7%	0.0%	0.0%	0.3%
A120 (W)	5.7%	1.4%	1.1%	5.0%
Priory Wood Roundabout – A120				
A120 (E)	1.8%	0.0%	0.0%	0.0%
A120 (S)	0.0%	3.9%	0.0%	0.5%
M11 (NW)	0.0%	0.0%	0.2%	0.0%
Round Coppice	0.8%	0.0%	0.3%	0.2%

Appendix E - Local Plan VISUM Delay Plots

2040 Local Plan AM Vehicle Delay - M11 Junction 8



2040 Local Plan AM Vehicle Delay - Takeley and Stansted Airport



2040 Reference Case AM Vehicle Delay - M11 Junction 8

Approach Delay (s)

<= 15s

<= 30s

<= 45s

<= 60s

<= 90s

> 90s

Zones

Abc

Committed Site

0

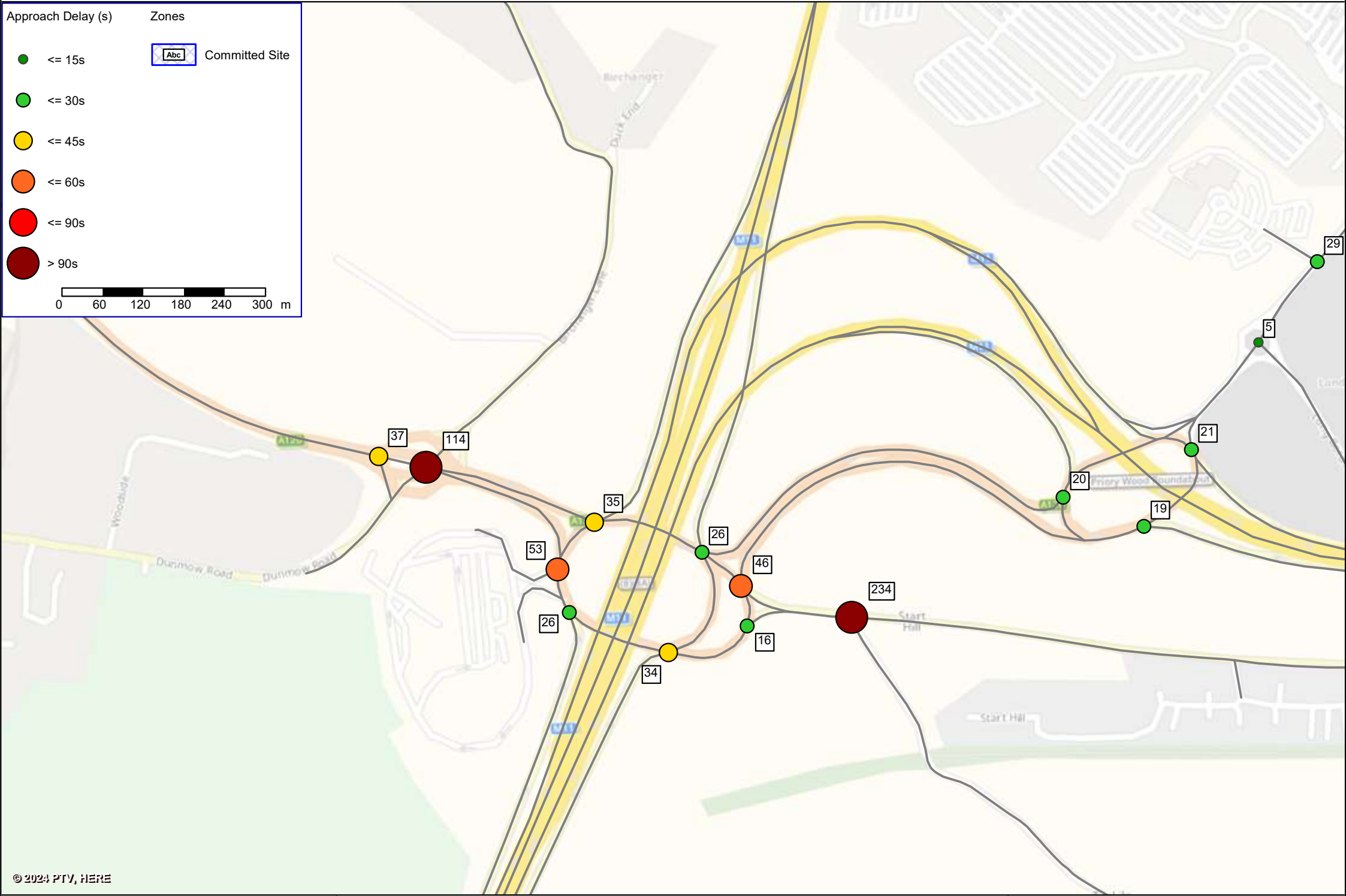
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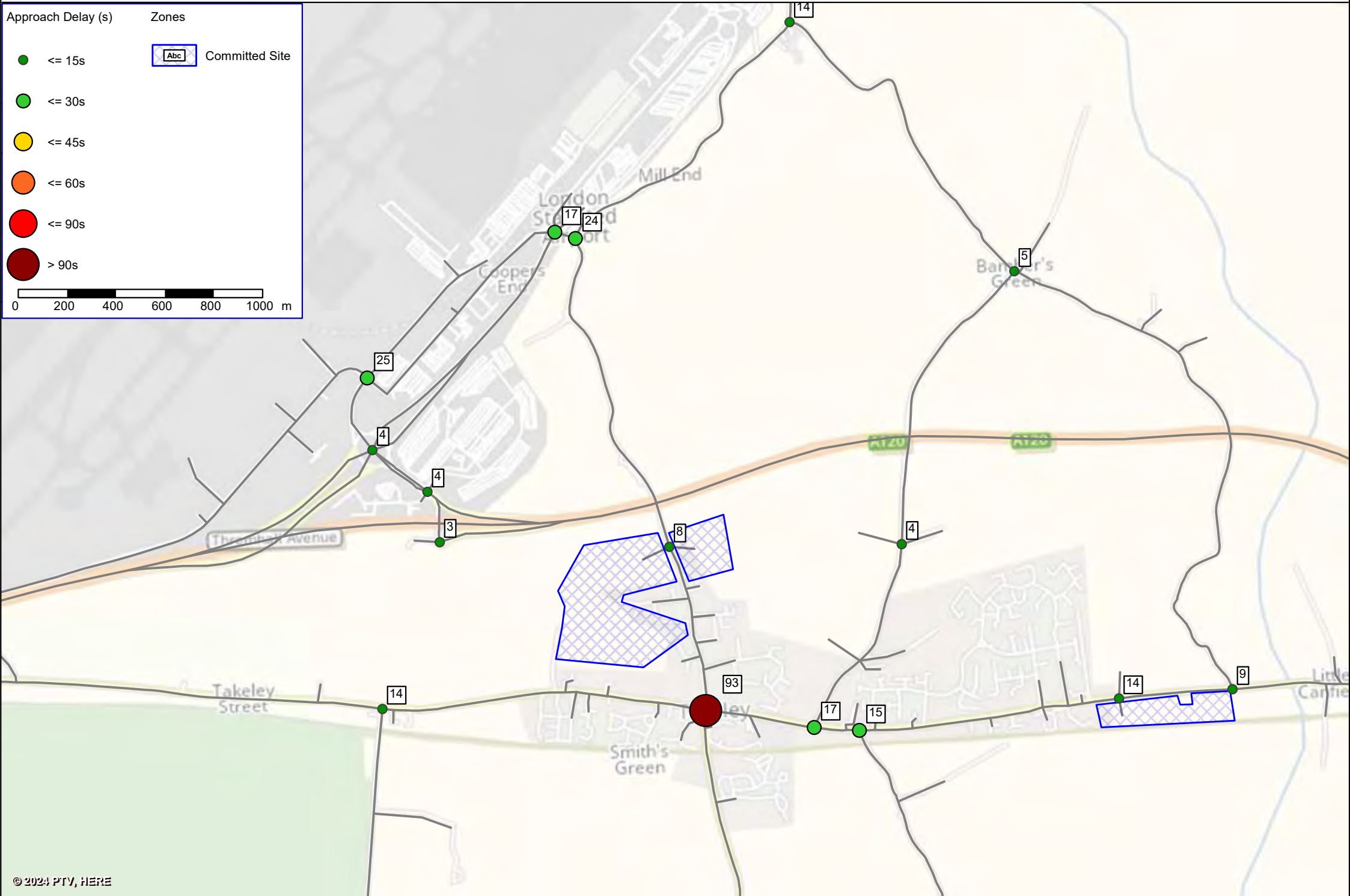
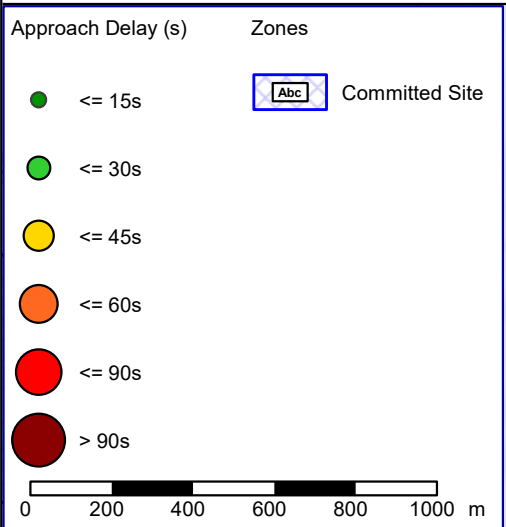
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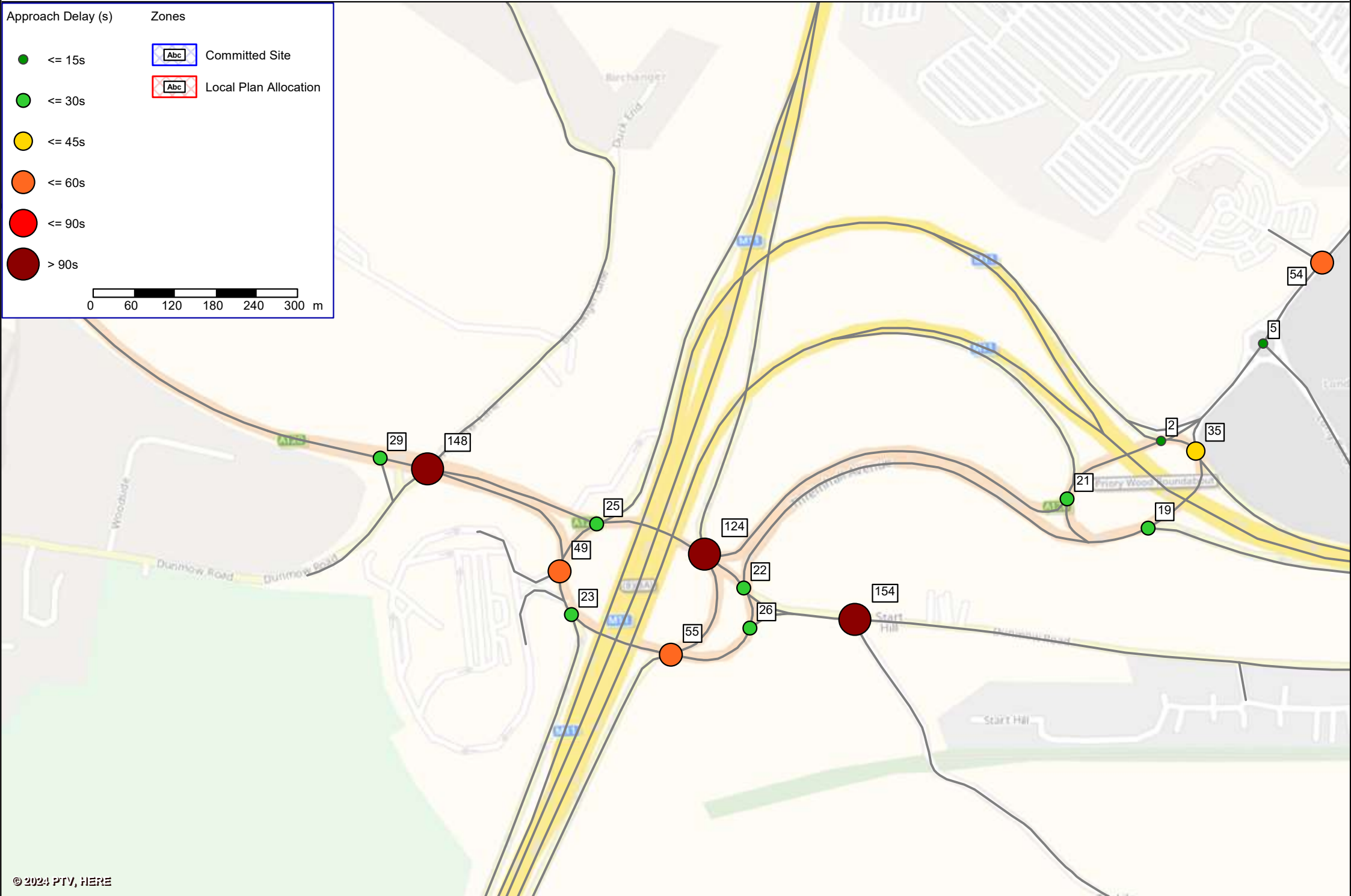
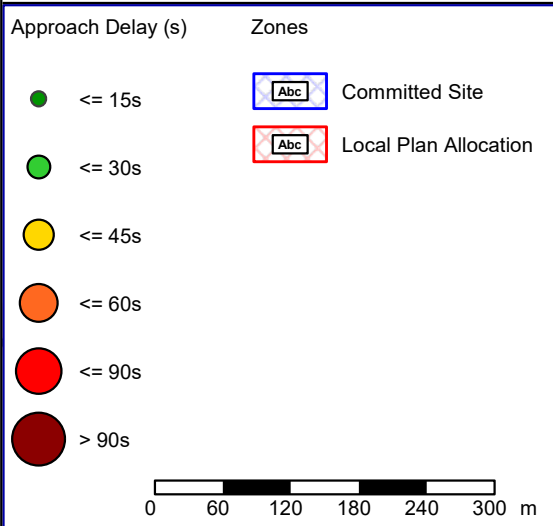
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2040 Reference Case AM Vehicle Delay - Takeley and Stansted Airport



2040 Local Plan (Core) PM Vehicle Delay - M11 Junction 8



2040 Local Plan PM Vehicle Delay - Takeley and Stansted Airport

Approach Delay (s)

<= 15s

<= 30s

<= 45s

<= 60s

<= 90s

> 90s

Zones

Abc

Committed Site

Abc

Local Plan Allocation

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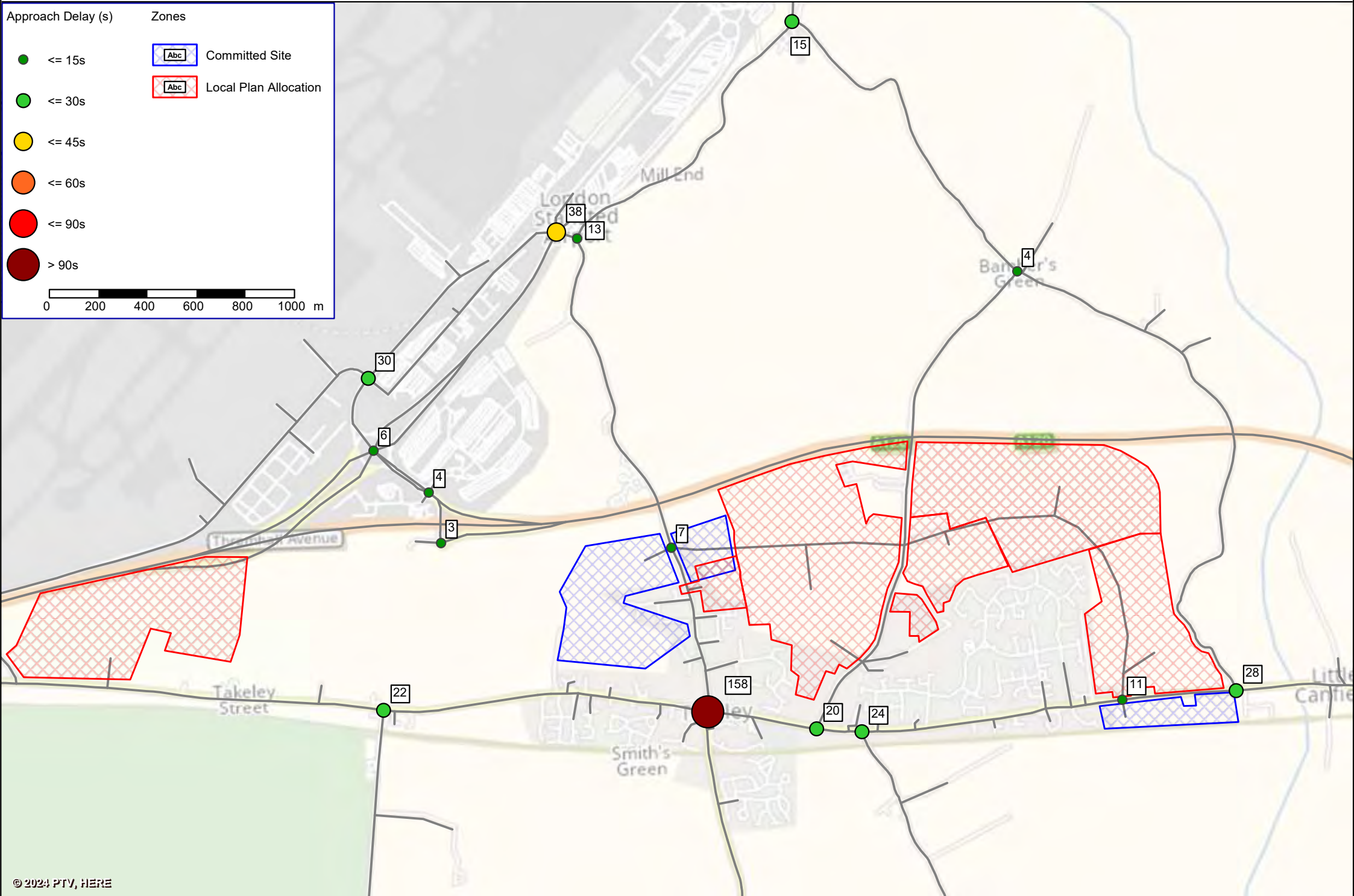
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1000 m



2040 Reference Case PM Vehicle Delay - M11 Junction 8

Approach Delay (s)

<= 15s

<= 30s

<= 45s

<= 60s

<= 90s

> 90s

Zones

Abc

Committed Site

0

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120

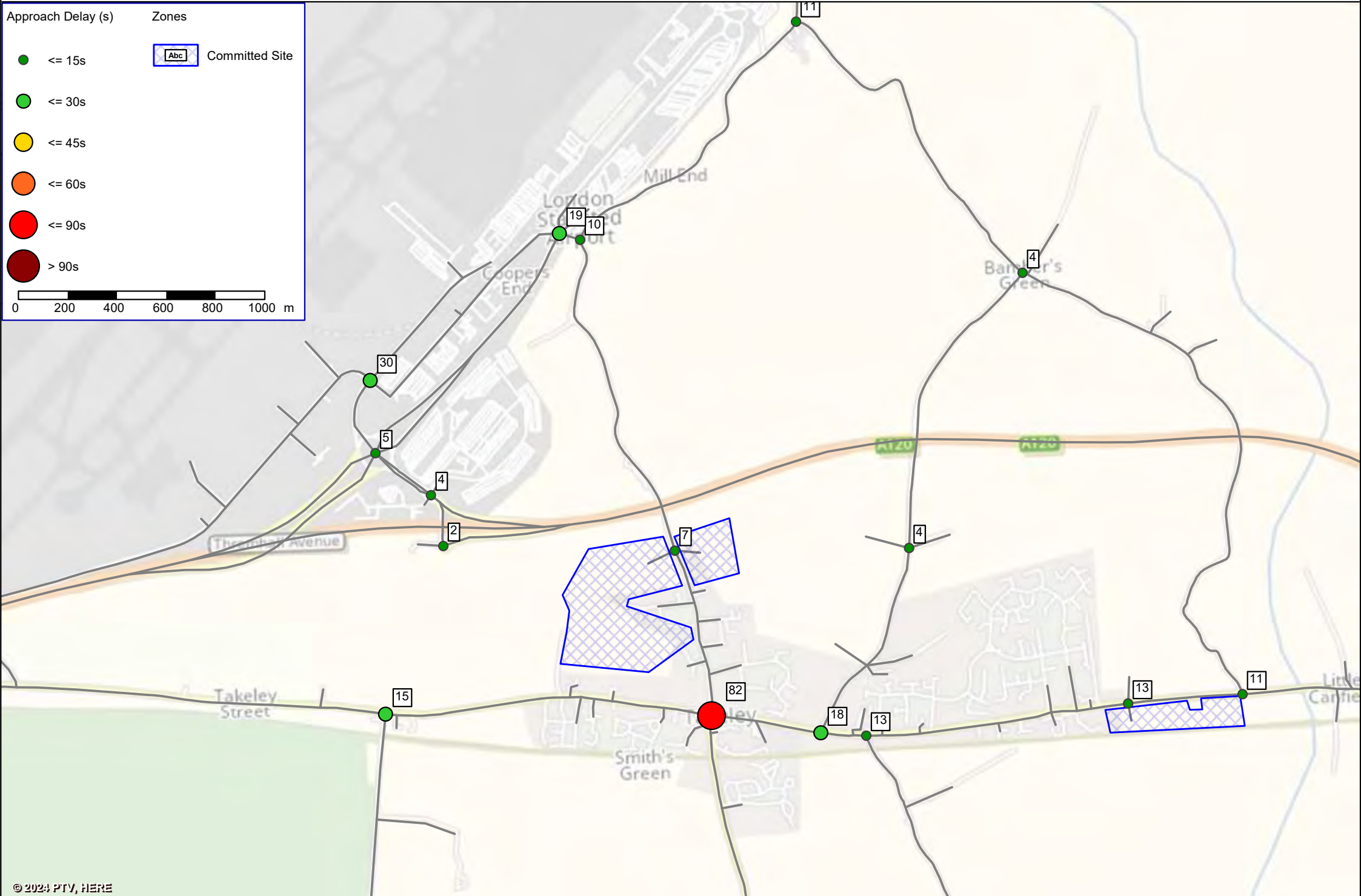
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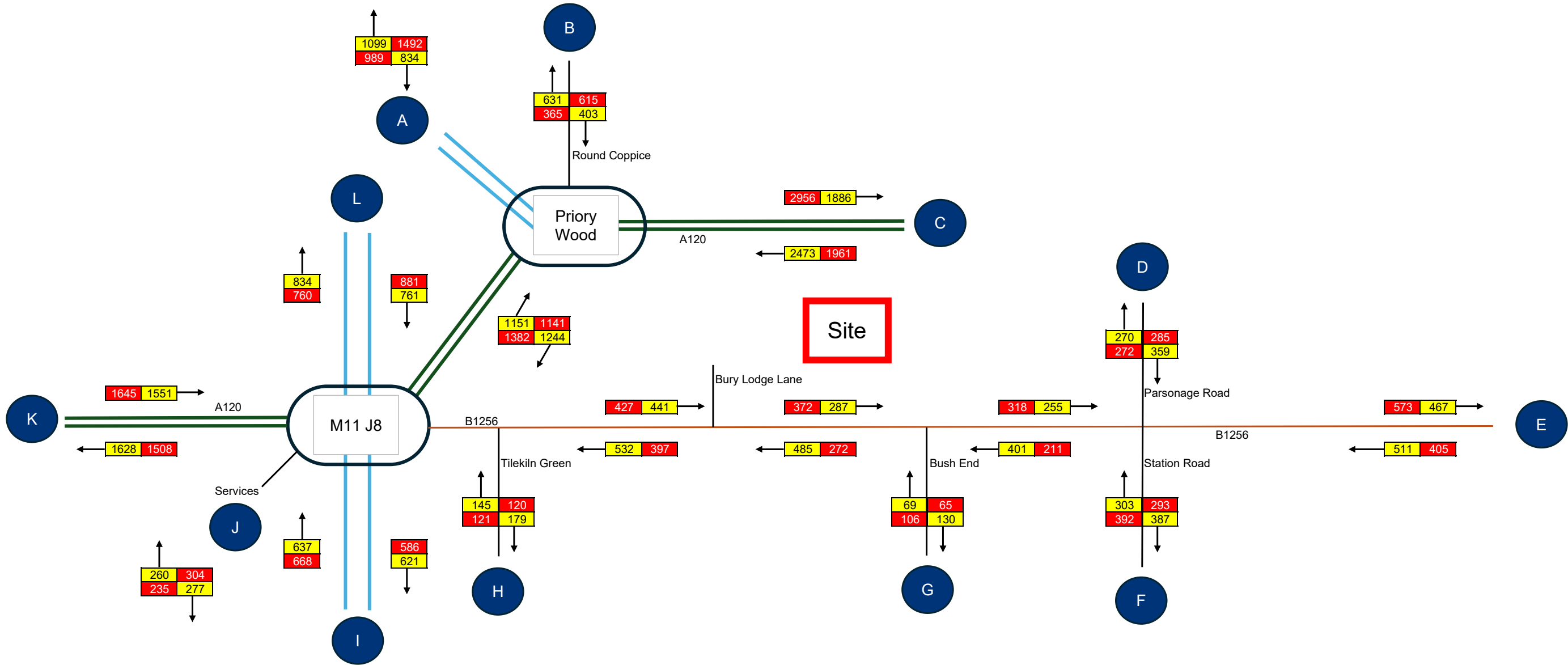
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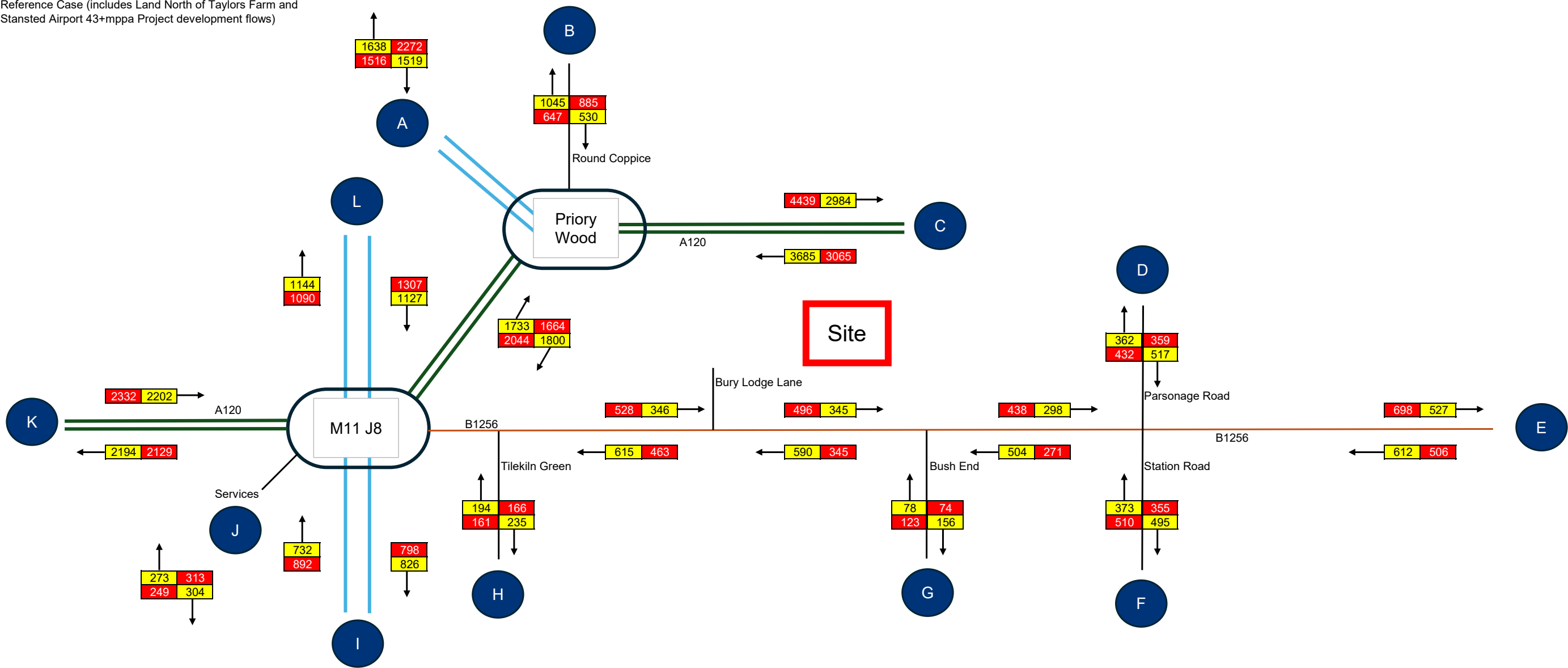
2040 Reference Case PM Vehicle Delay - Takeley and Stansted Airport



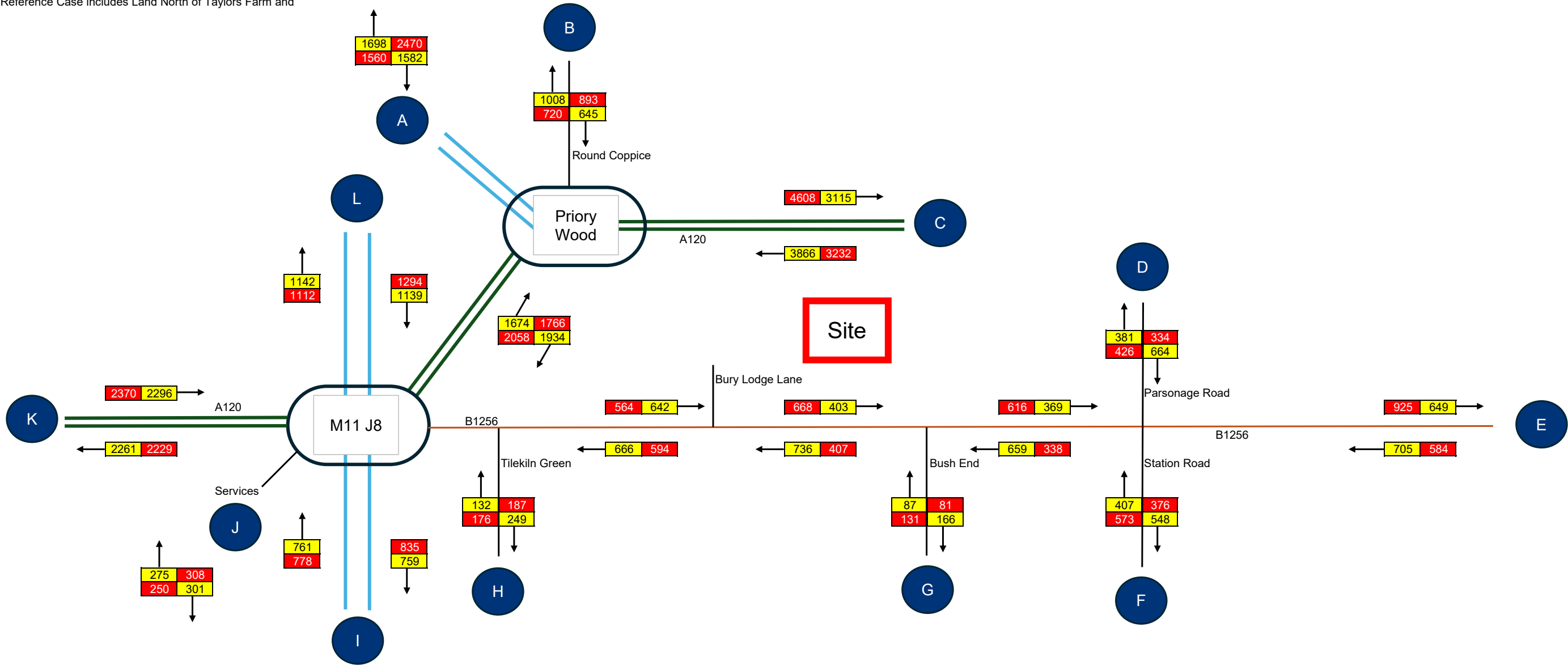
Appendix F - Traffic Diagrams

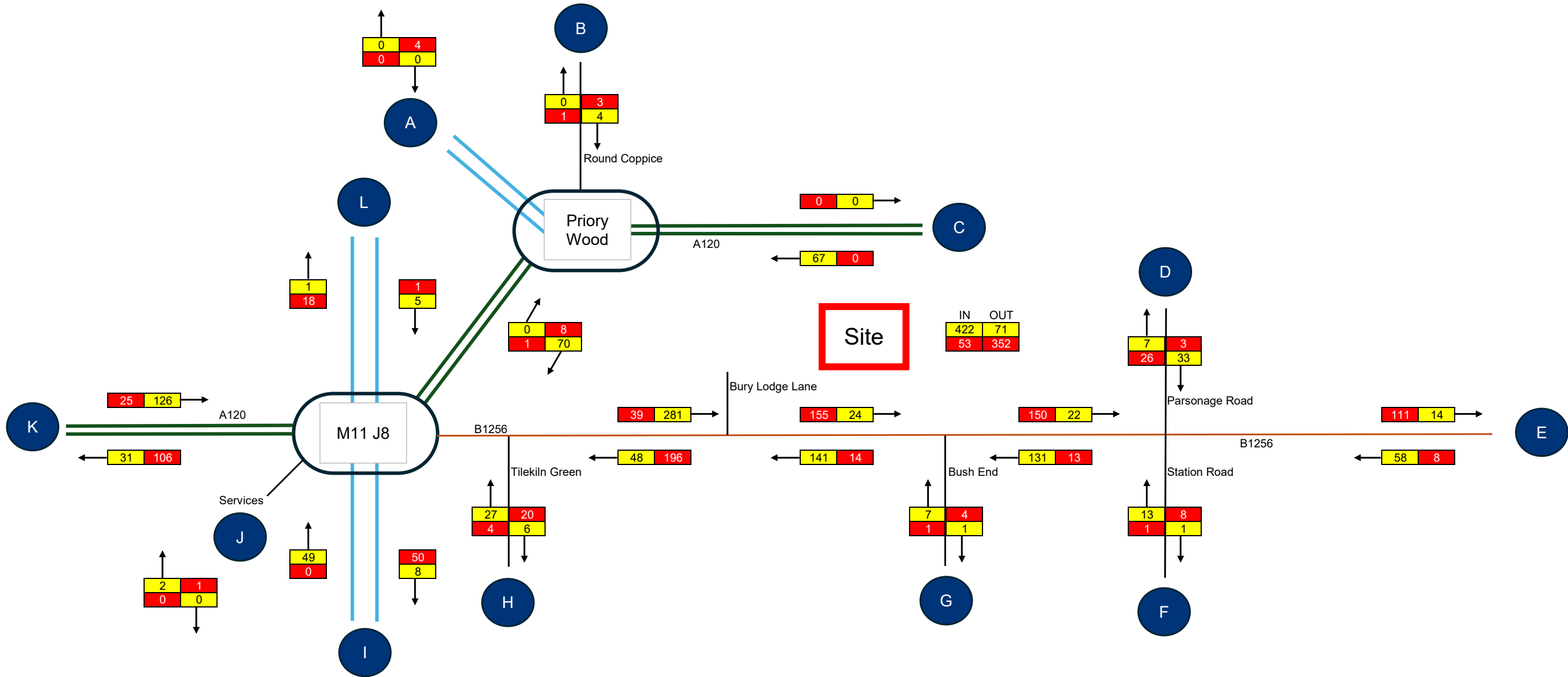


Base + committed and background growth (2040)
Reference Case (includes Land North of Taylors Farm and
Stansted Airport 43+mpa Project development flows)

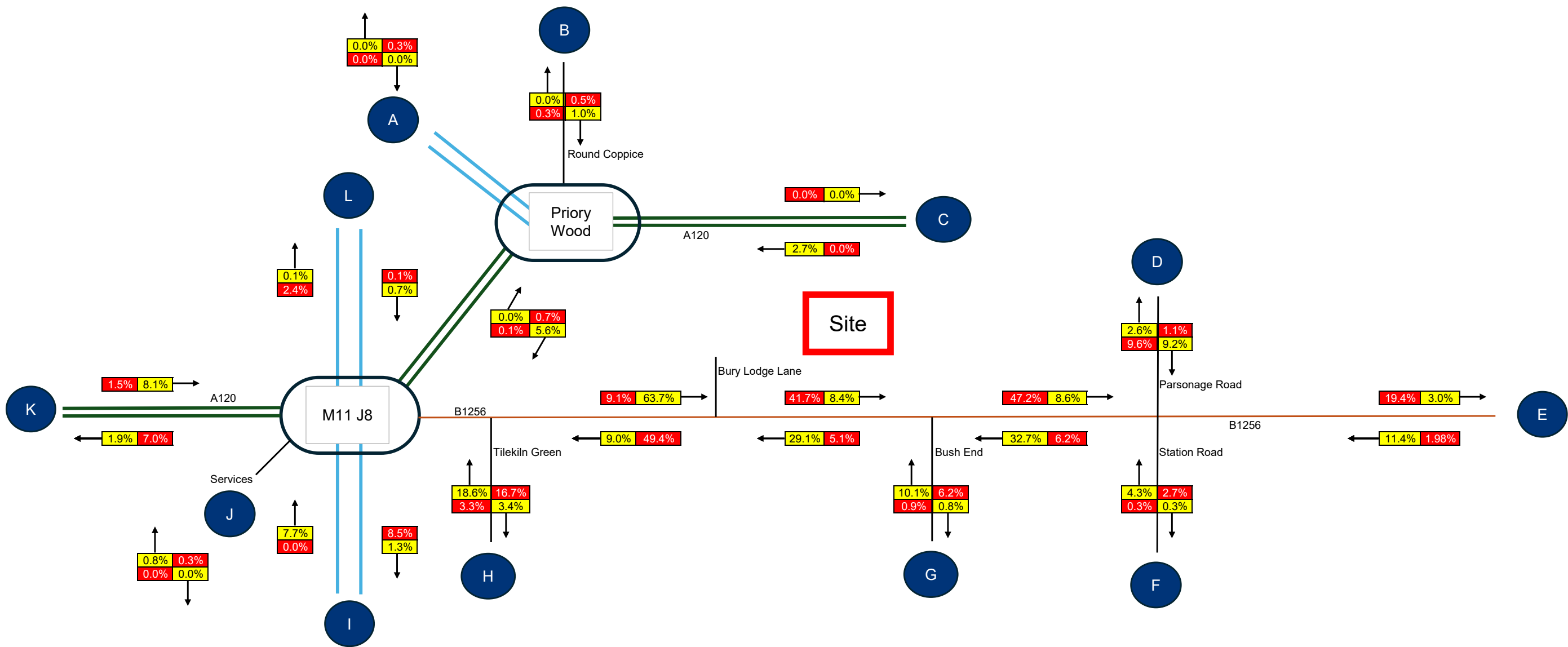


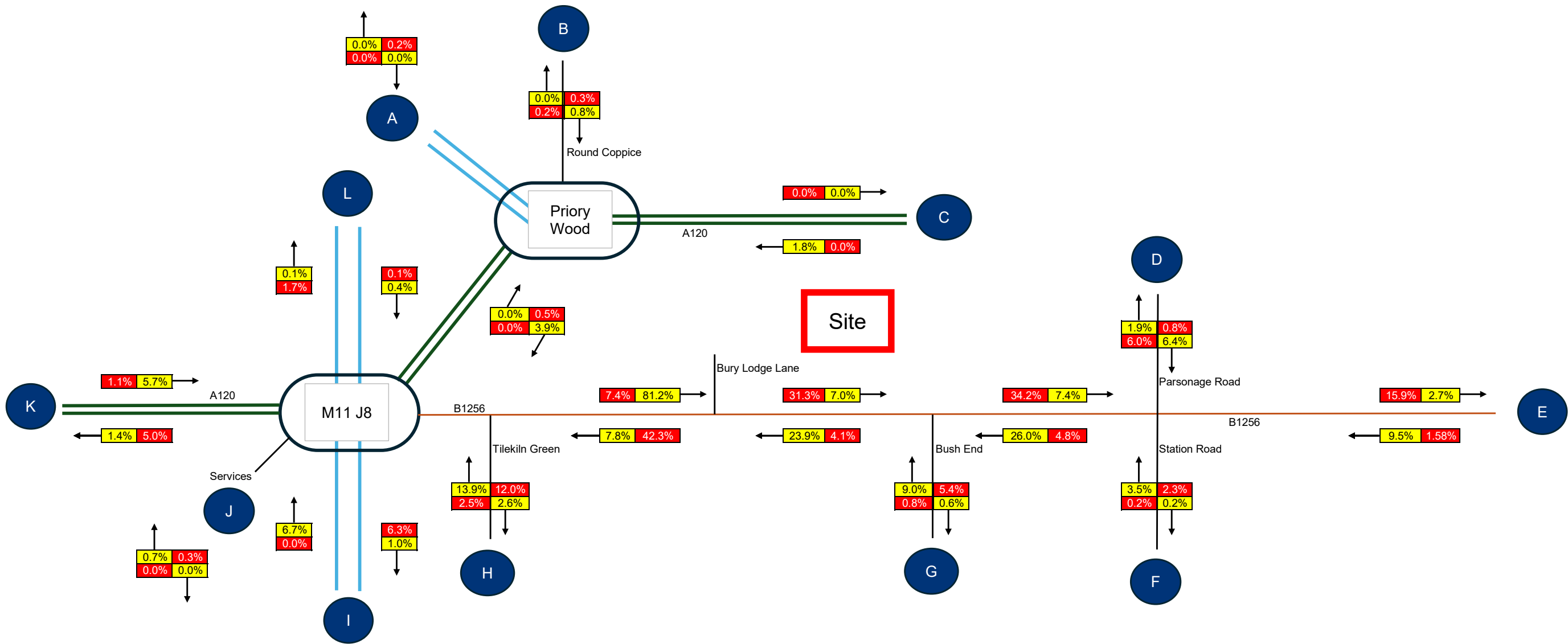
Base + committed and background growth (2040)
Reference Case includes Land North of Taylors Farm and





Taylors Farm Percentage Impact against 2021 Base Scencario





Appendix G - Preliminary Cost Estimate

A120 Link Road - Potential Delivery Cost

				Construction				Construction Contingency		Construction Works Total					Fees				Third-Party Land		Sub-Total	Optimism Bias	Total
Approx' New Carriageway Length (m)	Approx' New Carriageway Construction Cost	Assumed Tie-in Junctions to Public Highway	Approx' New Junction Construction Costs	Approx' Construction Costs	Accom Works	Landscaping	Contract Works Sub-Total	Contingencies	Sub-Total	Supervision	Testing	Topo' Survey	Soil & Drainage Survey	Works Total	Public Inquiry	Land/CPO Plans	Design Fees	Fees Total	Number of Land Ownerships Affected	Estimated Land Purchase Cost			
Approx' cost per linear m	£3,000				3.0%	3.0%		10.0%		10.0%	0.5%	0.5%	3.0%		1.5%	1.0%	10.0%			5.0%			
1,500	£4,500,000	Existing Roundabout and Junction to be provided by Developer	£0	£4,500,000	£135,000	£135,000	£4,770,000	£477,000	£5,247,000	£524,700	£26,235	£26,235	£157,410	£5,981,580	£89,724	£59,816	£598,158	£747,698	2	£598,158	£7,327,436	£3,370,620	£10,698,056

Assumptions & Exclusions

- All distances and cost estimates are preliminary, without the benefit of any design.
- New carriageway is assumed to be a 7.3m wide single carriageway with a shared cycle footway on one side and a grass verge on the other side, fences at highway boundaries, surface drainage, road markings and road signs. No lighting assumed.
- New carriageway lengths are scaled from GIS. Distances taken from the A120 roundabout to the edge of the Taylors Farm planning application boundary.
- No highway structures are assumed to be required.
- Land purchase value is a high level assumption and does not take into account any local specificities. A property cost estimate (PCE) is recommended to give more certainty. Two affected land owners assumed.
- Optimism bias uplift of 46% applied (maximum for road schemes as per TAG Unit A1.2) to reflect cost uncertainty at this stage of the project.
- All cost estimates exclude the following:
 - VAT
 - Significant level changes
 - Abnormal ground conditions
 - Contaminated ground
 - Flood mitigation costs
 - Utilities diversions or utility infrastructure works
 - Environmental / Ecological works
 - Archaeology works
 - Street lighting
 - Any changes to current highway design standards
 - Inflation associated with construction and material costs