

Chelmsford Local Plan
Statement of Common
Ground -
South Woodham Ferrers
Highways and Transport

November 2018

Our Planning Strategy to 2036



CHELMSFORD CITY COUNCIL'S LOCAL PLAN

STRATEGIC GROWTH SITE 7 – Land North of South Woodham Ferrers

STATEMENT OF COMMON GROUND – Highways and Transportation

Between:

Promoter/PID Ref Number	Representation Ref Numbers
Chelmsford City Council (Local Planning Authority)	
Essex County Council (Local Highway Authority) (311148)	PS980
Countryside Properties (promoter & developer, part of allocation) (1097127)	PS1224
Essex County Council Property and Facilities (promoter, part of the allocation) (311148)	PS1598
Speakman Family	

Introduction and Background

- 1.1 This Statement of Common Ground (SOCG) sets out the details in relation to the Transportation and Highways proposals to support Strategic Growth Site 7 – North of South Woodham Ferrers. This document should be read in conjunction with a separate SOCG which relates to strategic matters in the delivery of the site.
- 1.2 The agreed matters in this SOCG do not preclude any further written or verbal representations that the City Council, County Council and the Site Promoters may wish to make as part of the Local Plan Examination, in relation to any other matters which may not have been agreed and/or which do not form part of this SOCG.
- 1.3 This SOCG considers in particular;
- Access
 - Internal Layout
 - Pedestrian and Cycle Links
 - Public Transport Connections
 - Highways Impacts and Mitigation
 - Local Improvements
- 1.4 The details of each as described below.

Access

- 1.5 All parties consider that adequate vehicular access can be achieved into the site. The final locations and design of the access points will be confirmed following the completion of the master planning and Transport Assessment process but the principal access positions, could comprise the following which are also illustrated on Plan 1:

- Access 1 – Roundabout access from B1418 into western and central development parcel
- Access 2 – Roundabout access from B1012 Burnham Road into central development parcel
- Access 3 – Roundabout access from B1012 Woodham Road into eastern development parcel

1.6 Any additional access positions will be considered through the respective planning applications.

[Internal Layout](#)

1.7 All parties consider that providing for future bus connectivity through the development is essential. An internal link connecting access point on the B1418 and Burnham Road will therefore be incorporated within the masterplan and designed to a minimum width of 6.75m to accommodate bus movements.

1.8 All parties confirm that the internal road network will be planned comprehensively to serve all landholdings represented in this SOCG.

[Pedestrian and Cycle Links](#)

1.9 All parties consider that the site can be satisfactorily connected on foot and by cycle to the main facilities within South Woodham Ferrers, including local schools, the railway station, shopping and employment areas as shown on **Plan 1** the indicative pedestrian and cycle strategy.

1.10 The southern boundary of the site (measured from point A1 on **Plan 1**) is;

- approximately 500m from South Woodham Ferrers Railway Station
- approximately 1.8km from the main shopping area and Secondary School (Town Centre)
- approximately 1.4km from the Haltwhistle Road commercial area (Western Industrial Estate)

1.11 All parties agree that integrating the proposed development into the existing settlement is essential. Providing appropriate crossing facilities to Burnham Road and Woodham Road and improving the environment for pedestrians and cyclists by reducing vehicle speeds will therefore be important. All parties agree that reducing the speed limit on Burnham Road to a maximum of 40mph would be desirable subject to appropriate site layout details and traffic modelling at the planning application stage to demonstrate that any adverse impact on journey times would be acceptable.

- 1.12 Approval has been granted for a TOUCAN crossing to serve the planned Sainsbury development (application reference 14/00830/FUL) at position A1, together with an informal crossing on the west side of the junction and a zebra crossing on Hullbridge Road.
- 1.13 Opportunities exist for further crossings at positions shown on Plan 1 within land controlled by the promoters or within the highway boundary. All parties consider that the final form of these crossings will be determined through the planning application/master planning process following a detailed assessment of crossing demand in each location and highways capacity testing.
- 1.14 All parties accept that the future planning applications would provide priority for journeys to be made on foot and by cycle. This would include the provision of a walking and cycling strategy, for which the framework is illustrated in **Plan 1** and would include:
- providing connections across the site connecting all parcels
 - providing signage improvements as appropriate
 - providing (following Audit and review) appropriate changes to existing footways and cycleways
 - providing comprehensive information on routes to different locations through the Travel Plan
 - providing cycle training for residents through the Travel Plan
- 1.15 All parties agree that priority can be provided for pedestrians and cyclists in a manner compatible with the highways function of the roads i.e. without leading to unnecessary delays. In that context the final solutions would be accompanied by the appropriate traffic modelling.

[Public Transport Connections](#)

- 1.16 The Council area wide SOCG between First (the major local Bus operator), Essex County Council and Chelmsford City Council will be placed before the EIP.
- 1.17 In particular that SOCG confirms the considered view of First, Chelmsford City Council and Essex County Council, that with a correct marketing and incentive package a viable bus service could be provided for a development of the size of the proposed allocation.
- 1.18 All parties to this SOCG agree that the Master Plan will allow for bus services to be routed through the development and the landowners support the inclusion of the measures required for a lasting bus service which for the purpose of a future planning applications, would involve;
- Initial free travel to establish a culture of travel by non-car means
 - Marketing so residents are aware of routes and times
 - The provision of high-quality vehicles

- Timing of services particularly to tie in with train times
- The relocation of bus stops on the eastbound and westbound carriageway of Burnham Road, to include carriageway markings, raised kerbs, shelter with seating if space allows, flag, pole and RTPi

1.19 All parties accept that a viable developer funded public transport strategy can be agreed for the planning applications for the allocation, based on the principals contained in **Plan 2**, which may involve;

- A direct service to Wickford Station coinciding with peak period train times
- An enhancement to the local services which connect to the centre of South Woodham Ferrers, Chelmsford and Broomfield Hospital.

1.20 Developer funded services would be introduced through a phased approach to the introduction of bus services with interim solutions such as taxi-buses considered at the initial occupation prior to a full service becoming viable.

Highways Impacts and Mitigation

1.21 All parties consider that the Highways impacts of the allocation have been appropriately considered and can be addressed as set out in the evidence base for the examination (EB026 and EB027). In overall terms, all parties consider;

A130/A132 Junction Area

1.22 Whilst congestion does occur it is clear where the congestions points are in particular:

- On the A1245 and Hawk Hill approaches to the Hawk Hill roundabout, largely as a result of left turning vehicles queuing back from the Rettendon Turnpike roundabout.
- On the central link between the Rettendon Turnpike and Hawk Hill roundabout junctions.
- On the A130 southbound off-slip in the PM peak, where the major flow is towards the A1245 and Hawk Hill.

1.23 With reference to the evidence base (EB026 and EB027), all parties consider that the necessary mitigation involving highways improvements and measures to encourage journeys by means other than the private car could be provided within the highways boundary or land under the control of the signatories to this SOCG. This would alleviate the observed queueing and provide capacity for future development. The form of mitigation would be confirmed through the Transport Assessment which would support the future planning applications.

A132 Corridor

1.24 In relation to the A132 Corridor, whilst queuing has been observed, this occurs during peak hours and is attributable to the capacity of the junctions rather than the capacity of the links.

This demonstrates that there is no requirement for dualling of the A132, but major benefits for the operation of the network can be provided through local improvements to be included as part of the Transport Assessment to support future planning applications and to be confirmed with reference to the A132 Corridor Study being undertaken by ECC the Preferred Option Strategic & Local Junction Modelling Addendum - Infrastructure Studies (EB027).

Local Improvements

- 1.25 All parties support the Evidence Base for the Local Plan in terms of the conclusions regarding Local Highway Improvements

Burnham Road – Ferrers Road, South Woodham Ferrers

- 1.26 Future planning applications should include sustainable transport measures to reduce traffic flows at this junction and improvements the roundabout as necessary.

B1418 – Burnham Road, South Woodham Ferrers

- 1.27 Mitigation measures to increase the capacity of this junction will be included as part of the Transport Assessment to support future planning applications.

Burnham Road – Hullbridge Road, South Woodham Ferrers

- 1.28 That in addition to the measures coming forward, the applications include for sustainable transport measures to manage traffic flows at this junction to provide additional capacity.

Hullbridge Road – Clements Green Lane, South Woodham Ferrers

- 1.29 The modelling results, using the existing layout, indicate that this junction is currently operating within capacity and is likely to continue to do so in 2036. This will be reviewed as part of the Transport Assessment to support future planning applications.

WIDER IMPACTS

- 1.30 The Signatories to the SOCG consider that wider impacts that might affect neighbouring authorities have been properly considered, with reference to Local Plan modification AC192, which states;

“Any improvements to the existing highway required to mitigate the impact of development from this strategic growth site, will be primarily focussed on junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network. These should not encourage through-traffic movements to use the local road network through neighbouring settlements such as Runwell and Wickford. The road network to the south of Chelmsford City Council’s area, is also proposed for improvement by the Highway Authority including the A130, A127, A13 corridors. These include the A127/A130 Fairglens Interchange improvement scheme. Where appropriate,

offsite mitigation of this strategic growth site should complement other relevant Highway Authority schemes to help ensure the strategic road network provides the most attractive route for through-traffic.”

CONCLUSIONS

- 1.31 The Signatories to the SOCG, fully consider that the site can come forward in accordance with the requirements for Strategic Growth Site 7 of the emerging Local Plan.

Signed for and on behalf of

ESSEX COUNTY COUNCIL (Highways Authority)

Signature:

Name: ...Andrew Cook.....

Position: ...Director, Highways and Transportation.....

Date:19/11/2018.....

Signed for and on behalf of

CHELMSFORD CITY COUNCIL

Signature:

Name: ...Jeremy Potter.....

Position: ...Planning and Strategic Housing Policy Manager.....

Date: ...19/11/18.....

Signed for and on behalf of

COUNTRYSIDE PROPERTIES

Signature:

Name:Steve Price.....

Position:Director.....

Date:19/11/18.....

Signed for and on behalf of

ESSEX COUNTY COUNCIL PROPERTIES AND FACILITIES (Landowner)

Signature:

Name: Les Pilkington.....

Position: ..Head of Property for and on behalf of
Essex Property and Facilities, Essex County Council.....

Date: 19/11/2018.....

Signed for and on behalf of
SPEAKMAN FAMILY

Signature:

Name: ...Andy Redman.....

Position: ..Director.....

Date: ..19/11/2018.....

Strategic Growth Site 7 - South Woodham Ferrers

Plan 1: Indicative Pedestrian and Cycle Strategy





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Please call 01245 606330

Planning and Housing Policy
Directorate for Sustainable Communities
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
Essex
CM1 1JE

Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

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