

Chelmsford Local Plan

Statement of Common
Ground with Highways
England, Essex County
Council and Chelmsford
City Council

November 2018

Our Planning Strategy to 2036



Chelmsford Local Plan

Statement of Common Ground

between

Highways England and Essex County Council & Chelmsford City Council

1. Introduction and background

This Statement of Common Ground (SOCG) has been jointly prepared by Highways England (HE), Chelmsford City Council (CCC) and Essex County Council (ECC) in relation transport and highways matters. It considers areas of agreement between the parties following HE's representations on the Chelmsford Pre-Submission Local Plan (Representations numbers PS674-PS678).

Highways England is a government company responsible for operating, maintaining and improving the motorway and trunk road network in England. The A12 in the Chelmsford City Council (CCC) area is part of the trunk road network for which Highways England is responsible. Essex Highways are responsible for maintaining the rest of the public highway across the CCC area.

The A12 is an important economic link in Essex and across the East of England. It provides the main southwest / northeast route through Essex and Suffolk, connecting Ipswich to London and to the M25. The section between Chelmsford (junction 19) and Colchester (junction 25) is approximately 25 km in length and carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy Goods Vehicles (HGV) account for between 8% and 12% of the traffic on this section, which highlights its importance as a freight connection, particularly to the ports of Felixstowe and Harwich. It is also an important commuter route between Chelmsford and Colchester and Braintree and Maldon.

In December 2014, the Department for Transport published the first Road Investment Strategy covering the Roads Period 2015-2020. It outlined a long-term vision for England's motorways and major roads, and included a multi-year investment plan that is being used to improve the network and create better roads for all users. The Roads Investment Strategy identified the need for widening the A12 between Chelmsford (J19) and the A120 interchange (J25) to three lanes and developing options for A12 between M25 and Chelmsford.

The agreed matters in this SOCG do not preclude any further written or verbal representations that the HE, ECC and CCC 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.

2. Duty to Co-operate

It is considered that CCC has fulfilled its obligations with HE and ECC under the Duty to Co-operate. HE and ECC are key partners in the Council's Local Plan Transportation Duty to Co-operate group.

3. Highways Modelling Evidence Base

The Pre-Submission Local Plan evidence base comprises a series of traffic modelling reports prepared by consultant Ringway Jacobs, through Essex County Council as the local highway authority (EB 023-029 and EB 031-035). Under CCC's duty to co-operate, the parties to this SOCG have overseen and been fully involved in the Local Plan transport modelling work undertaken.

All parties to this SOCG agree that:

- The Chelmsford Strategic Model is considered an appropriate tool for assessing cumulative impacts on the highway network of development across the local plan area. It should be noted, however, due to the model's strategic nature and geographical extents it may not be suitable to assess individual major development proposals when they come forward. In such cases it may be necessary for supplementary modelling to be undertaken. In particular this could be the case at key A12 junctions.

- Highways modelling has been undertaken at all stages of the plan preparation to identify the potential impacts on the network and key junctions, with mitigation measures identified, where possible
- The highways modelling work shows that it will not be possible to sufficiently mitigate the impact of the allocated development locations to feasibly ensure that the network operates fully within capacity at the end of the plan period without a step change in the provision and uptake of sustainable transport. This step change includes a range of measures, including new and expanded park and ride sites, provision of connections between new development and existing walking and cycling routes, bus priority measures, and dedicated car clubs for residents and businesses. These form part of ECC's Strategic Zonal Focus proposes included within the plan.
- The highways modelling work includes a high-level analysis of the cross boundary impact of Local Plan proposals on the road network in neighbouring Districts and Boroughs (EB 029)
- Specific Local Plan Allocations may need further traffic modelling work to support identification of detailed mitigation measures as part of delivery through the statutory planning application process. The need for this future modelling work is not considered to be critical to the delivery of the Local Plan and will inform site-specific detailed measures employed to mitigate development at the local level
- The transport modelling evidence base is considered 'sound' and fit for the purpose of assessing impact of the local plan at a broad and strategic level

4. Infrastructure Delivery Plan (IDP)

The Infrastructure Delivery Plan (IDP) (EB 018B) assesses what highways and transport infrastructure is required to support the delivery of the new Local Plan and how it will be funded and provided. The parties to this SOCG recognise that some key highways and transport infrastructure identified in the IDP will require additional Government funding for the delivery of the Chelmsford North East Bypass (CNEB) and Beaulieu Station.

The IDP particularly identifies the A12 J19 Boreham Interchange as a key point of infrastructure provision with the upgrading of the junction and connectivity with the CNEB and the radial distributor road. All parties agree that through appropriate phasing these works are deliverable and that they will work closely with developers to ensure they are delivered in a timely manner. A summary, and plan, of the highway works in the vicinity of A12 J19 Boreham Interchange are included at Appendix A.

It is noted that ECC has been shortlisted in the Government's Housing and Infrastructure Fund (HIF) for several major transport projects, including one for £250 million towards the delivery of the CNEB and Beaulieu Railway Station.

5. Pre-Submission Local Plan

All parties agree that:

- Local Plan Strategic Policy S11 together with individual site allocation policies broadly identify what and where new transport infrastructure is required
- Local Plan Policy PA1 (PROTECTING AMENITY) will ensure that any potential for noise and air quality problems from the A12 will not result in adverse impact on the amenities of occupiers of nearby residential properties

Signatories:

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|--|---|
| <p><i>Jeremy Potter</i></p> <p>Jeremy Potter Planning and Strategic Housing Policy Manager Chelmsford City Council</p> | <p><i>Andrew Cook</i></p> <p>Andrew Cook Director of Highways and Transportation Essex County Council</p> |
| <p><i>Eric Cooper</i></p> <p>Eric Cooper Spatial Planning Team Leader Highways England</p> | |

APPENDIX A

Summary of Highway Improvement works in the vicinity of A12 Junction 19, Boreham Interchange

| <u>Improvement scheme</u> | <u>Promotor</u> | <u>Lead Authority</u> | <u>Delivery Timescale</u> | <u>Funding source</u> | <u>Comments</u> |
|--|---|--|--|---|---|
| Radial Distributor Road 1 Phases 2a and 2b (required prior to occupation of 1000 th dwelling) | Countryside Zest | Essex County Council (approval authority) | Commence 2019 Completion 2019 | Countryside Zest (developer funded) | |
| Radial Distributor Road 1 Phase 3 (required prior to occupation of 1000 th dwelling) | Countryside Zest | Highways England (approval authority) | Commence 2020 Completion 2021 | Countryside Zest (developer funded) | Includes new Generals Lane Bridge and link to Boreham Interchange |
| Radial Distributor Road 2 | NE Chelmsford Garden Village Consortium | Essex County Council (approval authority) | Within Local Plan period in conjunction with SG4 | NE Chelmsford Garden Village Consortium | |
| Boreham Interchange S106 mitigation scheme for Beaulieu development (09/01314/EIA) (required prior to occupation of 1000 th dwelling) | Countryside Zest | Essex County Council (approval authority) | Commence 2020 Completion 2021 | Countryside Zest (developer funded) | CZ currently designing Boreham Interchange improvements and will implement s106 scheme if HE RIS1 scheme delayed, so as not to delay development beyond 1000 dwellings. Should HE scheme commence in 2020/2021 as planned CZ to deliver western section (Generals Lane roundabout improvements) which would be unaffected by HE scheme, and pay a contribution to HE towards RIS1 scheme which replaces the Generals Farm roundabout. |
| J19 improvements A12 Road Investment | Highways England | Highways England | Commence 2020/21 | Highways England RIS1 | As above. HE RIS 1 scheme to accommodate connections to Chelmsford North East Bypass. |

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|---|---|----------------------------|--|---|---|
| Strategy (RIS1) scheme | | | | | |
| Chelmsford NE Bypass (CNEB) Phase 1 single carriageway | NE Chelmsford Garden Village Consortium. Northern section - Essex County Council | Essex County Council | Within Local Plan period in conjunction with Strategic growth sites | Part by SG site 4. Northern section by contributions from Growth Area 2 sites and others as identified in IDP. | CNEB Phase 1 to connect RDR1 to A131 |
| Chelmsford NE Bypass Phase 2 dual carriageway | Essex County Council | Essex County Council | If HIF bid successful completion within Local Plan period, otherwise post 2036. | HIF bid or other funding sources. | CNEB Phase 2 to connect A131 to Boreham Interchange RIS1 scheme. |





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