

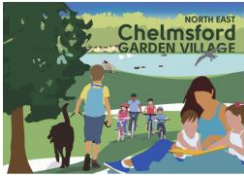
Chelmsford Local Plan

Statement of Common Ground with North East Chelmsford (SGS4) - Highways and Transport

November 2018



Our Planning Strategy to 2036



Essex
Highways



CHELMSFORD CITY COUNCIL'S LOCAL PLAN

STRATEGIC GROWTH SITE 4 – NORTH EAST CHELMSFORD

STATEMENT OF COMMON GROUND - HIGHWAYS AND TRANSPORT

- Between:
- 1) Essex County Council – the Local Highway Authority
 - 2) Chelmsford City Council – the Local Planning Authority
 - 3) The North East Chelmsford Garden Village Consortium ('the Consortium') – developers with land interests at Strategic Growth Site 4 in North East Chelmsford

This statement addresses the following areas of common ground:

- a. Access
- b. Modelling evidence base
- c. Delivery of Committed Infrastructure
- d. Delivery of Chelmsford North East Bypass (CNEB)
- e. Delivery of RDR 2
- f. Principle of offsite highway mitigation

1 INTRODUCTION AND BACKGROUND

- 1.1 This Statement of Common Ground (SoCG) has been prepared by the parties to confirm matters of agreement in relation to the allocation of Strategic Growth Site 4 at North East Chelmsford. There are no areas of disagreement.
- 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 Consortium 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 The Garden Village Consortium comprises Cliffords Ltd and the Clifford Family Trust, Countryside Zest, Hanson Quarry Products Europe Ltd, Threadneedle Pensions Ltd and Ptarmigan Land Ltd. TPA and Mayer Brown are transport planning and infrastructure design consultants retained by members of the Garden Village Consortium.
- 1.4 The proposed development site is identified as Location 4 – North East Chelmsford in Chelmsford City Council's Chelmsford Draft Local Plan, Pre-Submission Document (January 2018)¹ (the "Draft Local Plan") within Growth Area 2 - North Chelmsford². It lies north of and beyond the existing developments at Beaulieu and Channels, and includes the former Boreham Airfield. The City Council envisage *"a high-quality comprehensively-planned new sustainable Garden Community that maximises opportunities for sustainable travel, in a landscaped setting"*³. Strategic Growth Site 4 is the largest strategic site allocation within the Local Plan Pre-Submission Document and will deliver a significant amount of new housing and employment growth over the plan period including around 3,000 new homes, circa 45,000m² of high-tech employment space, ancillary community facilities (including new schools) and major new green, blue and grey infrastructure (including a new Country Park and Radial Distributor Road 2 (RDR2), in an exemplary Garden Village setting. The wider allocation may have the capacity for a further 2,500 new homes to be delivered post-2036. Further development would need to be considered as part of a review of the Local Plan.
- 1.5 The proposed infrastructure comprises improvements to cycle and footway links and crossings, including safe multi-mode crossing points across the A130 Essex Regiment Way, RDR2 and Chelmsford North East Bypass (CNEB); land to be safeguarded for an extension of the Chelmer Valley Park & Ride; extension of Chelmsford Area Bus Based Rapid Transit (ChART); RDR2; CNEB.
- 1.6 The phasing of key infrastructure alongside the delivery of new housing completions and employment floorspace will be agreed as part of the site masterplanning and planning applications stages. The final infrastructure to support the allocation will be determined through the Transport Assessment. Delivery of key highways and transport infrastructure of will be required including the RDR2, extension of ChART and cycle/pedestrian routes.
- 1.7 Three further SoCG have been prepared relating to Strategic Growth Site 4 respectively covering;
 - the delivery of Beaulieu Station
 - minerals
 - Strategic Growth Site 4 (various matters)

¹ Pages 141-144

² Draft Local Plan, §7.205-7.208 and Figure 10 (on pages 139-140)

³ *Ibid*, Page 141

2 SITE ACCESSIBILITY STRATEGY

Walking and Cycling

- 2.1 Connections will be made to the existing network of public rights of way (“PRoW”) through and in the vicinity of the proposed development site with the proposed green infrastructure routes identified in the masterplan.
- 2.2 A comprehensive and attractive network of routes for pedestrians and cyclists will be provided that will encourage the use of these modes of travel. This may include upgrading or modification to the PRoW network which will be identified and agreed through a Transport Strategy for the site.
- 2.3 Safe multi-mode crossing points across the A130 Essex Regiment Way, RDR2 and CNEB will be delivered. This will include at least one pedestrian/cycle overbridge across Essex Regiment Way to facilitate the provision of an attractive green route between the Green Wedge and the new Country Park; and grade separated crossings of CNEB.

Local Bus Services

- 2.4 Strategic Growth Site 4 will be served by extensions to the existing bus routes serving the existing Beaulieu and Channels developments and the provision of new local and limited-stop express services to key trip attractors utilising bus priority measures within and beyond the proposed development site to ensure that they provide fast and frequent bus services to the City Centre, Beaulieu Station, Springfield and other parts of the wider Chelmsford area. The extension of ChART will be delivered through s106 contributions from Strategic Growth Site 4.
- 2.5 Further development of the extent of routes will be undertaken collaboratively with relevant officers of CCC, ECC and representatives of local bus service providers through the masterplanning and planning application stages.

Park & Ride Services and Facilities

- 2.6 Routes related to the suggested re-routing of bus services to, from and through the Chelmer Valley P&R site will be agreed as part of the site masterplanning and planning applications stages. Measures to enhance the P&R facility to become a Transport Hub will also be agreed at this stage.
- 2.7 Development of and access to Car Club vehicles and cycle hire can be provided as part of the development.

Principal Means of Vehicular Access

- 2.8 The principal means of vehicular access to the proposed development is described below. The indicative location of these access points is shown on **Plan A** in Appendix A:
 - a new Gateway junction with the A130, Essex Regiment Way – referred to as roundabout 11;
 - two of the junctions on RDR1 – referred to as roundabouts 3 and 4;
 - two new intermediate junctions with RDR2;
 - a new grade separated junction with the CNEB – referred to as roundabout 7.
- 2.9 The initial phase of development will be accessed from;
 - Roundabout 11 - a new gateway junction will be provided along Essex Regiment Way, between the existing Pratts Farms Lane roundabout and Wheelers Hill roundabout.
 - Roundabout 4. – the roundabout has been designed to allow for an arm that will form a connection to the NE Bypass from where access to land

immediately east and west of the NE Bypass corridor can be taken through the provision of a vehicle/pedestrian and cycle crossing.

3 SUSTAINABLE TRAVEL

- 3.1 A transport strategy will include for the provision of various sustainable travel initiatives including improved routes for cyclists, pedestrians and public transport users, as well as the establishment of a Car Club for use by registered residents and employees within the proposed development that will also be available for use by registered members of the wider community. It is envisaged that the Car Club will provide access to cars and light vans located in a network of dedicated parking spaces throughout the proposed development site.
- 3.2 It is further envisaged that the registered residents and employees will have access to cycles which will be distributed in various locations throughout the proposed development site, and at Beaulieu Station.
- 3.3 The City Council (and its partners) will be invited to participate in the establishment of these initiatives and to explore the potential of their expansion in order to provide access to the wider community.
- 3.4 The Garden Village Consortium will establish a Framework Travel Plan below which a variety of residential, community and work-place travel plans will be implemented. A Travel Plan Coordinator will be appointed for the respective parts of the development (funded by the Consortium), to oversee their implementation and to liaise with community and employer representatives, and the City and County Councils and other appropriate transport agencies and service providers. It will also monitor the effectiveness of the travel plan initiatives and report its findings, as appropriate. Incentives can include sponsored time tables, season tickets, personalised travel planning and other measures, to be determined at planning application process.
- 3.5 Following the delivery of RDR2 and CNEB, Essex Regiment Way can be converted to a sustainable transport corridor, offering improved public transport priority and cycle infrastructure, in what will be an increasingly urban setting.

4 MODELLING EVIDENCE BASE

- 4.1 The evidence base for the Draft Local Plan comprises a series of transport modelling reports prepared by consultant Ringway Jacobs, through Essex County Council (the local highway authority).
- 4.2 Having reviewed that evidence base insofar as it relates to the proposed development site, the Garden Village Consortium, TPA and Mayer Brown are satisfied that it provides a robust assessment of the transport implications of the proposed development and its associated transport infrastructure requirements, including improvements to the wider highway network.

5 DELIVERY OF COMMITTED INFRASTRUCTURE

- 5.1 As part of the approved development at Beaulieu Park and Channels a new radial distributor road (RDR1) is being built between Essex Regiment (A130) and junction 19 of the A12.
- 5.2 The programme for the delivery of the RDR1 and Boreham Interchange Improvements is shown in **Table A** enclosed at Appendix A, which anticipates the works to be complete in 2021. In particular;
 - RDR1 Phases 2a and 2b (Roundabout 3 to 5) – Construction 2019
 - RDR1 Phase 3 – Design and Build Contract, – Contractor appointed

Summer 2018

- Boreham Interchange S278 Works – Construction targeted to commence December 2019

6 DELIVERY OF PLANNED INFRASTRUCTURE

6.1 The delivery of the planned highways and transport infrastructure which supports the North East Chelmsford Allocation in the new Local Plan is shown illustratively in **Plan A** in Appendix A. This includes the delivery of;

- Phase 1 of the CNEB – single carriageway;
- RDR 2; and
- the access junction on Essex Regiment Way.

6.2 Essex County Council was shortlisted in the Government's Housing and Infrastructure Fund (HIF) for a joint CNEB and Beaulieu Railway Station bid for £250 million. The business case for this project is currently being prepared by ECC with support from CCC, with submission in March 2019.

The delivery of Phase 1 of the CNEB – single carriageway

6.3 The CNEB is proposed to be delivered initially as a single carriageway from Roundabout 4 on the RDR1 to Roundabout 9 on the A131.

6.4 All parties agree that the section of the CNEB Phase 1 within the development from roundabout 4 to the northern boundary of the allocation site (Point 10) would be delivered directly by the promoters of Strategic Growth Site 4. These works would be designed to;

- allow roundabout 7 to be converted to a Grade Separated Junction when the CNEB is delivered as a dual carriageway; and safeguard/transfer the land to enable its future construction (unless constructed as part of the development).
- allow for the link between roundabouts 4 and point 10 to be converted to a dual carriageway; and
- include safe, grade separated, multi-mode crossing points across the CNEB.

6.5 In terms of delivery of the CNEB Phase 1 from point 10 to roundabout 9, all parties agree that this can be fully funded through contributions from a number of sites in the Local Plan, including the promoters of Strategic Growth Site 4, as set out in the City Council's IDP⁴.

6.6 All parties recognise the powers available to ECC to compulsory acquire land for road building projects. All parties agree that there are sufficient contributions and there is sufficient time within the plan period to acquire land, design and implement the road between point 10 and roundabout 9, within the plan period.

The delivery of RDR 2

6.7 All parties agree that the RDR 2 which runs from roundabout 7 to roundabout 8 would be delivered directly by the promoters of Strategic Growth Site 4.

⁴ As per Table 13.4 regarding CNEB.

The delivery of Phase 2 of the CNEB

- 6.8 This involves the dualling of the CNEB on its full length from the Boreham Interchange to roundabout 9. This is anticipated to be delivered beyond the plan period, but is not required to support the proposed development of Strategic Growth Site 4 during the new Local Plan.
- 6.9 All parties accept that CNEB Phase 1 would be designed to be compatible with, and to enable the implementation of CNEB Phase 2 at a future date.

The delivery of Beaulieu Station

- 6.10 There is a separate SOCG relating to the delivery of Beaulieu Station, however there is a funding shortfall and therefore contributions from Strategic Growth Site 4 are also required.
- 6.11 Funding is also being sought via the joint CNEB and Beaulieu Station bid for £250 million for Government's Housing and Infrastructure Fund (HIF). The bid submission is currently being prepared by ECC with support from CCC to be submitted in March 2019.

Other Infrastructure to be provided

- 6.12 All parties accept that the final infrastructure to support the allocation will be developed through the masterplanning process and determined in the site Transport Assessment, but would include for;
- new safe multi-user crossings of Essex Regiment Way and RDR2 and CNEB
 - an extension to the Park and Ride for up to 2,500 Spaces
 - a comprehensive public transport strategy
 - a comprehensive pedestrian and cycle strategy including links to key facilities and destinations
 - improvements to the local and strategic highway network; and
 - Appropriate bridleway connections within the site and to the wider area including the new Country Park.

7 PHASING OF THE DELIVERY OF INFRASTRUCTURE

- 7.1 The phasing of key infrastructure alongside the delivery of new housing completions and employment floorspace will be agreed as part of the site masterplanning and planning applications stages. The final infrastructure to support the allocation will be determined through the Transport Assessment together with the timing of its delivery.

STRATEGIC GROWTH SITE 4 – NORTH EAST CHELMSFORD
STATEMENT OF COMMON GROUND - HIGHWAYS AND TRANSPORT

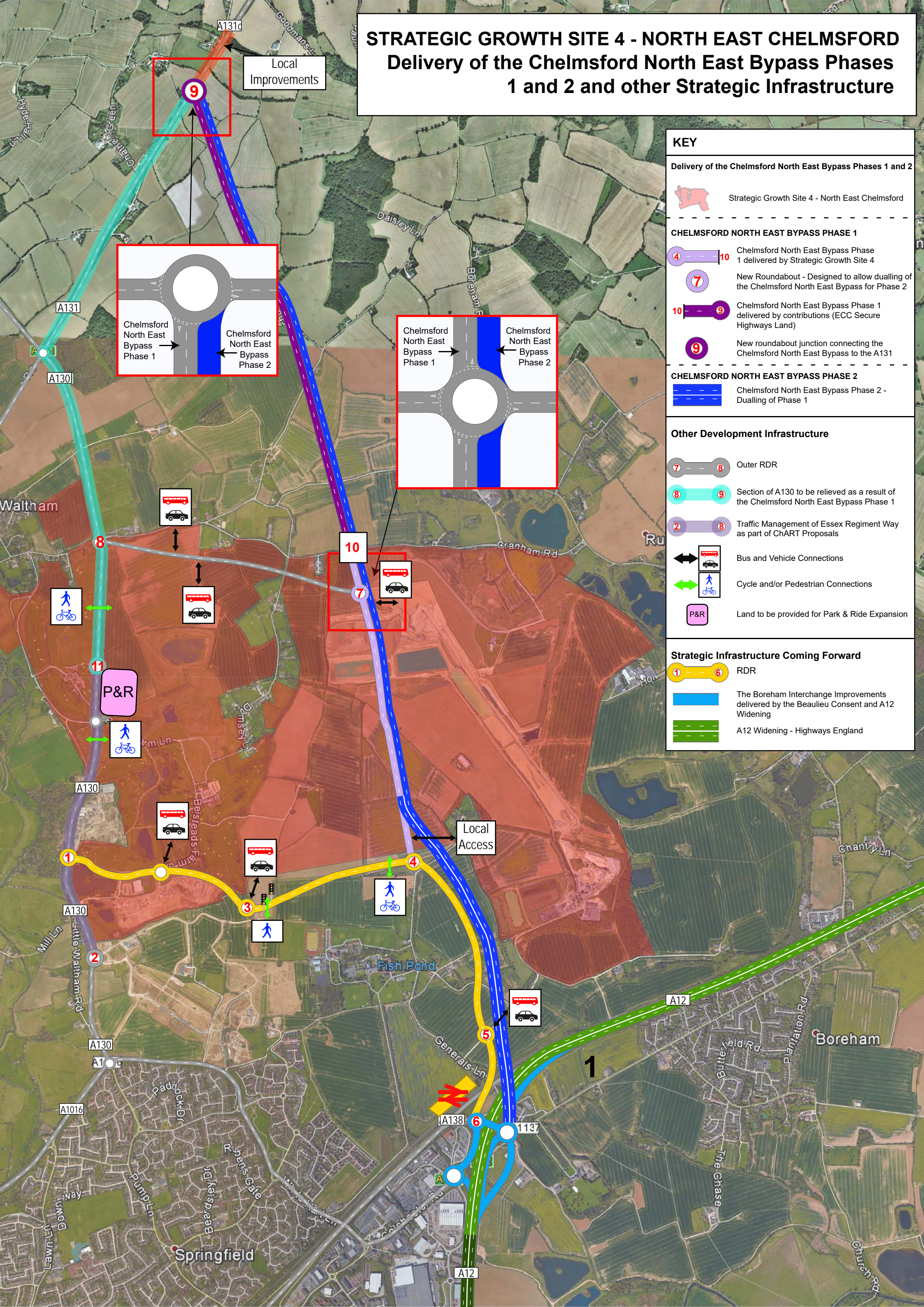
Signed on behalf of the Consortium:	
Andrew Carrington	
Date	12/11/18
Position: Managing Director Countryside Strategic for Countryside Zest	
Iain Macpherson	
Date	12/11/2018
Position: Property Development Manager at Hanson	
Hugo Kirby	
Date	9 - 11 - 2018
Position: Managing Director Ptarmigan Land	
Signed on behalf of Chelmsford City Council:	
Jeremy Potter	
Date	
Position: Planning and Strategic Housing Policy Manager	
Signed on behalf of Essex County Council:	
Andrew Cook	
Date	
Position: Director of Highways and Transportation	

Beaulieu - Boreham Interchange, RDR and Station - High Level Programme

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STRATEGIC GROWTH SITE 4 - NORTH EAST CHELMSFORD

Delivery of the Chelmsford North East Bypass Phases 1 and 2 and other Strategic Infrastructure





KEY


Delivery of the Chelmsford North East Bypass Phases 1 and 2


 Strategic Growth Site 4 - North East Chelmsford

CHELMSFORD NORTH EAST BYPASS PHASE 1


 Chelmsford North East Bypass Phase 1 delivered by Strategic Growth Site 4

 New Roundabout - Designed to allow dualling of the Chelmsford North East Bypass for Phase 2


 Chelmsford North East Bypass Phase 1 delivered by contributions (ECC Secure Highways Land)


 New roundabout junction connecting the Chelmsford North East Bypass to the A131


CHELMSFORD NORTH EAST BYPASS PHASE 2


 Chelmsford North East Bypass Phase 2 - Dualling of Phase 1

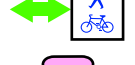
Other Development Infrastructure


 Outer RDR

 Section of A130 to be relieved as a result of the Chelmsford North East Bypass Phase 1


 Traffic Management of Essex Regiment Way as part of ChART Proposals


 Bus and Vehicle Connections


 Cycle and/or Pedestrian Connections

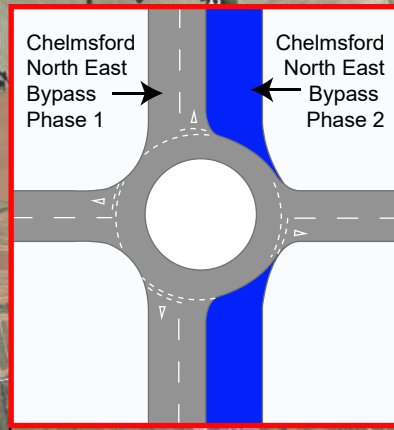
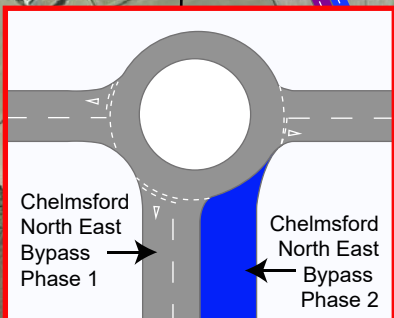
 Land to be provided for Park & Ride Expansion

Strategic Infrastructure Coming Forward

 RDR

 The Boreham Interchange Improvements delivered by the Beaulieu Consent and A12 Widening

 A12 Widening - Highways England





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