

# Chelmsford Local Plan

Statement of Common  
Ground with West  
Chelmsford Site Promoters  
and Essex County Council -  
Highways & Transportation

November 2018

*Our Planning Strategy to 2036*





## **Chelmsford Local Plan**

### **Statement of Common Ground with West Chelmsford Site Promoters and Essex County Council – Highways and Transportation**

#### **Between:**

Chelmsford City Council (Local Planning Authority)  
Essex County Council (Local Highway Authority)  
Crest Nicholson

#### **Introduction**

- 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 2 – West Chelmsford. This document should be read in conjunction with a separate SOCG which relates to strategic matters in the delivery of the site.
- 1.2 This SOCG considers in particular:
- Accordance with Policy
  - Access
  - Internal Layout
  - Pedestrian and Cycle Links
  - Public Transport Connections
  - Highways Impacts and Mitigation
  - Local Improvements
- 1.3 The details of the above are considered below.

#### **Accordance with Policy**

- 1.4 The parties consider that the development of this site is in accordance with national policy objectives on transport and the other transport related policy requirements of the Local Plan as the site is accessible by all modes of transport. The site allocation will provide a comprehensive package of sustainable transport measures.

## **Access**

1.5 The parties consider that adequate vehicular access can be achieved into the site. The locations of the access are shown on the submitted masterplan (extract figure 27 attached from masterplan submission as Appendix A). The final design of the access points will be confirmed through the planning application and submitted through the Transport Assessment which accompanies a planning application. The principal access positions comprise the following:

- Access 1 - Enlarged roundabout for access from A1060 at the junction with Lordship Road
- Access 2 – New roundabout access from A1060
- Access 3 – Priority access from A1060 to serve Travelling Showperson site and agricultural land
- Access 4 – Bus link access onto Avon Road to serve buses, taxis, motorcyclists, cyclists and pedestrians

## **Internal layout**

1.6 The parties agree that providing for future bus connectivity through the development is essential. A new bus link is to be provided between the site and Avon Road. This link to Avon Road will be controlled by a signal controlled bus gate and will be limited to use by buses, pedestrians cyclists, motorcyclists and taxis.

1.7 The bus route through the site will loop around the school and neighbourhood centre and will adhere to a 30mph speed limit. There will be no vertical traffic calming measures on this route and it will be designed to a minimum width of 6.75m to accommodate all buses.

## **Pedestrian and cycle links**

1.8 The parties consider that the site can be well connected on foot and cycle to the facilities to be provided within the site (school and neighbourhood centre) and the facilities offered within Writtle and the City Centre of Chelmsford.

1.9 In order to connect cyclists, and pedestrians, to the City Centre at least one formal controlled crossing will be required across the A1060 in order to link with Lawford Lane and the cycle routes through Admirals Park.

- 1.10 In order to connect cyclists, and pedestrians, to Writtle at least one crossing point will be required across the A1060 in order to link with Lordship Road.
- 1.11 The parties agree that reducing the speed limit along the A1060 to 40mph would be desirable subject to appropriate site layout details and the necessary statutory processes.
- 1.12 Existing Public Rights of Way (PROW) currently run through the site - Footpath 25 and 26 will be maintained.

### **Public transport connections**

- 1.13 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 (SOCG13). The SOCG confirms that the considered view of First, Chelmsford City Council and Essex County Council is that with a correct marketing and incentive package a viable bus service could be provided for development of the size of the proposed allocation.
- 1.14 The parties accept that a viable developer funded public transport strategy can be agreed for the planning applications for the allocation, which would include:
  - (i) A direct bus service to Chelmsford station to coincide with peak period train times
  - (ii) An enhanced local bus service which will connect to local facilities and the city centre.
- 1.15 Developer funded services would be introduced through a phased approach to the introduction of bus services based on occupation numbers.

### **Highways Impacts and Mitigation**

- 1.16 All parties agree that the following measures are necessary to ensure that the site is accessible and to mitigate increased traffic numbers:
  - (i) enlargement of the roundabout linking Lordship Road and the A1060;
  - (ii) improvements to the Chignal Road and Roxwell Road junction;
  - (iii) provision of public transport infrastructure and services;
  - (iv) provision of new and enhanced cycling and walking infrastructure to link the site to the City centre, Writtle and other local destinations;

- (v) preparation of a Travel Plan to reduce car usage and to encourage walking, cycling and public transport including initial subsidies for bus and cycle use.
- 1.17 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 highway boundary or land under control of, or acquired by, the applicant.

### **Local Improvements**

- 1.18 All parties agreed that the following local improvements are necessary to ensure that the site is accessible and to mitigate against increased traffic numbers. The form and extent of the mitigation will be identified through the Transport Assessment for the planning application for the allocation, but would include:
- (i) Improvements to the pedestrian and cycleway connections from the site to the footway/cycleway in Admirals Park including considering low level lighting to improve connections to Chelmsford City Centre.
  - (ii) Traffic Management measures on Lordship Road and through Writtle village which may include splitter islands and gateway features to control vehicle speeds which may allow the 30 mph speed limit to be moved further north;
  - (iii) Improvement to the footpath and footway connections to Writtle village, Writtle University College and Hylands school;
  - (iv) A controlled crossing on Lordship Road between the two parts of Writtle College Campus
- 1.19 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 highway boundary or land under control of, or acquired by, the applicant.

### **Conclusion**

- 1.20 The Signatories to the SOCG fully consider that the site can come forward in accordance with the requirements for Strategic Growth Site 2 of the Local Plan.

Signed for and on behalf of  
ESSEX COUNTY COUNCIL (Highways Authority)

Signature: .....  
Name: ...Hilary Gore.....  
Position: ...Strategic Development Manager.....  
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.....

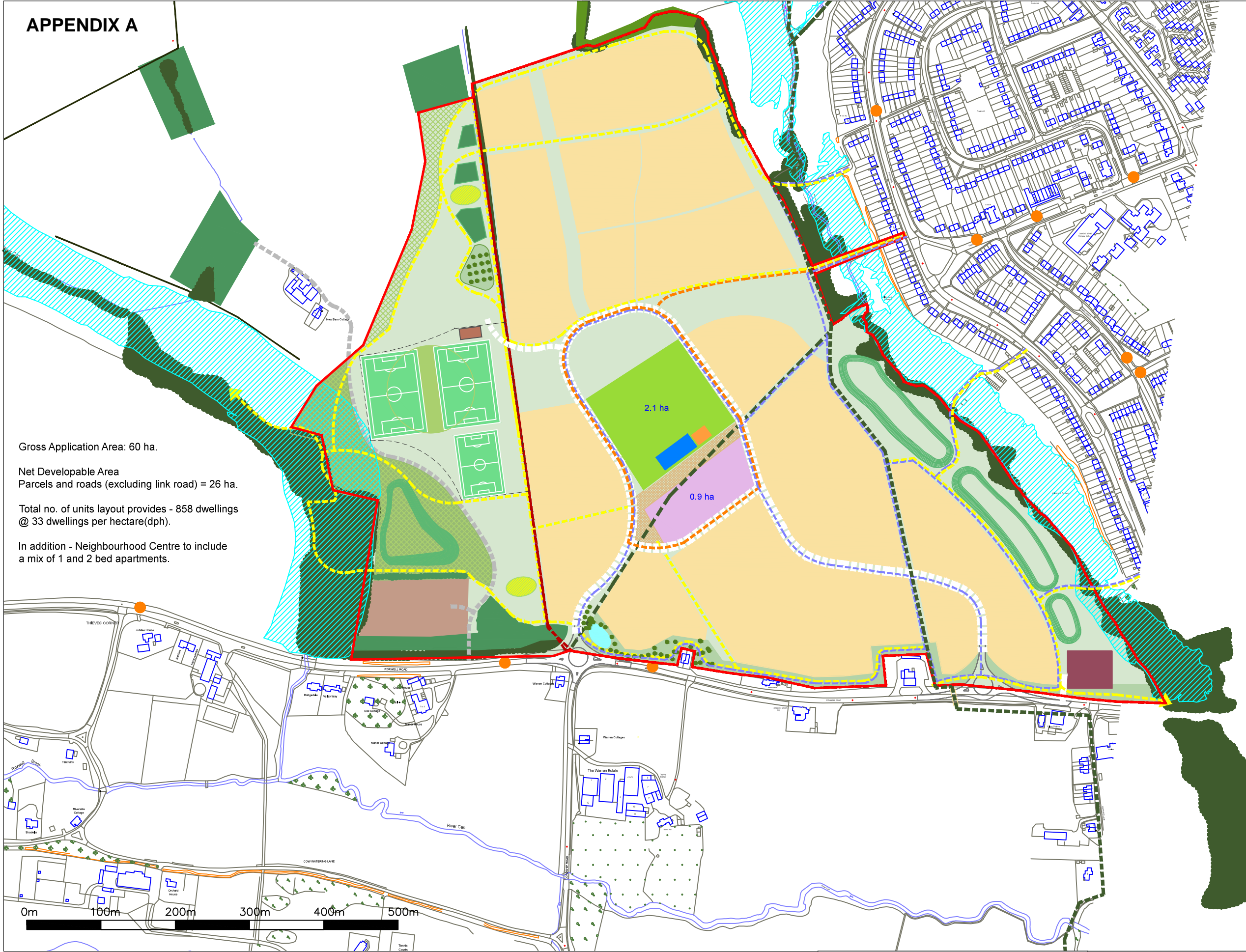
Signed for and on behalf of  
CREST NICHOLSON

Signature: .....  
Name: ....Hollie Stacey.....  
Position: ...Senior Planning Manager  
Date: .....19/11/18.....

**APPENDIX A – Figure 27 of Masterplan submission**



APPENDIX A



Gross Application Area: 60 ha.

Net Developable Area  
Parcels and roads (excluding link road) = 26 ha.

Total no. of units layout provides - 858 dwellings  
@ 33 dwellings per hectare(dph).

In addition - Neighbourhood Centre to include  
a mix of 1 and 2 bed apartments.

- Allocation boundary - 45.9 ha
- Application boundary - 60 ha
- Indicative residential parcels 26 ha
- Existing vegetation
- Proposed boundary reinforcement
- Proposed woodland blocks
- Proposed new junction
- Proposed foul water pumping station
- Primary School and Nursery - 2.1 ha
- Neighbourhood centre and car parking - 0.9 ha
- Equipped play/ Informal ball games
- Natural and semi-natural green space
- Ecology park and recreation with natural and semi-natural green space
- Open parkland edge
- Indicative sports pitches - Cricket and Football
- Cricket Pavilion/changing facilities
- Landscape buffer and amenity green space
- Orchard
- Travelling Showpeople Site - 1 ha
- Flood Zone
- Attenuation basin
- Entrance feature pond and tree planting
- Existing bus stops
- Existing PROW
- Proposed footpath network/trim trail
- Proposed bus link
- Proposed cycleway links to open space/ River Can/Writtle.
- Combined access track for travelling show people and existing farm buildings.
- Pedestrian and cyclists only
- Park and recreation ground - 3.6 ha

Title Indicative Master Plan Land at Warren Farm, Chelmsford		
Drawing Number 15029_29	Revision qq	Revision Detail
Drawn by CH	Date 09/18	Scale 1:5000@A3





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