

ESSEX COUNTY COUNCIL

**THE ESSEX COUNTY COUNCIL
(SANDON PARK AND RIDE)
COMPULSORY PURCHASE ORDER 2026**

**THE ACQUISITION OF LAND ACT 1981 & THE HIGHWAYS ACT 1980
STATEMENT OF CASE OF THE ACQUIRING AUTHORITY**

AUGUST 2026

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1. INTRODUCTION

1.1. This is the Statement of Case of the Essex County Council (referred to in this Statement as “the acquiring authority”). It is produced to comply with Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and Rule 16 of the Highways (Inquiries Procedure) Rules 1994. It contains particulars of the case which the acquiring authority will put forward at the Public Local Inquiry (PLI) which is to be convened by the Planning Inspectorate on behalf of the Secretary of State into the following order:

- The Essex County Council (Sandon Park and Ride) Compulsory Purchase Order (“CPO”).

which is referred to in this Statement as “the Order”.

- 1.2. The land and rights to be acquired by compulsory purchase pursuant to the CPO are referred to in this Statement as “the Order Land”.
- 1.3. Reference is also made in this Statement to the non-statutory Statement of Reasons served with the Order and referred to in this Statement as “the Statement of Reasons”.
- 1.4. The purpose of this Statement is to set out the case which the acquiring authority proposes to put forward at the PLI and to provide a list of the documents which the acquiring authority intends to refer to or put in evidence.
- 1.5. This Statement and the Statement of Reasons have been prepared in accordance with the guidance set out in:
- “Guidance on Compulsory purchase process and The Crichel Down Rules” issued in July 2019;
 - Department of Transport Circular 2/97 “Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State for Transport is the Confirming Authority”.
- 1.6. Planning permission for the Sandon Park and Ride expansion scheme, referred to in this Statement as “the Proposed Scheme”, was granted by the County Planning Authority (Essex County Council) on 26th November 2024 (ref: CC/CHL/109/23).

2. STATUTORY POWERS

- 2.1. The acquiring authority (Essex County Council) is the local highway authority and local transport authority for the area.
- 2.2. The CPO is made under the Highways Act 1980 Act: sections 239 (general powers of highway authorities to acquire land for the construction and improvement of highways) and section 246* (power to acquire land for mitigating adverse effects of constructing or improving highways), the Road Traffic Regulation Act 1984: sections 32 and 40 (powers of local authorities to provide parking places and to acquire land for parking places) and the Acquisition of Land Act 1981.

* subject to modification of the CPO on confirmation by the authorising authority

3. NEED FOR THE PROPOSED SCHEME

- 3.1. Park and ride services are a vital part of the transport system in Chelmsford. Essex County Council is committed to encouraging greater use of park and ride services for journeys to and from the city centre to help reduce traffic congestion and support a more sustainable local environment.
- 3.2. Sandon Park and Ride is one of two park and ride facilities serving Chelmsford. It was Essex County Council's first park and ride site, opening in March 2006, with the Chelmer Valley Park and Ride site subsequently opening in 2011. To cater for increased demand, the Sandon Park and Ride site has been expanded on two previous occasions, firstly in December 2006 and again in November 2010.
- 3.3. Essex County Council also has long-term aspirations to open a third Chelmsford park and ride site to the west of the city, at Widford. As part of the first Army and Navy Sustainable Transport Package (see Section 3.5 for further details of the package) consultation in 2021, the public was consulted on two potential site options. The following year (2022), it was announced that a new park and ride in Widford would not be taken forward as part of the project due to significant construction costs and the financial risks associated with operating a new site. However, the proposal remains a long-term aspiration, and it is hoped that opportunities to deliver it can be explored through a future scheme.
- 3.4. To increase overall park and ride capacity and to accommodate a forecast increase in future demand arising from planned development to the north of Chelmsford, Essex County Council subsequently planned to expand both existing park and ride facilities - Chelmer Valley and Sandon. However, in March 2026, it was decided that the Chelmer Valley Park and Ride expansion would not be taken forward as part of the Army and Navy Sustainable Transport Package due to increases in the overall project costs. The land required for a future expansion continues to be safeguarded, recognising that additional capacity may still be needed in the longer-term.
- 3.5. The Proposed Scheme is an integral part of the overall 'Army and Navy Sustainable Transport Package' that has been developed for Chelmsford. The package, as originally developed, also includes improvements at the Army and Navy junction and its immediate approaches for all transport users (the 'Army and Navy Junction' scheme), as well as the expansion and enhancement of Chelmer Valley Park and Ride. Together the schemes provide a complementary set of improvements to public transport, walking and cycling networks to reduce reliance on private vehicle travel. Figure 1 overleaf shows the location of the Army and Navy junction, Sandon Park and Ride and Chelmer Valley Park and Ride schemes in Chelmsford.



Figure 1: Location of the Sandon Park and Ride and Chelmer Valley Park and Ride and Army and Navy Junction schemes

- 3.6. The need for expansion of Sandon Park and Ride has been confirmed by traffic modelling produced by Essex Highways in support of the Army and Navy Sustainable Transport Package business case. This traffic modelling has been carried out in accordance with Department for Transport (DfT) guidelines and has recently been updated to take account of the observed impacts of COVID-19, updates to Chelmsford park and ride and city centre parking charges and the implementation of policies in the adopted CLP as they relate to the closure and re-development of city centre long-stay car parks.
- 3.7. The acquiring authority will demonstrate in evidence that, due to anticipated traffic growth and the planned closure of city centre long-stay car parks, the Sandon Park and Ride is expected to require expansion between 2029 and 2035. In addition, evidence will be provided to show that Sandon Park and Ride is forecast to have a lack of capacity during the busiest time of the Army and Navy Junction scheme construction, which is expected to be in 2029/30. It would therefore be beneficial to expand Sandon Park and Ride before this time, to provide general capacity improvements but also to reduce the impact on the network at this time and ensure there is sufficient alternative provision to access Chelmsford city centre during the construction period.
- 3.8. The Proposed Scheme is key to a number of place-based strategies, in particular Essex County Council's Chelmsford Future Transport Network (CFTN) strategy (2017), the adopted Chelmsford Local Plan 2013-2036 (CLP) (2020), the Chelmsford Local Plan Pre-Submission (Regulation 19) Document (PSR19D) (February 2025) and the Chelmsford Local Plan Focused Additional Sites (Regulation 19) Document (FAS19D) (November 2025).

- 3.9. The Proposed Scheme forms a key part of the wider vision for Chelmsford, as detailed in the CLP:

‘By 2036 Chelmsford will continue to ...:

- Be a place with an improving transport system offering enhanced connectivity and supporting sustainable new development including a railway station in North Chelmsford, further Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements ...; and*
- Maximise opportunities for sustainable transport by providing increased opportunities for walking, cycling and public transport ...’.*

- 3.10. The expansion of park and ride facilities, improvements to the Army and Navy junction, and the maximising of opportunities for sustainable transport continue to form a key part of the vision for Chelmsford to 2041, as set out in the PSR19D.
- 3.11. The expansion of Sandon Park and Ride is identified as an infrastructure requirement to support planned strategic growth in Chelmsford within CLP Strategic Policy S9; it will ensure ongoing access to the city centre’s services from existing communities and new developments.
- 3.12. The CLP sets out a number of sites allocated for housing and employment growth; Sandon Park and Ride is located within Growth Area 1 - Central and Urban Chelmsford, which includes Sites 3a (East Chelmsford – Manor Farm), 3b (East Chelmsford – Land North of Maldon Road), 3c (East Chelmsford – Land South of Maldon Road), and 3d (East Chelmsford – Land North of Maldon Road). The proposed extension to the existing Sandon Park and Ride is located within Site 3b. Growth Area 1 will accommodate around 3,600 new homes, 9,000m² of office and business, and 11,500m² of convenience retail over the CLP period (up to 2036).
- 3.13. The expansion of the existing Sandon Park and Ride site is expressly provided for in the CLP as part of Strategic Growth Site Policy 3b – East Chelmsford – Land North of Maldon Road (Employment); the policy allocates the land for an office / business park and requires that development proposals *‘Safeguard land for the future expansion of Sandon Park and Ride site’* as a site infrastructure requirement. Further, a development framework document, titled *‘Sites 3b, 3c & 3d Land at East Chelmsford Essex Development Framework Document’* (LECE DFD) (masterplan) was produced by Redrow and approved by Chelmsford City Council’s Cabinet in 2021; it identifies that land within Site 3b is allocated for employment uses and includes the safeguarded land for the future expansion of the Sandon Park and Ride site to the west of the current site. The Proposed Scheme has been designed to fit within that safeguarding. CLP Strategic Policy S7 regarding the spatial strategy for Chelmsford states: *‘New development will be delivered in a manner that ensures the timely provision of necessary supporting infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council’.*
- 3.14. A hybrid planning application for part full and part outline planning permission for Strategic Growth Sites 3b, 3c and 3d (reference: 22/00916/FUL and 22/00916/OUT) was submitted to Chelmsford City Council on 17th May 2022. The application comprised:

- Residential development of 165 dwellings including affordable housing provision, public open space, landscaping, drainage, infrastructure and all associated ancillary development (full).
 - Up to 5,000m² of commercial floorspace, provision of day care nursery, nine serviced self-build plots and safeguarded land for expansion to Sandon Park and Ride (outline with all matters reserved except for means of access from Maldon Road and Molrams Lane).
- 3.15. As noted above, the planning application for the Proposed Scheme (reference CC/CHL/109/23) was submitted to Essex County Council in January 2024 and approved in November 2024.
- 3.16. The hybrid planning application (referenced in Section 3.14) was subsequently withdrawn on 31st January 2025, after planning permission had been granted for the Sandon Park and Ride expansion. There are currently no live planning applications for Strategic Growth Sites 3b, 3c and 3d.
- 3.17. A separate hybrid planning application for Strategic Growth Site 3a, the largest of the sites close to Sandon Park and Ride, comprising a full application for residential development of 342 dwellings and associated infrastructure (reference: 22/01732/FUL) and an outline application for 18 self-build dwellings (reference: 22/01732/OUT), has been submitted to Chelmsford City Council, though not yet determined. Access into Strategic Growth Site 3a would be provided via a new five-arm roundabout, located to the west of Sandon Park and Ride, on the junction between Maldon Road and Sandford Mill Lane, and is the subject of a separate full planning application (reference: 24/01284/FUL) that was permitted on 10th December 2025; this roundabout will also provide access into Strategic Growth Sites 3c and 3d, but not into Site 3b adjacent to the park and ride.

4. OBJECTIVES

- 4.1. A dedicated Army and Navy Task Force (hereafter referred to as ‘the task force’), comprising county, city and parish councillors and the local MP, was established in October 2018 as an advisory body to assist with the development of the Army and Navy Sustainable Transport Package. The task force approved objectives for the Army and Navy Sustainable Transport Package, which are aligned with the vision for Chelmsford set out in the CLP (see Section 3.9).
- 4.2. The following objectives were used to assess options and to select the right long-term solution for Chelmsford:
- Offer inclusive, attractive, and safe active travel measures (walking and cycling) across an improved and comprehensive network to encourage increased use for all.
 - Positively manage resilience and journey time reliability, improving journey times for passenger transport services travelling into/out of the city centre core.

- Provide enhanced connectivity for communities within and beyond Chelmsford to support and promote sustainable housing and economic growth and regeneration both now and in the future.
 - Increase the attractiveness of the gateway into the city centre through design and public realm enhancements.
 - Improve safety and the perception of safety for all users on the Chelmsford city network to enhance and promote a safe travelling environment.
 - Manage environmental conditions such as air quality and noise.
 - Actively manage resilience and journey time reliability for private transport trips within the core urban area of Chelmsford and, in particular, management of through trips.
- 4.3. The Proposed Scheme will make a significant contribution towards achieving the objectives set out by the task force for the Army and Navy Sustainable Transport Package as whole, which are detailed in Section 4.2 above. The Proposed Scheme will provide improved, safer facilities for cyclists and pedestrians and those parking at the site. New cycling and walking connections into surrounding planned development sites will facilitate and encourage active travel and public transport use. The increased capacity at the park and ride site will meet the need for additional spaces identified in the traffic modelling for the Proposed Scheme (as detailed in Section 3.6 above), enabling approximately 400 additional people to travel by bus, removing associated traffic from the highway network and providing a sustainable transport option and enhanced connectivity for growing local communities around south-east Chelmsford.

5. DESCRIPTION OF THE PROPOSED SCHEME

- 5.1. In line with the proposed Orders submitted for confirmation, this section describes the Proposed Scheme:
- Provision of a total of approximately 1,800 parking spaces (a net increase of approximately 380 spaces), including designated electric vehicle (129 spaces) and parent and child spaces (7 spaces).
 - Incorporation of a new, larger, external bus lay-by into the existing park and ride access junction on A1060 Maldon Road.
 - Demolition of the existing terminal building and construction of new terminal building with improved facilities, and sustainable features.
 - Various pedestrian and cyclist improvements throughout the site.
 - High quality and secure cycle lockers for overnight bike storage to enable 'park and choose' (being options to take the bus, walk or cycle to complete a journey).
 - Partial retention of the existing western bund and associated vegetation.

- A comprehensive landscape planting scheme.
- 5.2. As previously highlighted, it should be noted the land required for the expansion of Sandon Park and Ride is within the area of safeguarded land shown in the approved masterplan, the LECE DFD. The extension to the west of the existing park and ride is required to achieve the 380-space expansion of the park and ride site.

6. THE PLANNING POSITION

- 6.1. Following notice to, and no intervention by, the Secretary of State, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission for the Proposed Scheme was granted by the County Planning Authority (Essex County Council) on 26th November 2024 (ref: CC/CHL/109/23). Twenty-one planning conditions were imposed on the grant of planning permission. The permitted scheme must be implemented within five years of the date of the permission. The decision to grant planning permission was informed by a Planning Statement which assessed the proposal against relevant national and local planning policy.
- 6.2. At the time planning permission was granted, the then current version of National Planning Policy Framework (NPPF) was the December 2023 version, which updated the previous version of the NPPF published in September 2023, which was the current version at the time of application submission. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that there are three dimensions to sustainable development: economic, social, and environmental. The NPPF places a presumption in favour of sustainable development. Paragraph 47 of the 2023 NPPF (both 2023 versions) states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.3. The adopted development plan for the local area consists of:
- Essex Minerals Local Plan (2014)
 - Essex and Southend-on-Sea Waste Local Plan (2017)
 - CLP 2013-2036 (2020)
- 6.4. The CLP, adopted in 2020, is of particular relevance to the Proposed Scheme. The need for the Proposed Scheme is established in Strategic Policy S9: Infrastructure Requirements, in which the expansion of Sandon Park and Ride is recognised as a key piece of infrastructure needed to help *'reduce congestion, link new development and provide connections in the strategic road network'*. In addition, the need is further established through Strategic Growth Site Policy 3b, which safeguards land for *'the future expansion of Sandon Park and Ride site'*. The Sandon Park and Ride site is to be expanded within the safeguarded area shown in the masterplan for the area, the LECE DFD, which has been approved by Chelmsford City Council.
- 6.5. The PSR19D affirms the importance of the Proposed Scheme to Strategic Policy S9: Infrastructure Requirements and that additional growth sites within Growth Area 1 – Central and Urban Chelmsford, Growth Area 2 – North Chelmsford and Growth Area 3 – South and East Chelmsford will benefit from and require access to an improved Army

and Navy junction and expanded Sandon Park and Ride. In particular, the proposed East Chelmsford Garden Community at Hammonds Farm and the proposed large employment site at land adjacent to A12 Junction 18 (the latter of which has recently been granted outline planning permission on appeal (ref: 24/01768/OUT (APP/W1525/W/25/3368272), granted December 2025) will maximise and enhance active travel and bus services into the city centre via improved links to Sandon Park and Ride and Army and Navy junction.

- 6.6. Due to the Proposed Scheme coming forward in advance of construction of the surrounding growth sites, it has been developed with the masterplan for the area, approved by Chelmsford City Council, (the aforementioned LECE DFD) and the likely development proposals for the area, as set out in recent planning applications, in mind. New segregated footway and cycle track connections with those future development sites have been included within the Proposed Scheme, but flexibility has been included within the conditions of the planning permission for the expansion of Sandon Park and Ride to allow changes to be made to those connections to align with future development plans that may come forward for the adjacent allocated site.
- 6.7. Taking into account the NPPF and the relevant policies of the Development Plan, the Proposed Scheme, as set out in the planning application and the CPO, represents sustainable development in the context of the NPPF.
- 6.8. The planning application for the Proposed Scheme process took account of all the relevant environmental considerations for the scheme.
- 6.9. Planning permission was granted subject to the following twenty-one conditions:
 - Condition 1 – Date of Commencement
 - Condition 2 – To be carried out in accordance with approved drawings and subsequently approved non-material amendments
 - Condition 3 – Construction Environmental Management Plan (CEMP)
 - Condition 4 – Finalised layout plan for the site in respect of the alignment of Maldon Road (A1060) and the bus gate to the west of the park and ride access
 - Condition 5 – Finalised layout plan for the site in respect of car parking numbers, EV chargers and cycle parking/storage
 - Condition 6 – Finalised layout plan for the site in respect of active travel routes
 - Condition 7 – Pedestrian and cycle connection points to/from the site
 - Condition 8 – Hard and soft landscaping scheme
 - Condition 9 – Tree protection
 - Condition 10 – External materials for the terminal building
 - Condition 11 – Bus stop shelter details

- Condition 12 – Substation design
- Condition 13 – Design of enclosure for air source heat pump and bins
- Condition 14 – External lighting scheme
- Condition 15 – Ecological mitigation
- Condition 16 – Biodiversity Net Gain Plan
- Condition 17 – Surface water drainage scheme
- Condition 18 – Surface Water Drainage System Maintenance Plan
- Condition 19 – Archaeological Written Scheme of Investigation
- Condition 20 – Archaeological Mitigation Strategy
- Condition 21 – Archaeological post-excavation analysis.

6.10. The planning permission contains pre-commencement conditions relating to the following matters, none of which have currently been discharged:

- Condition 3 – CEMP
- Condition 4 – Finalised layout plan for the site in respect of the alignment of Maldon Road (A1060) and the bus gate to the west of the park and ride access
- Condition 5 – Finalised layout plan for the site in respect of car parking numbers, EV chargers and cycle parking/storage
- Condition 6 – Finalised layout plan for the site in respect of active travel routes
- Condition 8 – Hard and soft landscaping scheme
- Condition 9 – Tree protection
- Condition 16 – Biodiversity Net Gain Plan
- Condition 17 – Surface water drainage scheme
- Condition 19 – Archaeological Written Scheme of Investigation
- Condition 20 – Archaeological Mitigation Strategy.

6.11. The acquiring authority can meet the pre-commencement of development conditions attached to the planning permission and accordingly there are no planning impediments to the Proposed Scheme proceeding if the Orders are confirmed.

7. NEED FOR COMPULSORY PURCHASE

- 7.1. The need for compulsory purchase, and the existence of a compelling case in the public interest, will be demonstrated in evidence. In particular, it will be shown why each plot included within the Order Land is required for the construction of the Proposed Scheme.
- 7.2. Compulsory acquisition powers are sought in order to be able to obtain access to all the land required to allow the Proposed Scheme to be constructed between 2028 and 2030 and opened during 2030. These powers would guarantee that all the land required for the Proposed Scheme can be acquired in a timely manner and that no individual landowner can hold up the Proposed Scheme through a refusal to sell their interest. It would also ensure that no adverse interests in land can prevent the Proposed Scheme going ahead. It is extremely unlikely that it would be possible to assemble all the necessary land interests in a reasonable timescale without the use of such powers, and their use also would prevent the uncertainty for landowners and tenants and for residents in the area, of land being acquired with no guarantee of the Proposed Scheme being implemented.
- 7.3. Third party land that needs to be acquired to construct and mitigate the Proposed Scheme is at the following locations and is required for the following purposes:
- Land within the existing park and ride boundary, west of the A12 and north of A1060 Maldon Road for enhancements to the park and ride;
 - Land to the west of the existing park and ride, north of the A1060 Maldon Road for the expansion of the existing park and ride.
- 7.4. All landowners have been identified. There is a small area of unregistered land within the existing park and ride boundary. A significant proportion of the land required is freehold and the land outside the existing park and ride boundary is all used for arable purposes and was identified as such in the planning application. There are two parcels of land within the existing park and ride boundary where Essex County Council do not own full freehold rights but own a leasehold over the extent of these third-party freeholds.
- 7.5. There are a number of statutory undertakers with utilities within the current park and ride boundary whose apparatus may require minor diversions to suit the proposed enhanced arrangement. Consultation with these interested parties is ongoing.
- 7.6. Although most of the land sought is required for the park and ride enhancement and expansion, some land is needed for other purposes and ancillary works, such as landscaping, as detailed in the planning application. Also, some land contained within the planning application boundary is required temporarily for delivery of the project.
- 7.7. There is a site compound included in the provision for the Proposed Scheme west of the existing park and ride; it is intended to return this land to the landowners upon completion of the works.
- 7.8. The land which this Order requires to be purchased is the minimum necessary to achieve the proposed layout and ultimate functionality of the Proposed Scheme.

- 7.9. Property consultants have been appointed by the acquiring authority to enter into negotiations with landowners to seek to acquire land in advance of the confirmation of the Orders. The consultants have been in contact with the known landowners affected by the project.
- 7.10. The acquiring authority are committed to treating landowners fairly. Most landowners have appointed agents to represent them, and arrangements are in place to cover the costs of discussions regarding the early purchase of land for the Proposed Scheme. The same commitment will be made to landowners who are yet to appoint agents.
- 7.11. Where land is included in the Orders for the carrying out of construction works, but not required for permanent works, the landowners will be offered the opportunity to grant temporary licences to the acquiring authority to regularise occupation of the land for these purposes. The intention is to return the temporary land to the landowners once construction is complete, and the land permanently taken for the Proposed Scheme kept to a minimum.
- 7.12. All property owners directly affected by the Proposed Scheme will be entitled to claim compensation and the acquiring authority is committed to paying compensation in accordance with the Compensation Code, which provides for a consistent approach to the assessment of fair compensation (as may be varied from time to time by law). In addition to compensation being paid for the value of the land taken, permanently or temporarily, compensation would also be payable in respect of any loss in a landowner's retained property caused by it being severed from the land acquired or by the Proposed Scheme itself, and in respect of any disturbance losses that result from the construction of the Proposed Scheme. The acquiring authority is hopeful that the total of compensation to be paid will be reached by agreement between the respective parties, but in the event that agreement cannot be reached then fair compensation can be independently determined by the Upper Tribunal (Lands Chamber).
- 7.13. The objectives of the Proposed Scheme (as set out in paragraph 4.2 above) as the means of contributing to the management of congestion and improve connectivity as part of an integrated package of transport measure in Chelmsford are considered to constitute compelling reasons in the public interest so as to justify the use of compulsory purchase powers in the event that agreement with affected landowners cannot be reached. The acquiring authority will show that the Order Land is the minimum amount of land necessary to achieve those objectives and that the distance limits referred to in section 249 and schedule 18 of the Highways Act 1980 have not been exceeded. There is accordingly a compelling case in the public interest for the Orders to be confirmed.

8. HUMAN RIGHTS ASSESSMENT

- 8.1. The acquiring authority has considered the provisions of the Human Rights Act 1998 in deciding whether to make the Orders and use of compulsory purchase powers will not constitute an unlawful interference either with property rights protected under Article 1 of the First Protocol of the European Convention on Human Rights, or the respect for private and family life and the home protected under Article 8 of the Convention.
- 8.2. The Orders have been made in accordance with the provisions of national legislation, which provides the public opportunity through the planning application statutory public

consultation process to make representations on planning applications to the determining authority. All representations made in relation to the Proposed Scheme were taken into consideration by the County Planning Authority in determining the planning application for the Proposed Scheme.

- 8.3. In addition to the planning processes related to the Proposed Scheme, those affected by the Orders have had the opportunity to make objections and representations in respect of the Orders and are able to appear at a PLI and, if the Orders are confirmed and the Proposed Scheme constructed, they will be entitled to compensation as provided for under national law. Compensation is also available under national law in respect the adverse effect on the value of properties arising from the use of the scheme, once opened to traffic, including the provision of noise insulation to qualifying properties.
- 8.4. National legislation provides for independent and impartial judicial oversight of the decision-making in respect of the Orders through the statutory challenge and judicial review procedures.

9. MITIGATION AND ENHANCEMENT MEASURES

- 9.1. Measures required to mitigate the adverse effects of the park and ride on its surroundings are located within the land being acquired for the implementation of the Proposed Scheme. The CPO also includes additional areas of land required for title mitigation to mitigate the adverse effects of the park and ride on its surroundings above those already included within the land being acquired.
- 9.2. The acquiring authority requires land associated with the Proposed Scheme to deliver landscape and ecological mitigation measures required by the planning permission. The land also provides opportunities for habitat creation and enhancement which contribute towards the Biodiversity Net Gain objectives of the Proposed Scheme.
- 9.3. The acquiring authority will demonstrate in evidence that in designing the Proposed Scheme it has had regard to its duty under the Natural Environment and Rural Communities Act 2006, which places a duty on public bodies and statutory undertakers to ensure due regard to the conservation of biodiversity.
- 9.4. Land to the north of the existing park and ride site, west of the A12, in the ownership of Essex County Council, has been identified for environmental mitigation and biodiversity enhancement purposes for the Army and Navy Sustainable Transport Package. This land has been considered as a potential location for habitat creation and enhancement in accordance with the Biodiversity Gain Hierarchy, which requires opportunities for on-site biodiversity enhancements to be considered first before off-site measures.

10. EFFECTS ON LAND USE AND AGRICULTURE

- 10.1. The Order Land consists of areas of the existing park and ride site and agricultural land.
- 10.2. The agricultural land included in the Order Land is farmed for arable crops and forms part of the Strategic Growth Site Policy 3b – East Chelmsford – Land North of Maldon Road (Employment) site. The site is allocated for an office/business park and includes

provision for 5,000sqm floorspace B class development and circa 0.13 hectares for a standalone childcare nursery whilst safeguarding the land for the expansion of the Sandon Park and Ride site.

- 10.3. It is therefore envisaged by such proposals that areas of agricultural land will be lost from active agricultural production to enable the development.

11. SPECIAL CATEGORIES OF LAND

- 11.1. The Order Land does not contain land that is special category land within the meaning of the Acquisition of Land Act 1981 (open space, common land, allotments or field gardens), land held inalienably by the National Trust, consecrated ground, land in a general improvement area or land in a housing action area, nor is any ecclesiastical property affected, listed building or building of local architectural interest affected.

12. SCHEME FUNDING AND VIABILITY

- 12.1. The total available budget secured for the Army and Navy Sustainable Transport Package is circa £81 million. Essex County Council has successfully secured a £68.75 million Major Road Network (MRN) funding contribution from the DfT towards delivery of the package, subject to certain conditions being met. These conditions include securing planning consent for the works, securing the land that is needed to deliver the scheme and receiving a valid tender/s from contractors to deliver the works. Final approval of the MRN funding will be achieved via the submission and approval of the Full Business Case for the scheme prior to contract award. The remaining funding for the package will be provided by Essex County Council (£8.13 million) and Chelmsford City Council (£4.0 million of Community Infrastructure Levy funding) and approximately £54,000 from section 106 planning contributions.
- 12.2. The elements of the Army and Navy Sustainable Transport Package that Essex County Council is taking forward consists of the Proposed Scheme, together with the Army and Navy Junction scheme. With scheme costs increasing significantly since funding was originally sought from DfT, Essex County Council have taken the decision not to proceed with the Chelmer Valley Park and Ride expansion scheme at this time.
- 12.3. The works at the Army and Navy junction need to be prioritised and therefore expansion of the park and rides has had to be considered. Of the two park and ride expansions proposed, Sandon has a greater level of use now and predicted in the future and so is in greater need of expansion; the site also offers traffic mitigation during the construction works for the Army and Navy junction. Therefore, the decision has been taken to remove Chelmer Valley Park and Ride expansion from the Army and Navy Sustainable Transport Package going forward, but it remains an important future project for Essex County Council and the land for expansion will continue to be safeguarded for its future development as set out in CLP.
- 12.4. An analysis has been undertaken that assesses the benefits associated with the investment if the Chelmer Valley Park and Ride is removed from the package. This analysis has confirmed that the package continues to achieve the scheme objectives and benefits and provides a high value for money with a benefit cost ratio (BCR) of over 2, without the Chelmer Valley Park and Ride expansion. The remaining elements of the Army and Navy Sustainable Transport Package – the Proposed Scheme and the Army and Navy Junction scheme – are fully funded.

- 12.5. The increased park and ride provision at Sandon will provide alternative means of travelling to Chelmsford city centre. At the same time, the Army and Navy Junction scheme will reduce congestion and journey times, improve journey time reliability, provide improved walking and cycling infrastructure, increase personal safety at the Army and Navy junction and its surroundings and in so doing provide a long-term and sustainable solution which improves all journeys and the immediate local environment.

13. RELATED WORKS, ORDERS AND PROCEDURES

- 13.1. Orders under the Road Traffic Regulation Act 1984 are proposed to achieve the following. Some additional restrictions will be required for the junction to operate safely.

- Introduce a new Bus Lane on Maldon Road, with prohibition of entry for all vehicles except buses.
- Introduce a no entry order for all vehicles at the eastern end of the bus lane.
- Introduce a one-way order for the new bus lane.

- 13.2. Additionally, the following notices are proposed:

- Bus stop (within the new bus lane).
- Bus stand (within new bus lane).
- Bus stand (within the existing bus lay-by).

- 13.3. In addition, Environment Agency and Lead Local Flood Authority discharge consents (permanent and temporary) will be required to ensure the proposed drainage system operates compliantly.

14. OBJECTIONS RECEIVED AND RESPONSES

- 14.1. One objection has been received to the CPO, which remains outstanding. It is a statutory objection within the meaning of the Highways (Inquiries Procedure) Rules 1994.
- 14.2. The objection is summarised below, together with the acquiring authority's responses, which will be amplified in evidence in respect of any points of objection that have not been withdrawn as at the date of the PLI.

15. OBJECTION 1

- 15.1. Part of the land that is the subject of the CPO (title EX846694), which forms part of the current Sandon Park and Ride, is currently leased by the objector to Essex County Council until 2039. However, under the CPO, both the freehold and other plots will be acquired to secure the planned park and ride extension. The objectors state that this will deprive them of any future beneficial use or development of the land, and they object vigorously. Moreover, the objectors state that the proposed CPO will grant Essex County Council more by way of title than they need to control or manage the area for their development purposes: the current lease is sufficient.

Response:

As set out in the Statement of Reasons, delivery of the Proposed Scheme is subject to conditional funding which influences the programme for delivery. This means it is necessary to proceed with the statutory process to acquire the land by compulsion, as a fall back means to meet a critical milestone. However, the authority will continue to engage with all affected landowners with an aim of reaching a negotiated outcome. This may include agreement of appropriate lease arrangements

- 15.2. The objectors state that compulsory purchase is not necessary in this case as Essex County Council owns and controls land to the north of the existing park and ride that could be used to facilitate the park and ride enlargement.

Response:

The land to the north of the existing park and ride site in the ownership of Essex County Council is required for the scheme. It is being used to provide essential mitigation, to offset the environmental impact of the Army and Navy Sustainable Transport Package as a whole. This area of Essex County Council land is not included in the CPO as it does not have to be.

- 15.3. The objectors state that plans approved under CC/CHL/109/23 show no use for plot 3a, outside the proposed park and ride extension, and that there is no lawful justification for the acquisition of this land. Essex County Council previously covenanted with the objectors, as the owners of that land, not to object to any planning application they may make in relation to or any development on it.

Response:

The CLP safeguards the land for expansion of the park and ride site under Strategic Policy S9. This is refined under Strategic Growth Site Policy 3b which specifically identifies the land as the location for the expansion and formed the basis for development of the park and ride expansion. At this time, the land in the ownership of Essex County Council was not included in the development as a westerly extension offers greater benefit in terms of the site configuration and operation as buses could be accommodated on the road outside the site, reducing the land required for parking spaces and the site. During the period of the scheme development, biodiversity net gain became a mandatory requirement. Land owned by Essex County Council to the north has been identified as an appropriate location to meet biodiversity targets (associated with the Army and Navy Sustainable Transport Package scheme).

Post objection response clarification: *The above response was provided on the assumption that plot 3a related to the land north of the existing park and ride site as defined in development proposal plans provided by the objector during a meeting that took place on 23rd April 2026. The acquiring authority now consider the above objection point to relate to CPO plot 3a, which is indicated on the Scheme Plan to be used for temporary works during the construction period and was included in the planning application for the Proposed Scheme (drawing no. B355391A-RJECC-GEN-SAPR-DR-CH-0 Rev. P02, titled 'Construction Compounds and Site Access Routes').*

- 15.4. The objectors state that the site is allocated within the adopted CLP as part of the Strategic Growth Site delivering the new urban East Chelmsford, one of the three major growth areas in the CLP. Both the masterplan and permission CC/CHL/109/23 itself

are predicated on the assumption the following applications submitted to Chelmsford City Council: 22/00916/FUL and 22/00916/OUT; 22/01732/FUL and 22/01732/OUT would be approved. The objectors state that, in fact, 22/00916/FUL&OUT were withdrawn, and 22/01732/FUL&OUT is still pending determination, four years on. The objectors further note that the Strategic Growth Site allocation did not explicitly envisage or require a park and ride extension.

Response:

Strategic Growth Site Policy 3b – East Chelmsford – Land north of Maldon Road (Employment) provides for 5,000sqm (net) Class B1 or other appropriate B class uses and stand-alone early years and childcare nursery. However, it is clearly stated under the policy that the land for the expansion of Sandon Park and Ride is safeguarded within Site 3b. Site 3b extends to 105,478sqm with 15,348sqm being permanently and 5,424sqm temporarily required for the park and ride expansion. This leaves 84,706sqm of Site 3b available to accommodate 5,000sqm of employment development and a stand-alone early years and childcare nursery and associated infrastructure.

- 15.5. The objectors have put together an alternative development scheme to utilise their land which they believe is an improved scheme that better matches the Chelmsford City Council's overall aims for this Strategic Growth Site and can be easily secured by 2028. They state that the detailed layout has been finalised and an application for planning permission is expected to be lodged shortly. They further state that, at the same time the objectors will cause an application for planning permission to be made to extend the existing park and ride to the north over the land owned by Essex County Council, some of their own land and some within the ownership of their neighbour.

Response:

The proposed park and ride expansion aligns with the adopted and emerging Local Plan and does not prejudice the objectives set out for Strategic Growth Site Policy 3b. It should be noted that the deadline for planning consent and a detailed design is by February 2027, not 2028 as stated, to accommodate the tender process necessary to appoint a contractor, secure the land not in the objectors' or Essex County Council's ownership and submit the Final Business Case to the DfT so that the programme for delivery of both the park and ride extension and the Army and Navy junction works can be achieved. This has been communicated to the objectors.

- 15.6. The objectors state that the temporary lease required for the construction site compound would effectively prevent any development on that parcel for three years from 2028; it would sterilise/freeze part of the Strategic Growth Site for the next 6-7 years, contrary to CLP aims and aspirations.

Response:

As explained in response to paragraph 15.4 above, the CLP defined development can easily be accommodated in Site 3b whilst also accommodating the temporary and permanent land necessary to deliver the park and ride expansion. However, an exercise is being undertaken to investigate if working space and compound provisions can be accommodated within the permanent land take area and existing site. If this is achievable the authority is willing to remove the temporary land from the CPO. The findings of this exercise will be reported when available.

- 15.7. The objectors state that, during their meeting with Essex County Council and Jacobs Ringway on 23rd April 2026, Essex County Council asserted that one of the primary reasons for expanding the park and ride beyond its existing capacity was that Chelmsford City Council has a policy to close 'all of its car parks'. The objectors state that is not Chelmsford City Council's current policy, and that Chelmsford City Council's overriding economic policy is to increase business activity in the city centre and therefore in policy terms also safeguards sufficient car spaces to support those business users. The objectors further state that Chelmsford City Council has that month acquired another new car park, stating:

"Acquiring the Granary (car park) is another positive step in the council's strategy to ensure the provision of car parks where visitors and residents want them most. Convenience is important to drivers and having access to well-located and well-maintained parking plays an important role in sustaining Chelmsford's reputation as a destination of choice".

Response:

There appears to have been a misunderstanding in the meeting on 23rd April 2026 regarding the number of parking closures assumed in Essex Highways' Park and Ride modelling. Essex County Council has provided the objectors with a presentation entitled 'Park Ride Strategy Presentation 2- UPDATE y26m02d13' in response to a recent Freedom of Information (FOI) request. On slide 9 of the presentation, it shows that the forecast demand for park and ride spaces in the Base Core Scenario assumes the closure of 1068 long stay parking spaces by 2045, as per the adopted CLP and the latest advice from Chelmsford City Council. This amounts to the closure of less than half Chelmsford City Council's current long stay parking spaces in the city centre. Essex County Council has never asserted that Chelmsford City Council has a policy to close all of its car parks.

- 15.8. The current park and ride has a current capacity of 1,421 spaces of which, the objectors state, 8-900 spaces are unoccupied on any given day. The objectors state that a recent FOI response highlighted: in the three-month period January-March 2026 there was an occupancy of >900 on only 8 days, with no day having an occupancy of even 1,000. 13 days had an occupancy of <300.

Response:

The fact that the park and ride is not operating at capacity at present is acknowledged on slide 9 of Essex Highways' document 'Park Ride Strategy Presentation 2- UPDATE y26m02d13'. However, the need for expansion of the park and ride car parks in Chelmsford is based on park and ride demand modelling that takes account of expected traffic growth on the network and the planned closure of long stay parking in the city centre. The current usage of the Sandon Park and Ride and Chelmer Valley Park and Ride sites is factored into this modelling to ensure that the forecasts are robust. The modelling shows that Sandon Park and Ride is expected to require expansion between 2029 and 2035.

- 15.9. The objectors question the rationale behind Essex County Council reducing park and ride spaces by not proceeding with the Chelmer Valley Park and Ride scheme when Essex County Council claims park and ride demand is increasing. The objectors further state that the underpinning modelling appears not to reflect (i) the opening of Beaulieu Park Rail Station at the end of last year; nor (ii) the completion of the Northern Relief

Road which leads from that roundabout to the North of the Chelmer Valley Park and Ride, the next phase of which is currently under construction.

Response:

Essex County Council has no plans to reduce the number of park and ride parking spaces in Chelmsford. The expansion of the Sandon Park and Ride site will result in an increase the overall number of park and ride parking spaces in Chelmsford, because the number of spaces in Chelmer Valley Park and Ride will remain unchanged. As explained in the Statement of Reasons, world events have resulted in a significant increase in the cost of delivering major infrastructure projects. As a consequence, the funding available for the Army and Navy Sustainable Transport Package will no longer be sufficient to deliver the expansion of both Sandon and Chelmer Valley Park and Ride sites within the overall project budget. The expansion of the Sandon Park and Ride remains within the Army and Navy Sustainable Transport Package because it has a greater level of use now and predicted in the future than Chelmer Valley Park and Ride. Nevertheless, the expansion of Chelmer Valley Park and Ride remains a priority for Essex County Council. The predicted usage of both park and ride sites is based on modelling that takes account of the opening of Beaulieu Park Rail Station and the planned opening of the Northern Radial Distributor Road and Section 1a of the Chelmsford North-East Bypass.

- 15.10. The objectors state that land to the north of the existing park and ride has been earmarked for “environmental improvements”, but that the Statement of Reasons fails to set out why that land cannot be provided to secure the park and ride extension (on land mostly owned by Essex County Council) rather than compulsory acquisition of the objectors’ land. The objectors state that Essex County Council makes reference to the requirement for Biodiversity Net Gain, but that they have offered land elsewhere within their ownership to allow Essex County Council to secure this provision – an offer which Essex County Council has not accepted.

Response:

- 15.11. Land in Essex County Council’s ownership, to the north of the existing park and ride, is included in the overall Army and Navy Sustainable Transport Package scheme delivery to mitigate the environmental impact of the Proposed Scheme, if required, and the Army and Navy Junction scheme. Biodiversity Net Gain is a legislative requirement and the land that has been identified is greater in size than the land that will be lost. During a recent meeting with the objectors’ representative, comment was raised regarding the provision of mitigation land elsewhere, but no details or evidential basis has been provided for detailed consideration.
- 15.12. The objectors state that their land is subject of compulsory acquisition without justification, in favour of retaining Essex County Council owned land to deliver more lucrative development proposals. The objectors note that Strategic Growth Site aims can be delivered in differing ways, not requiring their land within the CPO proposal, and that they will present their alternative scheme which will be submitted to Chelmsford City Council for planning permission.

Response:

The Proposed Scheme has developed over many years, during which time Essex County Council have attempted to engage with the objectors on many occasions, in

line with the strategy presented in the CLP and has been granted planning permission whilst delivering the most technically beneficial solution. Furthermore, the objectors historic planning applications for Site 3b have clearly accommodated the park and ride expansion in line with the Proposed Scheme. It is therefore surprising that the objectors have waited until this late stage in the scheme delivery to introduce an alternative proposal and suggest that the Proposed Scheme does not comply with policy when historic activities evidence otherwise.

16. DOCUMENTS, MAPS AND PLANS ACCOMPANYING THIS STATEMENT

16.1. The acquiring authority intends to refer to or put in evidence the following documents, these can be accessed via the links provided:

- i. Compulsory Purchase (Inquiries Procedure) Rules 2007 [\(link\)](#)
- ii. Highways (Inquiries Procedure) Rules 1994 [\(link\)](#)
- iii. The Essex County Council (Army and Navy Junction) Compulsory Purchase Order
 - Compulsory Purchase Order Notice [\(link\)](#)
 - Compulsory Purchase Order Schedule [\(link\)](#)
 - Compulsory Purchase Order Map [\(link\)](#)
- iv. The Essex County Council Army and Navy Junction (Classified Road) (Side Roads) Order
 - Side Roads Order Notice [\(link\)](#)
 - Side Roads Order Schedule [\(link\)](#)
 - Side Roads Order Plan [\(link\)](#)
- v. Statement of Reasons [\(link\)](#)
- vi. Guidance on Compulsory purchase process and The Crichel Down Rules [\(link\)](#)
- vii. Department of Transport Circular 1/97 [\(link\)](#)
- viii. Highways Act 1980 [\(link\)](#)
- ix. Department of Transport Circular 2/97 [\(link\)](#)
- x. Planning Permission 26th November 2024 (ref: CC/CHL/109/23) [\(link\)](#)
- xi. Chelmsford Future Transport Network (CFTN) strategy (2017) [\(link\)](#)
- xii. Chelmsford Local Plan 2013-2036 (CLP) (2020) [\(link\)](#)
- xiii. Chelmsford Local Plan Pre-Submission (Regulation 19) Document (PSR19D) (February 2025) [\(link\)](#)
- xiv. Chelmsford Local Plan Focused Additional Sites (Regulation 19) Document (FAS19D) (November 2025) [\(link\)](#)

- xv. Formal decision made by Essex County Council's Cabinet to approve the Hamburger Roundabout as the preferred option ([link](#))
- xvi. Town and Country Planning General Regulations 1992 ([link](#))
- xvii. National Planning Policy Framework (NPPF) September 2023 ([link](#))
- xviii. National Planning Policy Framework (NPPF) December 2023 ([link](#))
- xix. Essex Minerals Local Plan (2014) ([link](#))
- xx. Essex and Southend-on-Sea Waste Local Plan (2017) ([link](#))
- xxi. Chelmsford Town Centre Public Realm Strategy (CTCPRS) (2011) ([link](#))
- xxii. Human Rights Act 1998 ([link](#))
- xxiii. European Convention on Human Rights ([link](#))
- xxiv. The Conservation of Habitats and Species Regulations 2010/490 ([link](#))
- xxv. Wildlife and Countryside Act 1981 (as amended) ([link](#))
- xxvi. Natural Environment and Rural Communities Act 2006 ([link](#))
- xxvii. Acquisition of Land Act 1981 ([link](#))
- xxviii. Road Traffic Regulation Act 1984 ([link](#))
- xxix. Scheme Plan ([link](#))
- xxx. Design Manual for Roads and Bridges ([link](#))

16.2. Copies of these documents (or relevant extracts) may be inspected and copied until the start of the PLI at Chelmsford Library and Great Baddow Library during normal opening hours (they will remain available for inspection and copying at Essex County Council Offices until after the PLI has concluded).

Essex County Council	Chelmsford Library	Great Baddow Library
Council Offices,	Ground Floor,	27 High Street
County Hall,	County Hall,	Great Baddow
Market Road	Market Road	Chelmsford
Chelmsford	Chelmsford	CM2 7HH
CM1 1QH	CM1 1QH	During normal opening hours
Contact: 03457 430 430	During normal opening hours Contact: 03457 037 628	Contact: 03456 037 628

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Dated: August 2026