



**ESSEX COUNTY COUNCIL**

**THIS IS THE STATEMENT OF REASONS OF ESSEX COUNTY COUNCIL**

**FOR MAKING:**

**THE ESSEX COUNTY COUNCIL (ARMY AND NAVY JUNCTION) COMPULSORY PURCHASE  
ORDER 2026**

**THE ESSEX COUNTY COUNCIL ARMY AND NAVY JUNCTION (CLASSIFIED ROAD) (SIDE  
ROADS) ORDER 2026**

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# Statement of Reasons

## 1. INTRODUCTION AND BACKGROUND

1.1.1. This statement explains the purpose of the above-mentioned Side Roads Order (SRO) and Compulsory Purchase Order (CPO) (together 'the Orders') which have been made by Essex County Council for improvements at the Army and Navy junction and the immediate approaches, together with associated infrastructure and mitigation (together the 'Army and Navy Junction' scheme).

### 1.2. Background and Local Context

1.2.1. The Army and Navy Junction scheme is key to a number of place-based strategies, in particular Essex County Council's Chelmsford Future Transport Network (CFTN) strategy (2017), but also 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).

1.2.2. The CFTN strategy represents a strategy for achieving the vision for Chelmsford's transport system to become 'best in class', rivalling similar cities across the UK by offering enhanced connectivity and access to opportunities for residents, visitors and businesses to support the sustainable economic growth of the city. As such, it was important that the Army and Navy Junction scheme aligned with the strategy outlined in the CFTN document.

1.2.3. It was also important that the Army and Navy Junction scheme aligned with 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'.*

### 1.3. Understanding the Problem and Need for the Scheme

1.3.1. The Army and Navy junction is a strategic junction in Chelmsford city and is a critical element of the Chelmsford transport network, providing a vital gateway into and out of the city. It is located approximately 900 m south-east of the city centre on the suburban periphery, south of the River Chelmer. It is used by around 70,000 vehicles a day and 70 buses an hour at peak times.

- 1.3.2. At the inception of the Army and Navy Junction scheme, the junction operated over capacity in the morning and evening peak periods, leading to delays, unreliable journey times and poor air quality, with the area designated an Air Quality Management Area (AQMA) (which is an area where national air quality objectives that protect people's health and the environment have not been met) in December 2005 due to road traffic emissions. This situation was exacerbated significantly in September 2019, following the permanent closure of the flyover, which served the key traffic movement through the junction, as it came to the end of its usable life.
- 1.3.3. As a result of the severe congestion at the Army and Navy junction and because it is already operating significantly over capacity during the morning and evening peak times, bus passengers, pedestrians, cyclists and drivers regularly experience delays, with impacts on safety and resilience, productivity and the potential future growth of the city.
- 1.3.4. There are several environmental issues associated with the Army and Navy junction. The junction itself and associated congestion has resulted in a poor-quality environment for all road users and residents in the immediate area and does not reflect its status as a key gateway to the city centre. The site is: within Flood Zones 2 and 3; part of the Chelmer and Blackwater Conservation Area; part of the Chelmsford Watermeadows Local Wildlife Site; part of a designated Green Wedge; and part of a designated AQMA.
- 1.3.5. There is a high concentration of road traffic collisions related to the existing Army and Navy junction. Thirty collisions were recorded in the immediate vicinity of the junction in the period between 2020 and 2024, five of which were defined as having a Serious severity.
- 1.3.6. The current junction layout also does not optimise pedestrian and cyclist safety or encourage the use of public transport. The existing subway is an unattractive junction crossing route for pedestrians and cyclists and there is a lack of infrastructure to support more sustainable modes of transport, which deters their use.
- 1.3.7. These problems and underlying causes will all be exacerbated over time as the demand for transport movements through this key gateway to the centre of Chelmsford increases. Planned housing development is happening apace across Chelmsford and Essex more broadly. As the Army and Navy junction is part of a regional network of roads and a key gateway to and from Chelmsford city, which is a regional centre for employment, it is to be expected that this more dispersed housing growth will generate a significant increase in travel demand to the centre of Chelmsford via the Army and Navy junction. It will be a constraint on planned housing and employment growth if associated increases in travel demands cannot be adequately accommodated.

- 1.3.8. With the Army and Navy junction currently operating well over capacity, any future increase in demand for private vehicle travel will result in a significant increase in delays and queue lengths at the junction. A likely result of this is that vehicles re-route via less appropriate roads (rat-running) to avoid the Army and Navy junction, thereby increasing the negative impacts of traffic on the wider local road network, as well as locally at the Army and Navy junction itself.
- 1.3.9. The constraint on access to the centre of Chelmsford, if left unaddressed, will have significant negative impacts on economic growth both within Chelmsford, as well as prejudicing plans for growth in the wider Essex and East England region, particularly in south Essex.

#### **1.4. Existing Highway Infrastructure**

- 1.4.1. The Army and Navy junction is currently a five-arm part-signalised roundabout and is a strategic junction for A1114 Essex Yeomanry Way, A1114 Van Diemens Road / Princes Road, A138 Chelmer Road, A1060 Parkway, and B1009 Baddow Road, forming a gateway to the city centre for traffic from all geographical locations travelling to Chelmsford. As noted above, the junction is used by around 70,000 vehicles a day and 70 buses an hour at peak times.
- 1.4.2. There is a shared use cycleway/footpath to the west of A1114 Van Diemens Road, which follows the roundabout to the south side of A1060 Parkway. There is also a shared use route from Baddow Road car park to the north side of A1060 Parkway, which similarly follows the roundabout up A138 Chelmer Road. There is no dedicated cycling infrastructure on A1114 Essex Yeomanry Way or B1009 Baddow Road.
- 1.4.3. For pedestrians, there are the shared use facilities outlined above, as well as a subway located under the roundabout, connecting B1009 Baddow Road and A1114 Essex Yeomanry Way to A138 Chelmer Road and A1060 Parkway. Cycling is not formally permitted through the subway, as indicated by advisory signage. There is a cut-through from Meadgate Terrace, a residential road off B1009 Baddow Road, to gain access to the subway, and there are footpaths either side of B1009 Baddow Road and A1114 Van Diemens Road/Princes Road. There is no pedestrian provision on A1114 Essex Yeomanry Way.
- 1.4.4. No Public Rights of Way (PRoW) interact with the existing Army and Navy junction. PRoW Route 97 lies just to the north of the junction, starting at A1060 Parkway, then running east behind the Parkway Aldi, across the floodplain to the River Chelmer and joins Route 27 at the A138 Chelmer Viaduct.
- 1.4.5. There are no regional or national cycle routes that interact with the Army and Navy junction. However, in the vicinity of the roundabout, National Cycle Network Route 1 runs parallel to the River Chelmer, and Route 13 runs from south Chelmsford up to the Odeon roundabout to join Route 1.



1.6.2. 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.

1.6.3. It is around these objectives that more detailed assessment was carried out alongside the development of concept designs.

1.6.4. A rigorous design development and assessment process, in line with the Department for Transport's (DfT) Transport Appraisal Process, was undertaken to identify the best performing option at the Army and Navy junction. Three stages of option development were undertaken:

- Options generation: This initial process, drawing on wide stakeholder input and previous studies, identified over 100 potential options for the Army and Navy junction.
- Options sifting: This was undertaken in a manner that was robust, transparent and auditable to identify the better performing options for further consideration. It reduced the list of potential options down to a shortlist of eight broad major scheme options.
- Further development and sifting: This identified the five best performing options for the junction to be taken forward for further appraisal.

1.6.5. Five options were then assessed in detail:

- Option A: Minor Road Layout Improvements
- Option B: Two-Way Flyover
- Option C: Hamburger Roundabout
- Option D: Enlarged Roundabout
- Option E: Separate T-junctions.

1.6.6. Three options were discounted as a result of this process:

- Option A: Minor Road Layout Improvements – This option was discounted as it does not address delays at the junction as effectively as other options and would not sufficiently help to create the required capacity for sustainable transport modes.
- Option B: Two-Way Flyover – This option was discarded due to several disadvantages, including having the longest construction programme with largest impact, being the least compatible with Essex County Council's Park and Ride strategy, being the most damaging option in landscape and townscape terms and having the lowest opportunity to mitigate the impacts, not including an eastbound bus lane on A1060 Parkway, and having the highest air quality and noise impacts.
- Option D: Enlarged Roundabout – This option was discounted due to its estimated value for money performance being poor.

1.6.7. The two best performing options, Option C: Hamburger Roundabout and Option E: Separate T-junctions, were taken forward for inclusion in a public consultation exercise for the Army and Navy Sustainable Transport Package, which took place between August and October 2021 and is further detailed in Section 2.4 below.

1.6.8. Following initial analysis of responses to public consultation and having considered both public feedback and the latest option assessment analysis, in December 2021 the task force recommended the Hamburger Roundabout as the preferred option for the Army and Navy junction.

1.6.9. Option E: Separate T-junctions was discarded due to its relatively low expected value for money compared to Option C: Hamburger Roundabout and because it was much less popular with the public at the non-statutory public consultation. Only 21% of respondents preferred Option E: Separate T-junctions compared to 60% preferring Option C: Hamburger Roundabout.

1.6.10. Option C: Hamburger Roundabout was chosen as the preferred option because it was the best performing option overall, with the highest score for all four categories in the appraisal - being economic, commercial, managerial, and financial. Specifically, it was the best performing option in terms of economic growth, carbon emissions, wellbeing, value for money, affordability and public acceptability.

1.6.11. In March 2022, a formal decision was made by Essex County Council's Cabinet to approve the Hamburger Roundabout as the preferred option. This option was then taken forward and refined as described in detail in Section 2.

## 2. THE ARMY AND NAVY JUNCTION SCHEME

2.1.1. The Army and Navy Junction scheme to be delivered under the Orders consists of:

- A two-way dual carriageway through the central island of the Army and Navy roundabout linking A1060 Parkway and A1114 Essex Yeomanry Way.
- A segregated left turn lane from A138 Chelmer Road to A1114 Essex Yeomanry Way.
- Removal of the existing subway through the Army and Navy roundabout.
- Fully segregated walking and cycling facilities through the Army and Navy junction at ground-level.
- New/improved walking and cycling links to the Army and Navy junction from A1114 Van Diemens Road/Princes Road, Kings Head Walk (Chelmsford City Centre, via the 'Off Parkway Cycleway/Footway'), B1009 Baddow Road, and Meadgate Avenue.
- New bus lanes and bus priority measures on A1060 Parkway.
- A new bus lane on A1114 Van Diemens Road/Princes Road.
- Junction improvements at the Lady Lane / A1114 Van Diemens Road/Princes Road junction.
- The provision of environmental barriers adjacent to A1114 Essex Yeomanry Way and Meadgate Terrace/Tusser Court. These barriers will provide noise attenuation and visual screening for adjacent residents and have been included in the design as an enhancement measure.
- Removal of the left turn only slip between A1060 Parkway and A138 Chelmer Road.
- Removal of one lane northbound on A1114 Van Diemens Road/Princes Road (flaring to two lanes at the Army and Navy junction) to accommodate existing permit parking bays and a new two-way cycleway on the western side of A1114 Van Diemens Road/Princes Road.
- A new drainage attenuation pond.
- A comprehensive landscape planting scheme.

## **2.2. Design Approach – Achieving the Objectives**

- 2.2.1. The objectives set out by the task force for the Army and Navy Sustainable Transport Package as whole, as set out in Section 1.6 above, sought to improve journey times for all travel modes, make active travel safer and more attractive, and improve the overall quality of the local environment.
- 2.2.2. Modelling has shown that the Hamburger Roundabout design for the Army and Navy junction significantly improves journey times for all modes of transport:
- Average journey times for cyclists will be 44% quicker
  - Bus journey times will be about 40% faster on average
  - Journeys will be 53% quicker on average for motorised vehicles
  - Walking through the junction at ground level will be about 11% quicker on average.
- 2.2.3. The introduction of full-time traffic signals on three arms of the roundabout junction will reduce conflicts on the A138 Chelmer Road, B1009 Baddow Road and A1114 Van Diemens Road approaches by reducing the amount of traffic on the circulatory carriageway and thereby improving overall road safety.
- 2.2.4. The Army and Navy junction design improves active travel within the local and wider geographic area through the provision of segregated walking and cycling routes designed to link with existing walking and cycling routes, PRowS, residential areas and allocated housing development sites. The improvements to walking and cycling facilities will be at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes. Further, crossing priority will be for non-motorised users on all arms of the roundabout, which is a significant improvement compared to only two arms of the existing junction.
- 2.2.5. Landscape, townscape and other environmental factors have been considered throughout the design development. The landscape design seeks to contribute to the visual amenity of the Army and Navy junction, integrate it appropriately into the surrounding landscape and reduce adverse effects on the landscape and visual receptors and people living in the area or enjoying local PRowS, open spaces, and cycle routes for recreation.
- 2.2.6. Importantly, the preliminary landscape design for the Army and Navy Junction scheme has been developed to reinforce the junction as a key gateway into Chelmsford city centre. Opportunities for place-shaping improvements at strategic locations along the pedestrian and cycle paths linking the residential areas to the junction gateway and onwards to the Green Wedge were identified and have been incorporated into the design.

- 2.2.7. Opportunities to maximise biodiversity habitat enhancements have been identified in conjunction with the design development of wetlands to the east of the Army and Navy roundabout, which are integrated into the landscape. The scheme achieves an overall biodiversity gain and creates green infrastructure links.
- 2.2.8. The design seeks to reinforce the setting of the Chelmer and Blackwater Navigation Conservation Area and other cultural heritage assets locally, with planting and improved recreational access including a proposed picnic area and interpretation boards near Moulsham Mill.
- 2.2.9. The highway design for the Army and Navy Junction scheme seeks to minimise potential negative impacts of the scheme on the local environment. Examples of this include reducing the extent of the works as far as practicable to avoid direct effects on trees with Tree Preservation Orders and reducing direct effects on the Green Wedge, Chelmer and Blackwater Navigation Conservation Area and associated 'trees of significance'. The extents of carriageway, footway and cycleway, positions of lighting columns and signs, have also been reduced as far as practicable in order to facilitate retention of as much of the other existing vegetation as possible, in particular 'trees of significance', mature vegetation and specimen trees. Earthworks have been designed to integrate the highways into the landscape and reduce the visual impact, with embankment gradients generally no steeper than 1:3. With regard to highway infrastructure, guard railing is proposed to be removed from A1060 Parkway and the Army and Navy roundabout. Other key considerations have been the sensitive location and/or design of roadside barriers and fences, and the location of main road signs to limit visual intrusion within the landscape. In terms of lighting, the height, number of columns and lanterns have been limited, with column spacings being set as far apart as practicable.
- 2.2.10. The Army and Navy Junction scheme has been carefully designed to improve the junction to the benefit of local residents and junction users; it will also provide resilience to cope with increased future demand associated with planned housing and economic growth, in turn helping to facilitate that growth.

### **2.3. Phasing of Delivery**

- 2.3.1. The works for the Army and Navy Junction scheme are likely to be split into two parts, although the first part will have multiple contractors:
- 1) Advanced Works Contract: This comprises archaeological trial trenching. This is needed to discharge some of the planning conditions.
  - 2) Main Works Contract: All other works required to complete this road as shown on the Scheme Plan. Construction of the scheme is currently scheduled to start in 2028, and the opening date is likely to be in 2031.

## 2.4. Consultation

- 2.4.1. The development of the design of the Army and Navy Sustainable Transport Package was informed through a consultation exercise and ongoing engagement with key stakeholders/landowners.
- 2.4.2. An eight-week non-statutory public consultation on the proposed Sustainable Transport Package was held between August and October 2021. This was supported through a series of both face-to-face and online public events held at various points during the consultation, giving the public the opportunity to have their say on the package of proposals.
- 2.4.3. A website ([www.essex.gov.uk/armyandnavy](http://www.essex.gov.uk/armyandnavy)) gave stakeholders the opportunity to find out about the scheme and complete the survey online. A consultation brochure was also produced which could be read either online or picked up as a physical copy from a number of locations around Chelmsford.  
([https://www.essexhighways.org/uploads/army\\_and\\_navy\\_sustainable\\_transport\\_package\\_public\\_consultation\\_brochure\\_digital.pdf](https://www.essexhighways.org/uploads/army_and_navy_sustainable_transport_package_public_consultation_brochure_digital.pdf)).
- 2.4.4. As noted in Section 1.6 above, the consultation itself consisted of the two remaining Army and Navy junction options (Hamburger Roundabout and Separate T-junctions). Alongside these options, the consultation document set out the rationale for the options discounted.
- 2.4.5. Along with a programme of advertising, landowners, statutory bodies and identified stakeholders were contacted directly to give the opportunity to participate in the consultation, and a programme of engagement has continued post-consultation.
- 2.4.6. The feedback given through consultation was subsequently analysed and presented within a consultation report  
([www.essexhighways.org/uploads/downloads/army\\_and\\_navy\\_sustainable\\_transport\\_package\\_public\\_consultation\\_report.pdf](http://www.essexhighways.org/uploads/downloads/army_and_navy_sustainable_transport_package_public_consultation_report.pdf)). This was considered and helped form part of the decision-making process in developing the chosen option, the Hamburger Roundabout.
- 2.4.7. Early consultation with the affected landowners commenced in 2019 and is continuing in pursuit of settlements without the need to implement a CPO. A planning application for the Army and Navy Junction scheme was submitted to Essex County Council in January 2024, but was amended post-submission, in July 2024, in response to further discussions with landowners, to allow for flexibility to amend the design if required as a result of landowner negotiations. Essex County Council will continue to make meaningful attempts to reach agreement on a voluntary basis; however, the delivery programme has allowed sufficient time should landowners be unable to agree a reasonable settlement and a Public Local Inquiry into the Orders is required.

## 2.5. Land and Rights Requirements

- 2.5.1. The land required for the Army and Navy Junction scheme is shown in **Figure 2** below. The land permanently required, for engineering and mitigation purposes, is shown pink, land required temporarily, during construction and handed back, is shown green and land over which rights are required to construct and maintain a retaining wall is shown blue.



Figure 2: Land required for the Army and Navy Junction scheme

- 2.5.2. The road design includes proposals for: off-road segregated footway / cycleways; bus lanes and bus gates; surface water drainage attenuation ponds; landscape planting, including rain gardens; maintenance access; street lighting at roundabouts and their approaches, and amendments to private means of access. The scheme also includes the backfilling of the existing subway. Construction of the new highway works is centred around the existing Army and Navy roundabout junction (centre of existing roundabout at National Grid Reference point TL 71486 06024).

- 2.5.3. The land outside the existing highway boundary that needs to be acquired to construct and mitigate the Army and Navy junction scheme is at the following locations and is required for the following purposes:
- a) Land to the east of the Army and Navy roundabout, south of A138 Chelmer Road and north of the A1114 Essex Yeomanry Way for the construction of the proposed junction widening and all associated infrastructure and mitigation.
  - b) Land to the north of the Army and Navy roundabout for construction of the proposed junction widening and associated infrastructure and mitigation.
  - c) Land to the east and north-east of A1060 Parkway and north-east of B&M Home Store and north-west of Moulsham Mill Centre for the construction of the proposed cycleway/footway.
- 2.5.4. All landowners have been identified. Much of the land required for the scheme is already within the highway boundary. Much of the private land required is registered as freehold and principally used for agricultural or commercial purposes and was identified as such in the planning application. The remainder of the land is comprised of small parts of land adjacent to and accessible from the highway that are not already dedicated.
- 2.5.5. Although most of the land sought is required for highway construction works, some land is needed for other purposes and ancillary works such as landscaping, ecological mitigation, drainage and surface water runoff control as detailed in the Planning Application. Some land contained within the red line boundary is required temporarily for delivery of the project. This includes utility diversions, construction access, site compounds, materials haulage, including areas necessary to enable construction of the work elements and is intended to be returned to the landowners upon completion of the works.
- 2.5.6. Easements will be created for access for Essex County Council to maintain a retaining wall. These easements are across commercial car parks and they reserve the right to access in perpetuity, regardless of future changes of title and accessibility.
- 2.5.7. 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.

## **2.6. Financial Viability and Funding**

- 2.6.1. The total available budget for the Army and Navy Sustainable Transport Package is £81 million. Essex County Council has successfully secured a £68.75 million Major Road Network (MRN) funding contribution from the DfT towards the delivery of the scheme, 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 received 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).
- 2.6.2. The cost of the Army and Navy Sustainable Transport Package, which consists of the Army and Navy Junction scheme, together with the Sandon Park and Ride scheme and the Chelmer Valley Park and Ride scheme, has increased significantly since Essex County Council sought funding for the package via the Outline Business Case submitted to the DfT; this is due to a number of factors, including increases in UK construction costs, complex landowner discussions and design development. As the costs for the schemes need to be managed within the available budget, it has been necessary to review options for rescoping the schemes.
- 2.6.3. 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 Chelmsford Local Plan.
- 2.6.4. 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 Sandon Park and Ride scheme and the Army and Navy Junction scheme – are fully funded.

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

## 2.7. Planning Position

2.7.1. 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 Army and Navy Junction scheme was granted by the County Planning Authority on 26th November 2024 (ref: CC/CHL/108/23). Fourteen 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.

2.7.2. At the time planning permission was granted, the 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.

2.7.3. The adopted development plan for the local area consists of:

- Essex Minerals Local Plan (2014)
- Essex and Southend-on-Sea Waste Local Plan (2017)
- Chelmsford Local Plan 2013-2036 (CLP) (2020).

2.7.4. The CLP, adopted in 2020, is of particular relevance to the Army and Navy Junction scheme. The need for the scheme is established in Strategic Policy S9: Infrastructure Requirements, which advises that *'new highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network'*. The schemes identified in the policy that have a key role in this, include:

- *'Improvements to the Army and Navy junction'*

- *'New and improved cycling and walking routes'*
- *'Bus Priority schemes'*
- *'Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.'*

- 2.7.5. The CLP sets out a number of growth sites allocated for housing and employment. The Army and Navy junction is located within Growth Area 1 – Central and Urban Chelmsford and lies in the vicinity of sites designated under Strategic Growth Site Policy 1a – Chelmer Waterside. A masterplan for the area has been approved by Chelmsford City Council. Chelmer Waterside comprises six sites, with a potential total residential capacity of around 1,100 new homes, along with some non-residential development. The Army and Navy Junction scheme is located close to CLP Site CW1d Baddow Road Car Park and Land to the East of the Car Park, one of the six Chelmer Waterside sites; it will cater for around 190 homes with the main vehicle access being off Baddow Road. The Army and Navy Junction scheme has been designed taking into account the masterplan for Site CW1d, in particular the proposed location of walking and cycling routes. The Off Parkway Cycleway will link to the shared cycleway/footway proposed as part of the Chelmer Waterside Access Road and Bridge scheme, ensuring connectivity to Site CW1d.
- 2.7.6. The PSR19D affirms the importance of the Army and Navy Junction 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 Garden Community at Hammonds Farm and employment site at land adjacent to A12 Junction 18 will maximise and enhance active travel and bus services into the city centre on provision of enhancements to the Sandon Park and Ride and improvements to the Army and Navy junction.
- 2.7.7. Other supplementary planning documents relevant to the Army and Navy Junction scheme include the Chelmsford Town Centre Public Realm Strategy (CTCPRS) (2011), which highlights the Army and Navy junction's importance as a key arrival point into the city centre. Section 1.24 of the CTCPRS advises that *'Key arrival points offer a considerable opportunity to make a good first impression of the city centre'* and advocates a range of public realm improvements. The Army and Navy Junction scheme will provide public realm enhancements that reinforce the area as a gateway to the city centre.
- 2.7.8. Taking into account the NPPF and the relevant policies of the Development Plan, the proposal for the Army and Navy Junction scheme, as set out in the planning application and the CPO, represents sustainable development in the context of the NPPF.

### **3. COMPULSORY PURCHASE ORDER LAND REQUIREMENTS**

#### **3.1. Outline of Purpose and Justification for Making the Order**

- 3.1.1. The CPO is entitled THE ESSEX COUNTY COUNCIL (ARMY AND NAVY JUNCTION) COMPULSORY PURCHASE ORDER 2026.
- 3.1.2. Essex County Council's purpose in making the CPO is to secure the acquisition of all relevant interests in the Order land to facilitate the delivery of the improvements to the Army and Navy junction. The need for these improvements is explicitly recognised in the Development Plan for Chelmsford and the land to be acquired is the minimum necessary to enable this junction scheme to proceed.
- 3.1.3. The Orders are intended to enable the new highway infrastructure to be constructed to facilitate the proposed development plan for Chelmsford.

#### **3.2. Enabling Powers**

- 3.2.1. Section 239(1) of the Highways Act 1980 states that:

*'... any highway authority may acquire land required for the construction of a highway which is to be maintainable at the public expense...'*

- 3.2.2. The CPO is required to expedite the land acquisition to enable the construction of the Army and Navy Junction scheme to deliver its objectives.
- 3.2.3. The Compulsory Purchase Order also engages:
- section 240 Highways Act 1980 - private means of accesses to premises, alteration of side roads and working space for the construction/improvement;
  - section 246 Highways Act 1980 - the acquisition of land outside the boundary of the highway to reduce the adverse effects on its surroundings; and
  - section 250(2) Highways Act 1980 – new rights to be created.

#### **3.3. Description of Order Land**

- 3.3.1. The land required includes:
- Highway;
  - Attenuation Pond;
  - Culvert and Watercourse;
  - Farmland (Pastureland);
  - Grassland;
  - Private access roads;
  - Private car park.

- 3.3.2. There are no ancient monuments or listed buildings within the CPO land. The CPO land is not within a conservation area and none of its land is owned by the National Trust or held by or on behalf of the Crown. None of the CPO land is ecclesiastical or burial ground. The CPO land is not common land, village green or public open space.
- 3.3.3. In addition to land for construction, land is also required for landscaping, ecological purposes, working purposes, rights of construction and future maintenance.
- 3.3.4. Following convention, the land to be acquired (including for essential/permanent licence) is coloured pink and the land over which new rights are to be acquired is coloured blue on the CPO plan.

### **3.4. Land Ownership and Order Schedule**

- 3.4.1. The Order land comprised in the following plots, full title to the land is required for the improvements to the Army and Navy junction, for associated drainage works, for the provision of ancillary highways, and improvements to existing highways to connect the Army and Navy Junction scheme to the existing network:
- Site Plan: Plots 2a, 3a, 4a, 4b, 4c, 5, 6, 9 and 10.
- 3.4.2. The Order land comprised in the following plots, full title is required for the provision of accommodation tracks to give third party rights of access to land to which access has been affected but which new access is outside the boundary of the Army and Navy Junction scheme:
- Site Plan: Plot 4j.
- 3.4.3. The Order land comprised in the following plots, full title is required for the provision of landscape and ecological mitigation against the effect of the Army and Navy Junction scheme:
- Site Plan: Plots 4d, 4p, 4q and 9a.
- 3.4.4. The Order land comprised in the following plots, full title is required to provide for temporary access and working space, including site compounds and/or topsoil storage areas, associated with the construction of the Army and Navy Junction scheme:
- Site Plan: Plots 1, 2c, 2d, 3h, 3j, 3k, 3L, 4f, 4g, 4h, 4j, 4k, 4L, 4m, 4n, 4o, 4r, 5a, 5c, 7, 7c and 9b.
- 3.4.5. Subject to agreement with the relevant affected landowner(s), in relation to the plots listed in 3.4.4, Essex County Council may seek to negotiate a temporary licence to occupy during construction in place of full title acquisition; however, in the absence of such agreement Essex County Council requires the security of the right to acquire full title.

3.4.6. The Order land comprised in the following plots, full title is required to dedicate land as new sections of highway:

- Site Plan: Plots 2, 2b, 3, 3b, 3c, 3d, 3e, 3f, 3g, 3m, 4, 4e, 4s, 7a, 7b, 8, 8a, 8b, 8c, 8d and 11.

3.4.7. The Order land comprised in the following plots, rights are required by the highway authority for the purpose of ensuring right of access for the construction and maintenance of a retaining wall:

- Site Plan: Plots 4t, 5b and 9c.

3.4.8. Details of the specific requirements by plot is provided in the Land Reference Plan contained in Appendix A; however, in the absence of such agreement the Council requires the security of the right to acquire full title.

3.4.9. The categories of land requirements presented in the Land Reference Plan are:

- Title – Land required permanently for the scheme.
- Title Mitigation – Land required to mitigate the environmental impact of the scheme.
- Title Private Means of Access – Land required to replace accesses impacted by the scheme.
- Essential Licence – Land required temporarily to construct the scheme and returned to the landowner.
- Easement (S250 Right) – The right to access land in perpetuity for the purpose of constructing and maintaining features associated with the highway, such as retaining walls.

3.4.10. Contact has been made with all landowners affected and negotiations are ongoing with an aim to reach agreement. Essex County Council's appointed professional surveyors, Lambert Smith Hampton, are dealing with the land acquisition issues and Essex County Council will continue to seek to agree terms with affected owners by private treaty.

3.4.11. Negotiations have been taking place with impacted landowners and interests since the spring of 2019. These negotiations, carried out in correspondence and virtual and in-person meetings, have established a general support for the scheme, but raised concerns about specific aspects of the proposal impacting the land interest directly. From these negotiations, amendments have been made to the scheme that have reduced the impact on individual interests.

3.4.12. Minor amendments have been made to the scheme to address concerns raised by landowners. Flexibility has been built into the planning permission to allow a level of further scheme amendments to be accommodated post-permission. This approach has enabled the project team to implement changes to the design to assist the negotiation process. Examples of the type of amendments made to address concerns raised by landowners include:

- Removal of access easements, to construct and maintain a retaining wall, that crossed business car parks.
- Amendment to cycle track design to avoid impact on trees.
- Amendment to landscape design to minimise impact on land.
- Reconfiguration of compound and working areas to minimise impact on business operations.
- Inclusion of alternative access route for a Statutory Undertaker to reach their asset.

3.4.13. Examples of activities undertaken to investigate alternative proposals that did not lead to changes to the Army and Navy Junction scheme include:

- Private access alternative design development and audit.
- Drainage redesign and assessment.
- Environmental assessment.
- Supplementary planning processes.

3.4.14. These negotiations will continue with an aim of reaching a negotiated outcome to acquire the necessary land and rights to deliver the scheme. Where appropriate, Essex County Council has offered to reimburse landowner costs incurred in the negotiations.

## 4. THE SIDE ROADS ORDER

4.1.1. The SRO is entitled THE ESSEX COUNTY COUNCIL ARMY AND NAVY JUNCTION (CLASSIFIED ROAD) (SIDE ROADS) ORDER 2026 and is made under sections 14 and 125 of the Highways Act 1980 and will, if confirmed by the Secretary of State for Transport, authorise Essex County Council to make the following changes on the Side Roads Order Site Plan.

- a) To improve the link between the existing A1060 Parkway and the existing Goldlay Road.
- b) To improve the link between the existing A1060 Parkway and the existing Baddow Road.
- c) To improve the link between the existing A1060 Parkway and the existing Lynmouth Avenue.
- d) To improve the link between the existing A1060 Parkway and the existing Goldlay Avenue.
- e) To improve the link between the existing Army and Navy Roundabout and the existing B1009 Baddow Road.
- f) To improve the link between the existing A1114 Princes Road and the existing Lady Lane.
- g) To improve the link between the existing A1114 Princes Road and the existing Van Diemens Lane.
- h) To improve the link between the existing the existing A1114 Princes Road and the existing Moulsham Chase.
- i) To create a new section of Cycle track facility (A, B, C and D) from Parkway to Kings Head Walk.
- j) To create a new means of access serving land north of A138 Chelmer Road (1a) replacing the existing access altered by the new classified road (1). Essex County Council is of the view that the new means of access will provide a suitable and convenient alternative.
- k) To create a new means of access serving land south of A138 Chelmer Road (2a) replacing the existing access altered by the new classified road (2). Essex County Council is of the view that the new means of access will provide a suitable and convenient alternative.
- l) To stop up a means of access serving land north of the A1114 Essex Yeomanry Way (3). Essex County Council is of the view that alternative suitable and convenient alternative is available.

## 5. ASSOCIATED ORDERS

5.1.1. 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.

- a) Maintain and extend the existing 40mph speed limit on the Junction to include the new through road and new road linking Chelmer Road and Essex Yeomanry Way;
- b) Permanently reduce the existing speed limit on Essex Yeomanry Way from the Maldon Road overbridge heading towards Chelmsford, to the existing 40mph limit on approach to the new Hamburger Junction to 50mph.
- c) Permanently reduce the existing speed limit on Essex Yeomanry Way leaving the Hamburger Junction to the Maldon Road overbridge to 50mph.
- d) Introduce a Clearway restriction on the new section of road through the Hamburger Junction and the new section of road linking Chelmer Road with Essex Yeomanry Way.
- e) Extend the No Waiting and No Loading restrictions on Baddow Road near Meadgate Avenue to facilitate the relocation of the existing bus stop and zebra crossing.
- f) Introduce a prohibition of vehicles on new, or altered, Bus Lanes on Essex Yeomanry Way, Parkway and Princes Road, with a new bus gate on Parkway.
- g) Introduce, remove and upgrade Pedestrian Crossings around the Army and Navy Junction, around the Baddow Road/Meadgate Avenue junction and at the Lady Lane/Princes Road junction.
- h) Introduce raised table crossings on Meadgate Avenue and Van Dieman's Lane.
- i) Alter existing bay parking on Baddow Road near the junction with Meadgate Avenue and remove some permit parking on Lady Lane near the junction with Princes Road.

5.1.2. In addition, noticing powers under Section 65 of the Highways Act 1980 will be used to introduce prohibitions to align with cyclist and pedestrian user provisions, namely:

- j) Combined footpath/cycle track (generally 3 meters wide) north of the A1060 Parkway adjacent to the B&M Home Store.
- k) Segregated footpath/cycle track (generally 5 meters wide) north of the A1060 Parkway and Army and Navy Roundabout adjacent to the Aldi store.
- l) Combined footpath/cycle track (generally 3 meters wide) north of the A138 Chelmer Road.
- m) Cycle track (generally 3 meters wide) at the junction of A1060 Parkway and Goldlay Road.

- n) Combined footpath/cycle track (generally 3 meters wide) south of the A1060 Parkway between Goldlay Road and Army and Navy Roundabout.
- o) Segregated footpath/cycle track (generally 5 meters wide) west of A1114 Van Dieman's Road between the Army and Navy Roundabout and Lady Lane.
- p) Segregated footpath/cycle track (generally 5 meters wide) west of A1114 Princes Road between Lady Lane and the pedestrian access serving Fortinbers Way.
- q) Combined footpath/cycle track (generally 3 meters wide) east of the A1114 Princes Road between the pedestrian access serving Fortinbers Way and the Princes Road Roundabout.
- r) Segregated footpath/cycle track (generally 5 meters wide) south of the Army and Navy Roundabout between the A1114 Van Dieman's Road and B1009 Baddow Road arms.
- s) Segregated footpath/cycle track (generally 5 meters wide) south of the Army and Navy Roundabout and A1114 Essex Yeomanry Way between the B1009 Baddow Road arm and Meadgate Avenue.
- t) Cycle track (generally 3 meters wide) south of the A1114 Essex Yeomanry Way between Meadgate Avenue and Tusser Court.
- u) Combined footpath/cycle track (generally 3 meters wide) south of the A1114 Essex Yeomanry Way adjacent to Tusser Court.
- v) Combined footpath/cycle track (generally 3 meters wide) south of the A1114 Essex Yeomanry Way at the northern limit of Meadgate Avenue.
- w) Various footpath and cycle track routes around and through the Army and Navy Roundabout.

5.1.3. These orders will be made by Essex County Council.

5.1.4. Classification for the new Roads:

- The new Hamburger Junction and new road linking Chelmer Road and Essex Yeomanry Way will be classified as an A road (major roads intended to provide large-scale transport links within or between areas) to link in with the surrounding road network.

## **6. HUMAN RIGHTS AND PUBLIC SECTOR EQUALITY DUTY**

6.1.1. The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights' ('the Convention'). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual (including companies).

6.1.2. In resolving to make the Order Essex County Council should consider the rights of property owners under the Convention, notably under the following articles:

### **6.2. Article 1 (of the First Protocol)**

6.2.1. This protects the rights of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws.

### **6.3. Article 8**

6.3.1. This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and it is necessary in the interest of national security, public safety or the economic well-being of the country.

### **6.4. Article 14**

6.4.1. This protects the right to enjoy rights and freedom in the Convention free from discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, or national or social origin.

6.4.2. The European Court of Human Rights has recognised in the context of Article 1 that regard must be had to the fair balance which has to be struck between the competing interests of the individual and of the community as a whole. Similarly, any interference with Article 8 rights must be necessary for the reasons set out. Both public and private interests are to be taken into account in the exercise of Essex County Council's powers and duties as a local highway authority. Any interference with Convention rights must be necessary and proportionate.

6.4.3. In the case of each of these Articles (and indeed other provisions of the Convention) Essex County Council should be conscious of the need to strike a balance between the rights of the individual and the interests of the public. In the light of the significant public benefit that will arise from the proposed highway improvements it is considered that it would be appropriate to make the Order. In considering this Order, Essex County Council has considered the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights is considered to be necessary and proportionate in the context of the delivery of the scheme and is justified in order to secure the economic, social and physical regeneration that the highway works will bring. In the circumstances, it is not

considered that the Order would constitute an unlawful interference with the individual property rights.

- 6.4.4. Extensive consultation has taken place in relation to the proposal at the planning stage with the opportunity being given for affected parties to make representations. Negotiations have also been pursued with the parties affected by the compulsory purchase order. Further representations can be made in the context of any Public Local Inquiry, which the Secretary of State for Transport decides to hold in connection with the Order. Those directly affected by the Order will be entitled to compensation proportionate to the loss which they incur as a result of the compulsory acquisition.
- 6.4.5. Essex County Council considers that the realisation of the junction scheme in furtherance of the policy objectives for the area, including the significant sustainability benefits that will accrue, amounts to a compelling case in the public interest for confirmation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private interests.

## **6.5. Public Sector Equality Duty (PSED)**

- 6.5.1. In formulating and promoting the Order, Essex County Council has had regard to its statutory duties and obligations under the Equality Act 2010 and in particular, to its obligations under sections 149 and 150 of the 2010 Act, in taking into account the differential impact the Order will have on various groups of persons with different characteristics.

## 7. CONCLUSION

- 7.1.1. Essex County Council is promoting the Orders to secure the required highway improvement. Confirmation of the Orders will enable the implementation of the highway improvements and associated landscaping and other mitigation works.
- 7.1.2. The Army and Navy junction is a key gateway to and from Chelmsford city centre and the improvement scheme forms an integral part of the overall Army and Navy Sustainable Transport Package. The delivery of this comprehensive package of measures to encourage increased walking, cycling, and Park and Ride travel, alongside an improved Army and Navy junction, will provide a long-term and sustainable solution with improvements to all journeys and the immediate local environment. The DfT MRN funding contribution towards the Sustainable Transport Package is contingent upon the Army and Navy Junction scheme proceeding.
- 7.1.3. It will be evident that Essex County Council considers that it has advanced a compelling case in the public interest for the compulsory acquisition of all the Compulsory Purchase Order land to support the project.
- 7.1.4. The land comprised in the Compulsory Purchase Order is immediately required for the junction improvements/landscaping/ecological impact mitigation/water control measures incorporated in the project; however, some areas are only required for use during the construction period for working space or for access.
- 7.1.5. In resolving to make this Compulsory Purchase Order, Essex County Council has taken into account the rights of property owners and occupiers under the European Convention of Human Rights, as incorporated into domestic law by the Human Rights Act 1998. In this respect, Essex County Council has had particular regard to Article 1 of the First Protocol of the Convention, which relates to the protection of rights of everyone to the peaceful enjoyment of possessions, and to Article 8, which relates to the protection and family life, home and correspondence. In taking into account these considerations, Essex County Council has been conscious of the need to strike a balance between the rights of the individuals affected and interests of the public. In the light of the significant benefits arising from the implementation of the project, as set out in this statement, Essex County Council has concluded that it would be appropriate to make the Compulsory Purchase Order.
- 7.1.6. Negotiations have taken place and shall continue with those holding remaining land interests in order to achieve the maximum possible permissions and land take by way of voluntary agreements. Subject to agreement with the relevant affected landowner(s), the Council may seek to negotiate a temporary licence to occupy during construction or a licence to occupy during construction followed by access rights in place of full title acquisition; however, in the absence of such agreement, the Council requires the security of the right to acquire full title.

- 7.1.7. Essex County Council is satisfied that the Compulsory Purchase Order has been promoted in the public interest and that it is fully compliant with the strategic planning and highways policies of Essex County Council and supports the Chelmsford Local Plan.
- 7.1.8. The Side Roads Order supports delivery of the Army and Navy Junction scheme by making formal changes to the legal status of public and private routes to ensure the junction scheme can be delivered.

## **8. STATUS OF THE STATEMENT OF REASONS**

- 8.1.1. This Statement of Reasons has been prepared for the purposes of the making of the Compulsory Purchase Order and the Side Roads Order associated with the Army and Navy Junction scheme. It is not intended to discharge Essex County Council's requirement to produce or is to be taken as their Statement of Case in the event that the Secretary of State for Transport shall call a Public Local Inquiry to be held to consider any objections received to the Orders and will produce such Statement of Case as may be required under the appropriate rules and at the appropriate time.

## 9. FURTHER INFORMATION AND ENQUIRIES

- 9.1.1. The formal notice contains the deadlines for objection to the made Orders. The period to object to the Compulsory Purchase Order is shorter than the period for the Side Roads Order. If objections are received, the Secretary of State for Transport will take the decision on the Orders and whether they should be confirmed, with or without modifications. It is expected that any unresolved objections to the Compulsory Purchase Order and/or Side Roads Order for the Army and Navy Junction scheme will be considered at a Public Local Inquiry.
- 9.1.2. Further information on the Engineering aspects of the proposal should be addressed to Hannah Neve, Essex County Council's Principal Transportation and Infrastructure Planner by phone 0345 743 0430 or email [hannah.neve@essex.gov.uk](mailto:hannah.neve@essex.gov.uk).
- 9.1.3. Queries relating to land negotiations and compensation may be raised with Julie Herbert by phone 01245 215 521 or e-mail [JHerbert@lsh.co.uk](mailto:JHerbert@lsh.co.uk).
- 9.1.4. Queries in relation to the service of notices or publicity may be raised with Morgan Evans by phone on 029 2035 3259 or email [morgan.evans@jacobs.com](mailto:morgan.evans@jacobs.com).
- 9.1.5. Postal enquires should be sent FAO Hannah Neve, Essex County Council, County Hall, Market Road, Chelmsford, CM1 1QH.
- 9.1.6. The website for the project is [Army and Navy Sustainable Transport Package | Essex County Council \(essexhighways.org\)](http://Army and Navy Sustainable Transport Package | Essex County Council (essexhighways.org)).

## 10. LIST OF DOCUMENTS IN SUPPORT OF ORDER SUBMISSION

10.1.1. These documents can be inspected at the places of deposit or viewed via the link provided as indicated below:

### 10.2. Scheme Documents

- 1) THE ESSEX COUNTY COUNCIL (ARMY AND NAVY JUNCTION) COMPULSORY PURCHASE ORDER 2026
- 2) ESSEX COUNTY COUNCIL ARMY AND NAVY JUNCTION (CLASSIFIED ROAD) (SIDE ROADS) ORDER 2026
- 3) Side Road Order – Plan folio
- 4) Scheme Plan B355391A-RJECC-LSI-ANJN-DR-ZL-0002 – showing areas that are being amended/purchased (reasons why)

### 10.3. Planning Documents – provided as historic reference – supplied for information

- 1) Planning Application Drawings
- 2) Environmental Statement
- 3) National Planning Policy Framework December 2023
- 4) Planning decision dated 26 November 2024.

10.3.1. The documents referred to in Points 1), 2) and 4) in Section 10.3 can all be found in the 'Associated Documents' section via this link

<https://planning.essex.gov.uk/Planning/Display/CC/CHL/108/23>

### 10.4. Legislation and Statutory Guidance – Links or list for research

- 1) Acquisition of Land Act 1981 – [[Acquisition of Land Act 1981 \(legislation.gov.uk\)](#)]
- 2) Highways Act 1980 – [[Highways Act 1980 \(legislation.gov.uk\)](#)]
- 3) Local Authority Circular 1/97 (Department of Transport) Highways Act 1980: Orders under section 14 of the Highways Act 1980 and opposed orders under section 124 of that Act – [[DoT Local Authority Circular \(essexhighways.org\)](#)]
- 4) DfT Circular 2/97 [ [Department for Transport Circular \(semms.info\)](#)]
- 5) Town and Country Planning General Regulations 1992 – Reg 3 [[The Town and Country Planning General Regulations 1992 \(legislation.gov.uk\)](#)]
- 6) The Town and Country Planning (General Permitted Development) (England) Order 2015 [[The Town and Country Planning \(General Permitted Development\) \(England\) Order 2015 \(legislation.gov.uk\)](#)]
- 7) Human Rights Act 1998 [[Human Rights Act 1998 \(legislation.gov.uk\)](#)]

- 8) Equality Act 2010 [[Equality Act 2010 \(legislation.gov.uk\)](https://www.legislation.gov.uk)]
- 9) Design Manual for Roads and Bridges  
<https://www.standardsforhighways.co.uk/dmrb>
- 10) Guidance on Compulsory purchase process and The Crichel Down Rules, Ministry of Housing, Communities & Local Government, Published 29 October 2015, updated July 2019 [[CPO guidance \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)].
- 11) Local Transport Note 1/20 Cycle Infrastructure Design  
[\[https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120\]](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120)

**10.5. The Places of Deposit are:**

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

K. Corbett

Kris Corbett  
Project Sponsor  
Essex County Council

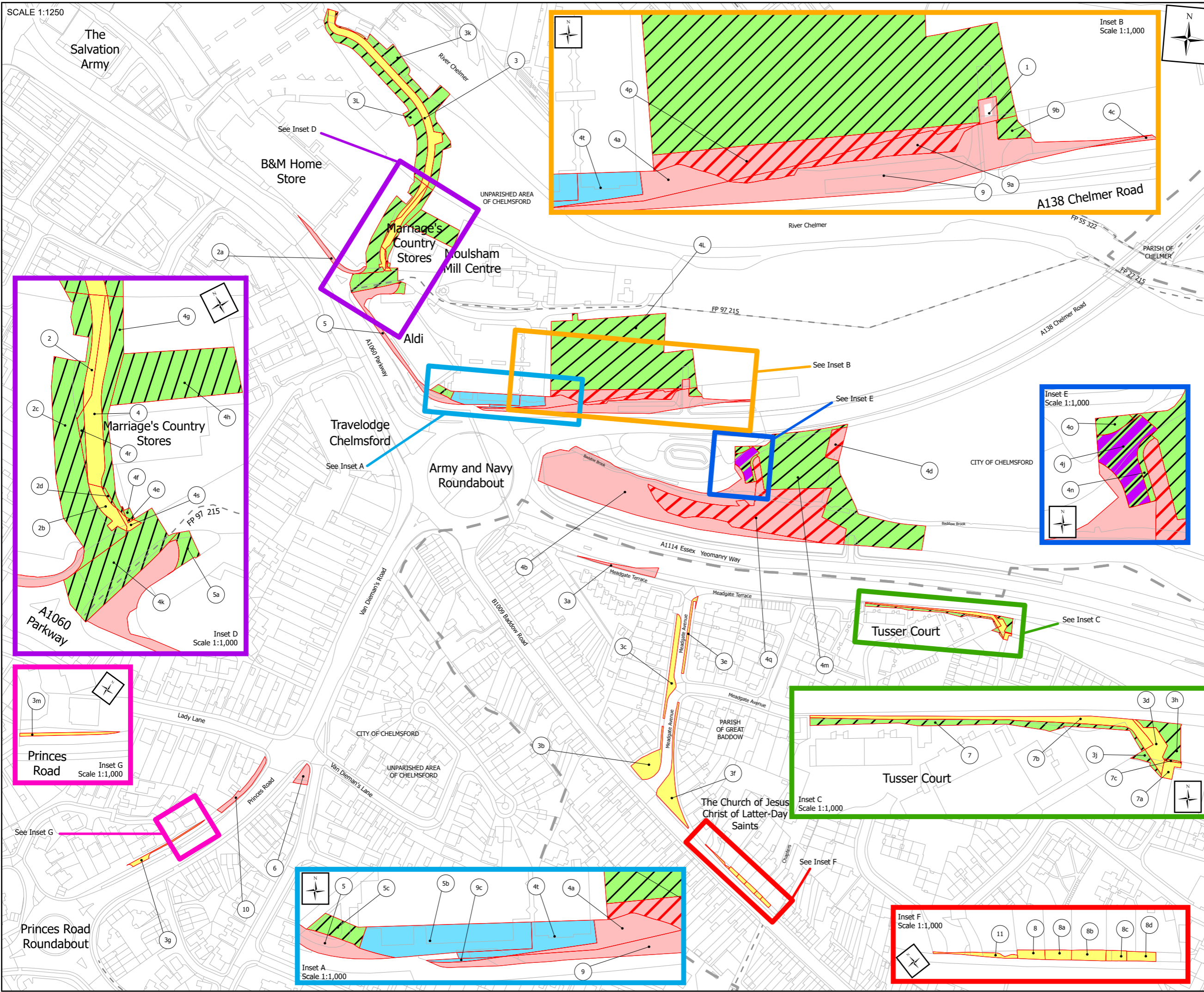
County Hall  
Chelmsford  
Essex  
CM1 1QH

Dated: April 2026

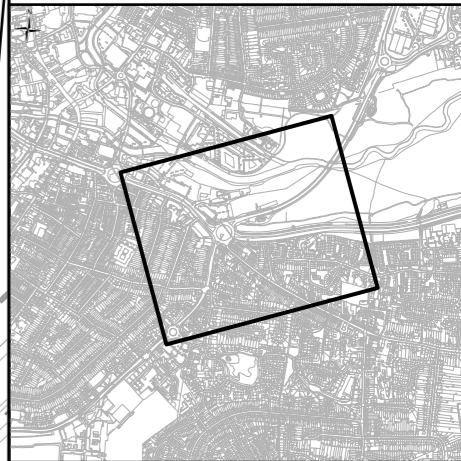
# Appendix A: Land Reference Plan

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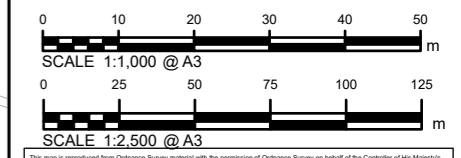
SCALE 1:1250



**LOCATION PLAN**



- KEY:**
- Title
  - Title mitigation
  - Easement (S250 right)
  - Essential licence
  - Title (private means of access)
  - Licence (private means of access)
  - Dedication
  - Land in ownership of Acquiring Authority
  - Public right of way
  - Parish Boundaries



Rev	Date	Description of revision	Drawn	Checked	Reviewed	Approved
P01	15/12/23	FIRST VERSION	RJ	ME	RT	VHJ
P02	28/10/24	SECOND REVISION	RJ	ME	RT	MF
P03	13/10/25	THIRD REVISION	RJ	ME	RT	MF
P04	16/12/25	FOURTH REVISION	RJ	ME	RT	MF

**CONSULTATION**



Essex Highways, Seax House, Victoria Road South, Chelmsford, CM1 1QH. Tel: 0345 6037631 © Essex County Council

**ARMY AND NAVY SUSTAINABLE TRANSPORT PACKAGE ARMY AND NAVY JUNCTION**

**LAND REFERENCE PLAN**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
RJ	RJ	ME	RT	MF

DATE DEC 23 DATE DEC 25 DATE DEC 25 DATE DEC 25 DATE DEC 25

SCALE (AT A1) 1:2,500 DO NOT SCALE

DRAWING NO: **B355391A-LRP-001** REV: **P04**

