



ESSEX COUNTY COUNCIL

THIS IS THE STATEMENT OF REASONS OF ESSEX COUNTY COUNCIL

FOR MAKING:

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



SAFER / GREENER / HEALTHIER

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Statement of Reasons

1. INTRODUCTION AND BACKGROUND

1.1.1. This statement explains the purpose of the above-mentioned Compulsory Purchase Order (CPO) (hereafter 'the Order') which has been made by Essex County Council for the expansion and enhancement of Sandon Park and Ride.

1.2. Background and Local Context

1.2.1. The Sandon Park and Ride 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 Consultation Additional Sites (Regulation 19) Document (FCAS19D) (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 Sandon Park and Ride scheme aligned with the strategy outlined in the CFTN document.

1.2.3. It was also important that the Sandon Park and Ride 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'.*

1.2.4. 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).

- 1.2.5. 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 published by Redrow and approved by the Chelmsford City Council 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 Sandon Park and Ride 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'*.
- 1.2.6. 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).
- 1.2.7. The application 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.
- 1.2.8. 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 the a new five-arm roundabout, located to the west of the Park and Ride, on the junction between Maldon Road and Sandon 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.

1.2.9. 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.

1.3. Understanding the Problem and Need for the Scheme

1.3.1. Sandon Park and Ride is a key connection for those residing and working in the south-east of Chelmsford to access Chelmsford city centre. It is also a connection for those residing in south and east Essex (including into south-east Suffolk) who use the A130 and the A12 to travel to Chelmsford.

1.3.2. Travel in Chelmsford is characterised by the commuter link to London via mainline rail and, although the Sandon Park and Ride plays a significant role, local and regional travel is still largely car-based for movements travelling to and from the city centre. As such, the road network around the centre of Chelmsford is characterised by high traffic volumes and congestion during both weekday and weekend peak times, with an area in the vicinity of the nearby Army and Navy junction being designated as 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. The Sandon Park and Ride scheme will reduce traffic demand at the congested Army and Navy junction and improve sustainable modes of transport in Chelmsford.

1.3.3. The significant development planned in the area through the CLP will increase demand for the use of Sandon Park and Ride. The current park and ride site does not have the capacity to accommodate the predicted future demand. Traffic modelling indicates that, by 2041, the additional 386 car parking spaces proposed in the planning application will be required. Based on this modelling, failure to expand Sandon Park and Ride site would result in around 400 fewer park and ride passengers per day, which would increase car-based travel to the city centre, further exacerbating the negative impacts of congestion and air pollution. Land for the expansion of the park and ride is safeguarded in the CLP in recognition of the need for expansion.

1.4. Existing Park and Ride

1.4.1. The existing Sandon Park and Ride is located directly to the west of Junction 18 of the A12 northbound and north of A1060 Maldon Road, approximately 4 km to the south-east of Chelmsford city centre.

1.4.2. Vehicular access to the existing Sandon Park and Ride is via A1060 Maldon Road. The site currently has 1,380 standard parking bays, 28 disabled spaces, nine family parking bays, and four electric vehicle charging bays. Facilities are also provided for cyclists with a Sheffield bike rack and five secure lockers to store bicycles whilst travelling on the park and ride service.

- 1.4.3. The existing terminal building is located in the south-eastern area of the car park, directly north of A1060 Maldon Road. Park and ride buses currently use a layby on A1060 Maldon Road, along the southern façade of the terminal building, to drop-off and pick-up passengers.
- 1.4.4. The site is screened by a small, vegetated bund to the west and north with the A12 vegetation embankment bordering the east. Landscape planting of trees and shrubs extends across the entrance of the park and ride site, with a small number of individual trees planted throughout the existing site. There is a small area of mature oak trees in the eastern section of the site. Further, an existing wind turbine is located within the site.
- 1.4.5. No Public Rights of Way (PRoW) interact with the existing Sandon Park and Ride; however, there are a mix of footways and bridleways in the surrounding area. PRoW Route 4 (Sandon) is the closest and is located to the west of the existing Sandon Park and Ride site.
- 1.4.6. There are no regional or national cycle routes that interact with the Sandon Park and Ride site; however, in the vicinity of the park and ride, National Cycle Network Route 1, which runs between Chelmsford and Maldon, is located to the north of the site.

1.5. The Army and Navy Sustainable Transport Package

- 1.5.1. The Sandon Park and Ride 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 (together 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** 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 Army and Navy Junction, Sandon Park and Ride and Chelmer Valley Park and Ride schemes

1.6. Scheme Objectives and Detailed Assessment

- 1.6.1. 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 1.2).
- 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. To support the development of the Army and Navy Sustainable Package, the Essex County Council project team has communicated, engaged and consulted with the community (including partners) throughout the life of the project. Given the Sandon Park and Ride element of the package involves the expansion of an existing site and land has already been safeguarded in the CLP, the majority of engagement and consultation has focused on the Army and Navy Sustainable Transport Package as a whole. Further details are provided in Section 2.4.

2. THE SANDON PARK AND RIDE SCHEME

2.1.1. The Sandon Park and Ride scheme to be delivered under the Order consists of:

- 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.

2.1.2. As previously highlighted, it should be noted the land required for the expansion of the Sandon Park and Ride is within the area of safeguarded land shown in the approved masterplan, Redrow's 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.

2.1.3. Land to the north of the existing park and ride, west of the A12, in the ownership of Essex County Council, is to be utilised for environmental mitigation.

2.2. Design Approach – Achieving the Objectives

2.2.1. The Sandon Park and Ride 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 1.6 above. The 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 scheme (as detailed in Section 1.3 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.

2.3. Phasing of Delivery

- 2.3.1. The works for Sandon Park and Ride are likely to be delivered through a single Main Works contract. The works are scheduled to start in 2028, and the opening date is set for 2030.

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, including Sandon Park and Ride, 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) 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).
- 2.4.4. 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.
- 2.4.5. 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). This was considered and helped form part of the decision-making process in developing the Sandon Park and Ride scheme.
- 2.4.6. Early consultation with the affected landowners commenced in 2019 and is continuing in pursuit of settlements without the need to implement a CPO. 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 Order is required.

2.5. Land and Rights Requirements

- 2.5.1. The existing land occupied by the park and ride is shown in **Figure 2** overleaf in blue and identified 1. The land required permanently is shown pink, identified 2, and land required temporarily during construction and to be handed back is shown in green, identified A, for the Sandon Park and Ride scheme. In addition, an area of land in the ownership of Essex County Council, shown purple and marked 3, will be planted to

mitigate the environmental impact of the Army and Navy Sustainable Transport Package.

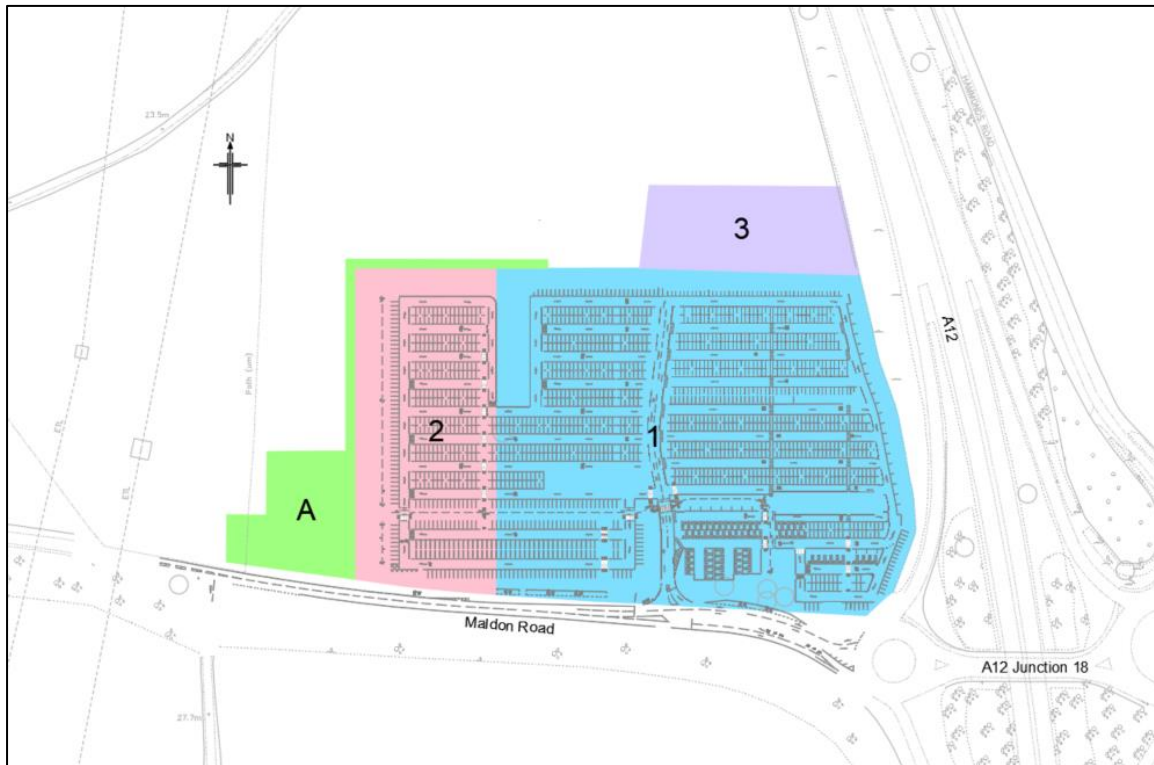


Figure 2: Land required for the Sandon Park and Ride scheme

2.5.2. The park and ride expansion and enhancement includes proposals for: a new terminus building; substation; pumping station for surface water drainage; vegetation bunds; landscape planting; and lighting. Sandon Park and Ride is to be expanded to the west of its current location (centre of the park and ride at National Grid Reference point TL 74589 05545).

2.5.3. Third party land that needs to be acquired to construct and mitigate the Sandon Park and Ride scheme is at the following locations and is required for the following purposes:

- a) 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;
- b) 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.

- 2.5.4. 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.
- 2.5.5. 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.
- 2.5.6. 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. Some land contained within the red line boundary is required temporarily for delivery of the project.
- 2.5.7. There is a site compound included in the provision for the scheme west of the existing park and ride; it is intended to return this land to the landowners upon completion of the works.
- 2.5.8. The land which this Order requires to be purchased is the minimum necessary to achieve the proposed layout and ultimate functionality of the Sandon Park and Ride 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 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 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 Sandon Park and Ride scheme, together with the Army and Navy Junction 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 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.

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 Sandon Park and Ride scheme was granted by the County Planning Authority 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.

- 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 Sandon Park and Ride scheme. The need for the 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 is to be expanded within the safeguarded area shown in the masterplan for the area, Redrow's LECE DFD, which has been approved by Chelmsford City Council.
- 2.7.5. The PSR19D affirms the importance of the Sandon Park and Ride 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.
- 2.7.6. Due to the Sandon Park and Ride scheme coming forward in advance of construction of the surrounding growth sites, the scheme 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 Sandon Park and Ride scheme, but flexibility has been included within the conditions of the Sandon Park and Ride planning permission to allow changes to be made to those connections to align with future development plans that may come forward for the adjacent allocated site.

- 2.7.7. Taking into account the NPPF and the relevant policies of the Development Plan, the proposal for the Sandon Park and Ride 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 (SANDON PARK AND RIDE) COMPULSORY PURCHASE ORDER 2026.
- 3.1.2. Essex County Council's purpose in making the CPO is to secure the right to acquire all relevant interests in the Order land to facilitate the delivery of the improvements to and expansion of the Sandon Park and Ride. The need for these improvements is explicitly recognised in the CLP and the land to be acquired is the minimum necessary to enable this park and ride scheme to proceed.
- 3.1.3. The Order is intended to enable the park and ride expansion 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. Section 32(1) of the Road Traffic Regulation Act 1984 states that:

'... for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles ...'

- 3.2.3. Section 40(1) of the Road Traffic Regulation Act states that:

'A local authority may be authorised by the Secretary of State to purchase compulsorily land for the purposes of sections 32...of this Act...'

- 3.2.4. Section 40(2) of the Road Traffic Regulation Act states that:

'The power of a local authority to acquire land for the purposes of sections 32...of this Act shall extend to the acquisition of any interest or right in, over or under land; and in subsection (1) above "land" shall be construed as including any such interest or right.'

- 3.2.5. The CPO is required to expedite the land acquisition to enable the construction of the Sandon Park and Ride Expansion to deliver the Scheme objectives.

3.3. Description of Order Land

3.3.1. The land required includes:

- Highway;
- Sandon Park and Ride (Existing Car Park, Charging Station and Terminal);
- Farmland (Arable);
- Wooded hedgerow;
- Wooded highway verge.

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 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 expanded park and ride, for associated drainage works, and improvements to existing highways to connect the Sandon Park and Ride Improvement to the wider network:

- Site Plan: Plots 1, 2, 3, 4 and 5.

3.4.2. 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 Sandon Park and Ride Improvement

- Site Plan: Plot 3a.

3.4.3. Subject to agreement with the relevant affected landowner(s), in relation to the plots listed in paragraph 3.4.2, the Council may seek to negotiate a temporary licence to occupy during construction in place of full title acquisition. 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.

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

- Title – Land required permanently for the scheme
- Essential Licence – Land required temporarily to construct the scheme.

3.4.5. Contact has been made with all landowners affected and negotiations are ongoing with an aim to reach agreement. The 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.

3.4.6. The primary landowner affected by the scheme queried, during negotiations, why land in the ownership of the Council, to the north of the existing park and ride, is not being utilised in the expansion of the site. It was confirmed that this parcel of land is being used in the delivery of the Army and Navy Sustainable Transport Package to mitigate its environmental impact. Aligned with this, an additional exercise was undertaken to reduce the environmental mitigation directly affecting the primary landowner and limit the landtake to the land parcel safeguarded for the park and ride expansion as defined in the Masterplan.

3.4.7. 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, the County Council has offered to reimburse landowner costs incurred in the negotiations.

4. ASSOCIATED ORDERS

4.1.1. Orders under the Road Traffic Regulation Act 1984 are proposed to achieve the following:

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

4.1.2. Additionally, the following notices are proposed:

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

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

5. HUMAN RIGHTS AND PUBLIC SECTOR EQUALITY DUTY

5.1.1. 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).

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

5.2. Article 1 (of the First Protocol)

5.2.1. 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.

5.3. Article 8

5.3.1. 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.

5.4. Article 14

5.4.1. 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.

5.4.2. 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.

5.4.3. 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 construction of the Sandon Park and Ride scheme 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.

- 5.4.4. 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.
- 5.4.5. Essex County Council considers that the realisation of the park and ride 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.

5.5. Public Sector Equality Duty (PSED)

- 5.5.1. 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.

6. CONCLUSION

- 6.1.1. Essex County Council is promoting the Order to secure the required park and ride expansion and improvement. Confirmation of the Order will enable the implementation of the Sandon Park and Ride scheme, including the construction of the new terminal building and associated landscaping and other mitigation works.
- 6.1.2. The Sandon Park and Ride scheme is a key piece of infrastructure required to encourage use of more sustainable travel modes, reduce local traffic congestion and support future development envisaged in the CLP. The scheme is 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, would provide a long-term and sustainable solution with improvements to all journeys and the immediate local environment. It should be noted that the DfT MRN funding contribution towards the Sustainable Transport Package is contingent upon the Army and Navy Junction scheme proceeding.
- 6.1.3. 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 Order Land to support the project.
- 6.1.4. The land comprised in the Order is immediately required for the park and ride enhancement and expansion/landscaping/drainage measures incorporated in the scheme; however, some areas are only required for use during the construction period for working space or for access.
- 6.1.5. In resolving to make the 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 Order.
- 6.1.6. 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.

6.1.7. Essex County Council is satisfied that the Order have 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. STATUS OF THE STATEMENT OF REASONS

- 7.1.1. This Statement of Reasons has been prepared for the purposes of the making of the Order associated with the Sandon Park and Ride 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 Order and will produce such Statement of Case as may be required under the appropriate rules and at the appropriate time.

8. FURTHER INFORMATION AND ENQUIRIES

- 8.1.1. The formal notice contains the deadlines for objection to the made Order. If objections are received, the Secretary of State for Transport will take the decision on the Order and whether they should be confirmed, with or without modifications. It is expected that any unresolved objections to the Compulsory Purchase Order for the Sandon Park and Ride scheme will be considered at a Public Local Inquiry.
- 8.1.2. 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.
- 8.1.3. 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.
- 8.1.4. 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.
- 8.1.5. Postal enquires should be sent FAO Hannah Neve, Essex County Council, County Hall, Market Road, Chelmsford, CM1 1QH.
- 8.1.6. 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)).

9. LIST OF DOCUMENTS IN SUPPORT OF ORDER SUBMISSION

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

9.2. Scheme Documents

- 1) THE ESSEX COUNTY COUNCIL (SANDON PARK AND RIDE) COMPULSORY PURCHASE ORDER 2026
- 2) Scheme plan B355391A-RJECC-LSI-SAPR-DR-ZL-0001 – showing areas that are being amended/purchased (reasons why)

9.3. Planning Documents – provided as historic reference – supplied for information

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

9.3.1. The documents referred to in Points 1), 2) and 4) in para 9.3 can all be found in the 'Associated Documents' section via this link <https://planning.essex.gov.uk/Planning/Display/CC/CHL/109/23>

9.4. 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) DfT Circular 2/97 [[Department for Transport Circular \(semms.info\)](#)]
- 4) Town and Country Planning General Regulations 1992 – Reg 3 [[The Town and Country Planning General Regulations 1992 \(legislation.gov.uk\)](#)]
- 5) The Town and Country Planning (General Permitted Development) (England) Order 2015 [[The Town and Country Planning \(General Permitted Development\) \(England\) Order 2015 \(legislation.gov.uk\)](#)]
- 6) Human Rights Act 1998 [[Human Rights Act 1998 \(legislation.gov.uk\)](#)]
- 7) Equality Act 2010 [[Equality Act 2010 \(legislation.gov.uk\)](#)]
- 8) Design Manual for Roads and Bridges <https://www.standardsforhighways.co.uk/dmrb>
- 9) 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 \(publishing.service.gov.uk\)](#)].

- 10) Local Transport Note 1/20 Cycle Infrastructure Design
[<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>]

9.5. 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

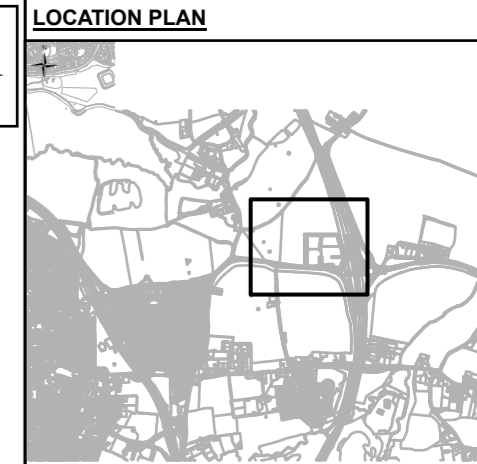
County Hall
Chelmsford
Essex
CM1 1QH

Dated: April 2026

Appendix A: Land Reference Plan

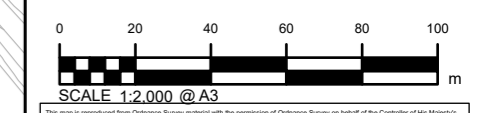
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SCALE 1:2000



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



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Rev	Date	Description of revision	Drawn	Checked	Reviewed	Approved
P01	11/04/23	FIRST VERSION	RJ	ME	RT	MF
P02	16/10/25	SECOND REVISION	RJ	ME	RT	MF
P03	01/12/25	THIRD REVISION	RJ	ME	RT	MF
P04	04/02/26	FOURTH REVISION	RJ	ME	RT	MF

CONSULTATION

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Chelmsford, CM1 1QH.
Tel: 0345 6037631 © Essex County Council

SCHEME TITLE
ARMY AND NAVY SUSTAINABLE TRANSPORT PACKAGE SANDON PARK AND RIDE

DRAWING TITLE
LAND REFERENCE PLAN

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
RJ	RJ	ME	RT	MF
DATE	DATE	DATE	DATE	DATE
APR 23	FEB 26	FEB 26	FEB 26	FEB 26

SCALE (AT A1) 1:2,000 DO NOT SCALE

DRAWING No. **B355391A-LRP-SAPR-001** REV **P04**



PARISH OF SANDON

Sandon Park and Ride

Maldon Road Interchange

A1060 Maldon Road

A14 Maldon Road

A12 Chelmsford Bypass

Brick Kiln Road

Sandon FP 4 232

Sandon FP 2 232

3a

3

1

2

5

4