



North Essex Authorities (NEAs) Section One Shared Strategic Plan

Matter 6: Transport and other infrastructure

Response to Further Hearing Statements

December 2019

North Essex Authorities

Matter 6 Transport and other Infrastructure

Rebuttals

1 Road funding and programme

1.1 A120

1.1.1 The NEAs wish to clarify our response to question 2 of the Inspector's Matters, Issues and Questions regarding the grade-separated A120 junction.

1.1.2 The 'A120 improvement scheme' runs from Galleys Corner on the eastern edge of Braintree to the A12, some distance from the West of Braintree Borders GC. The Additional SA (SD/001b), Appendix 4 states that a new grade-separated junction on the A120 is required as part of its strategic infrastructure requirements to serve West of Braintree GC, and that it requires external funding. To clarify, EB/087 identifies the requirement for a full junction upgrade connecting the main site access at West of Braintree GC to the A120/B1417 junction. The cost of this infrastructure is expected to be funded by the development and has been accounted for, as such, in the viability work. This new grade separated junction is required to serve the GC, but it does not require external funding nor is it included/linked to the 'A120 improvement scheme' to the east of Braintree. This was an error but has no bearing on the outcome of process as the costs are accounted for within the viability study.

1.1.3 In reply the response from the Williams Group which states that traffic from the West of Braintree GC travelling west will need to use the existing B1256 through Dunmow, we would draw the Inspector's attention to EB/088 Infrastructure Planning, Phasing and Delivery Report on page 20 the bottom row which states that the additional slip road to the existing junction on to the A120 adjacent to the site will be fully funded within phase 1 of the development. Traffic will therefore be able to access the A120 in both directions.

1.1.4 To clarify the relationship between the A12 and A120, the A12 will make passive provision for the potential of a junction which would join the A120 to the A12 but the full junction works would be funded as part of the A120 projects.

1.2 A12 improvements

1.2.1 In reply to a number of responses the NEAs in consultation with Highways England would like to confirm the following arrangements with regards to the A12 funding.

- 1.2.2 The government is committed to the delivery of the A12 Chelmsford to A120 widening scheme. The scheme has progressed significantly during the preparation of the Local Plan, including a route options consultation in 2017, a preferred route announcement between junctions 19-23 in October 2019, and consultation on A12 realignment options between junction 23 to 25, as outlined in SOCG17.
- 1.2.3 ECC has also submitted a Housing Infrastructure Fund bid for £229m to realign the A12 between junctions 23 and 25. As indicated in the NEAs Hearing Statement the bid has not been rejected and the government is still actively considering the bid. Furthermore, HE has undertaken a non-statutory consultation for the potential realignment of the A12 the outcomes of which will inform a Preferred Route Announcement of this section of the route once funding has been confirmed, (as identified in SOCG 17).
- 1.2.4 The government's Road Investment Strategy (RIS) outlines the long-term programme for motorways and major roads with the stable funding needed to plan ahead. RIS1 covers the period 2015 - 2020 and identifies the government's highest priority for strategic roads.
- 1.2.5 The DfT [Road Investment Strategy post 2020: planning ahead](#) (2016) identified the process that DfT will implement in providing a long-term timetable for developing the next programme of investment for strategic roads, including progressing schemes programmed in RIS1 to RIS2. It stated:
'Government's aim is to ensure that all 112 projects identified to start in the first Road Period begin by 1st April 2020. Work on many projects will continue after 2020, and the vast majority of projects should be open to the public by the middle of the next Road Period. RIS2 will repeat the commitments set out in RIS1 to get all schemes into construction and open to traffic, and if appropriate, RIS2 may update RIS1 to make clear what the public can expect.'
- 1.2.6 Further commitment to the A12 widening scheme and its commitment in RIS2 was provided through the DfT press release (30th September 2019), which stated.
'On top the £100 million announced today, there will also be £25.3 billion invested in the strategic road network between 2020 and 2025. The second Road Investment Strategy, which is due to be announced later this year, will set out what this funding will deliver. Users of the A66 across the Pennines, A46 at Newark, M60 Simister Island interchange and A12 in Essex will be among those to benefit from this funding.'

- 1.2.7 In 2019 Highways England published its [‘Delivery Plan 2019-20’](#) which includes a review of the delivery of the ‘Road Investment Strategy. Annex 1 provides an update schedule regarding the programme for committed schemes in RIS1. The A12 Chelmsford to A12 widening scheme is identified as a commitment in RP2, namely RIS2.
- 1.2.8 The DfT published on 29th October 2019 the Draft Road Investment Strategy 2 – Governments Objectives in which £25.3bn funding was identified through the National Roads Fund for RIS2. The final DfT2 is expected to be published by Spring 2020.
- 1.2.9 Our previous response to question 3c stated incorrectly that the broad line of the A12 set out in EB/88 Infrastructure Planning, Phasing and Delivery (Figure 15) was similar to that set out in the 2017 A12 HE consultation. The four route options for that consultation are summarised in the NEA Matter 6 Hearing Statement paragraphs 6.3a.3 to 6.3a.7.
- 1.2.10 To clarify, the alignment shown in Figure 15 (EB/088) differs from route options 2 and 4 in the HE 2017 consultation. The indicative route alignment in Figure 15 of the AECOM document (EB/088) broadly aligns with Option C of the HE A12 consultation for junctions 23 to 25 (October – December 2019). It is also considered to be entirely consistent with the alignment proposed by ECC in the submitted Housing Infrastructure Fund (HIF) bid.
- 1.2.11 Finally on the A12 it should be noted that in reply to the response by Rayne Parish Council and others, for the avoidance of doubt it should be repeated that the 2019 consultation on four options between junction 23 and 25 of the A12 was a non-statutory consultation by Highways England and not by the North Essex Authorities or NEGC Ltd. A further statutory consultation on the entire route will take place by Highways England once Preferred Route Announcement has been made for the whole route as set out in their published timetable which was replicated in the NEA’s Matter 6 hearing statement, paragraph 6.3b.12.
- 1.3 A120/A133 link road
- 1.3.1 The NEAs seek to clarify that reference to a single carriageway for the A120/A133 Link Road (page 7) in the HIF application (March 2019) is an editing error. To clarify, elsewhere within the HIF application the Link Road is referred to as ‘dual’. The

documentation for the A133/A120 Link Road and Rapid Transit consultation in November – December 2019 clearly indicates that all Link Road options being consulted upon are proposed to be a 50mph two-lane dual carriageway.

2 Other Infrastructure and phasing

2.1 The Hearing Statement from CAUSE states that there is a problem with the AECOM IPPD document and consistency with the costs in the VAU. The NEAs would refer to their response to Matter 7, Question 2 which considers the adequacy of infrastructure costings in the VAU, A detailed response is set out across paragraphs 7.2.2- 7.2.13 of the NEA statement which explains the position.

2.2 CAUSE highlight a small number of specific points, which the NEA would respond to as follows:

Issue	NEA response
Provision of community facilities	The VAU includes a suitable allowance for the provision of such facilities. The approach is further explained at paragraph 7.2.7 of the NEA Matter 7 Hearing Statement.
Primary & secondary road network	This is included in the VAU as part of the 'Scheme wide enabling works' and as per the quantum set out in the Gleeds Cost report (items 4.3 in each of the scheme cost tables in EB/087)
Waste water Connections	Costs are considered appropriate. There will be some latent capacity to accommodate initial development, hence it is reasonable to phase costs over the first few years of development.
Park & Ride	The VAU includes a more front-loaded provision than the IPPD, which provides additional resilience.
Marks Tey Station	A reasonable allowance has been included in the VAU for station improvements. It is also reasonable to phase improvements in line with the development of the GC, with an emphasis on improvements in earlier phases (all

	investment is prior to 25% of the GC being implemented). It is too early in the design process to fully define specific works.
Gas	Costs in the VAU are consistent with the IPPD.
Education	School costs in the VAU are appropriately profiled according to the growth in units and corresponding child yields. Construction of the first school occurs alongside the first houses and at appropriate points thereafter.
GEML	Funding for the mainline rail network is a national funding issue, not a responsibility of local development proposals such as the GCs.

2.3 In terms of phasing of the development the NEAs recognise the work that Create have undertaken with utility suppliers which shows how the Garden Community could be developed to ensure that suitable facilities are available to the new homes when occupied and at nil detriment to any existing homes. This also answers a point raised by CAUSE about potential funding of the entire sewage pipeline up front. However the main difference between the Create phasing plan and that proposed by the NEAs is the timing of the road infrastructure provision. The NEAs, as set out through their policies, do not propose any major housing or commercial completions on site until the completion of the A12 Junction 19 to junction 25 widening scheme is completed. The proposal being put forward by Create suggests an interim highways solution in advance of the major works. It should also be noted that the phasing put forward by Create is based on the land holdings of their client and does not consider the whole area of search for the Colchester Braintree borders GC.

3 Rapid Transit System for North Essex

3.1 RF West in their response query whether additional public transport services only occur once the Garden Communities are complete. Additional and linked public transport services are being planned as part of the detailed development of the RTS proposals. Whilst the RTS is expected to provide direct access to many of the main

centres of demand, eg. Braintree and Colchester, other services will be in place at the outset of the Garden Communities with further services being added as the Garden Community grows and develops.

- 3.2 Walker in his response notes that the take up of Rapid Transport in the West of Braintree GC in 2026 is zero. Route 1 aims to be implemented by 2026, however routes 2 and 3 only come online post 2026 and hence the transport model does not assign trips in 2026. Only around 300 homes will have been completed on the West of Braintree Garden Community at that point. Similarly he makes the point regarding Colchester Braintree Borders GC in 2029. Again only 150 new homes are expected to be completed on the GC at this stage.
- 3.3 Detailed phasing and masterplanning to be undertaken as part of the DPD process would consider at what stage between 2026 and 2033 public transport and the full rapid transport routing would be put in place, however this will be at an early stage in occupations.