

ELAF contends that this closure programme has not been considered in a holistic way because of the major infrastructure projects being brought forward in this area, therefore the closure programme for these crossings is premature. These proposed crossing closures appear not to have had any real thought as to how the overall network will be affected by the proposed development.

These two crossings are situated within the Boreham Interchange area, an area which is earmarked for significant development within the next 15-20 years and has already partially been developed as a result of the current Chelmsford Local Plan in force. The emerging new Local Plan, (the Regulation 19 Publication Draft being subject to public examination at the end of November), incorporates the new station at Beaulieu, scheduled for completion in 2025, together with the associated infrastructure such as a station car park, and Network Rail's own electricity substation in close proximity to those crossings proposed for closure. Appendix 1 shows a diagrammatic plan of the overall development with the new station and station car park being denoted at the south east corner of the plan (the crossings scheduled for closure being just further east from this point). The A12 upgrading programme, scheduled for commencement during 2020-2025 (according to Highways England's website) will commence at the Boreham Interchange; as yet no preferred route has been announced, but it is inevitable that if the upgrade is to commence from the interchange the immediate area will also be affected by this.

The scheme of development is aimed at sustainable travel – there has been an enormous amount of work involved in creating off-road multi-user routes to reduce the dependence on car use. It is also important to note that within the emerging Local Plan, the nearby settlement of Boreham is scheduled to increase by another 150 houses – Boreham is a settlement of over 5000 people and the Local Plan, in its reasoned justification para 7.315 states that ‘...opportunities for sustainable transport modes should be maximised...’ and ‘...new and enhanced pedestrian and cycle connections should be provided between the site and the wider area...’ Footpath 24, which is currently proposed for closure under this programme, is adjacent to the edge of the village boundary (Appendix 2 shows the planned development parcel and the proximity of the village to the footpath). It therefore follows that safe, off-road links should be provided where possible to enable Boreham's residents to access the station, school and shopping facilities at Beaulieu without the need to use a private car. Highways England have confirmed that they intend to construct a multi-user crossing as part of the A12 upgrade in this area to facilitate this link. This serves to demonstrate that at the present time,

the closure of the crossings and the extinguishment of the public rights of way is premature and should only be reconsidered once firm plans for the major infrastructure have been finalised. It is also interesting to note that traffic volumes are at saturation point; the Reg 19 Draft in para 3.14 acknowledges that ‘...one of the most challenging strategic infrastructure requirements is ensuring the transport network is sufficient to accommodate future growth. Many of the existing roads are at, or near to capacity...therefore has little spare capacity to cope with population growth...’ It is surely beneficial for more emphasis to be placed on the off-road rights of way network and its contribution to more sustainable ways of travel.

We therefore contend that at this stage these two crossings should be removed from this programme, as the most appropriate location for a multi-user crossing is around fp24 and 25 as this is nearer to Boreham settlement, failing which the crossing should be sited across bw 23 and 24, dependent upon the encroachment of the A12 upgrade. It is therefore unwise to consider these two crossings separately at this stage.

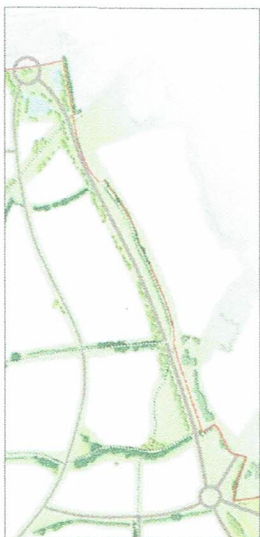
Appendix 3 is a crudely-annotated map of the area and the footpath and bridleway network overlaid on a section of the map in Appendix 1. This shows the footpaths and bridleways in question far more clearly than in Appendix 1.

There is a further option worthy of consideration as an alternative to the existing crossings; midway between the two crossings proposed for closure runs Boreham Brook. There is currently a viaduct over this brook carrying the railway line and a separate bridge carrying the A12. Both are significant structures and could potentially serve as a crossing point to both the railway and the A12 for non-motorised users, subject to surveys etc. Appendix 4 shows photos of both structures with Appendix 5 showing the location of these structures in relation to the existing public rights of way.

In conclusion therefore, ELAF contends that these two crossings should be removed from the Order as their closure is premature, and the whole area is considered holistically once the details of the major infrastructure projects are known. After all, these two crossings have been closed by a temporary TRO since February 2017 and would no doubt be easily extended, therefore Network Rail are already reaping the benefits of the crossing closures without their inclusion in this programme being necessary.



# Appendix 1



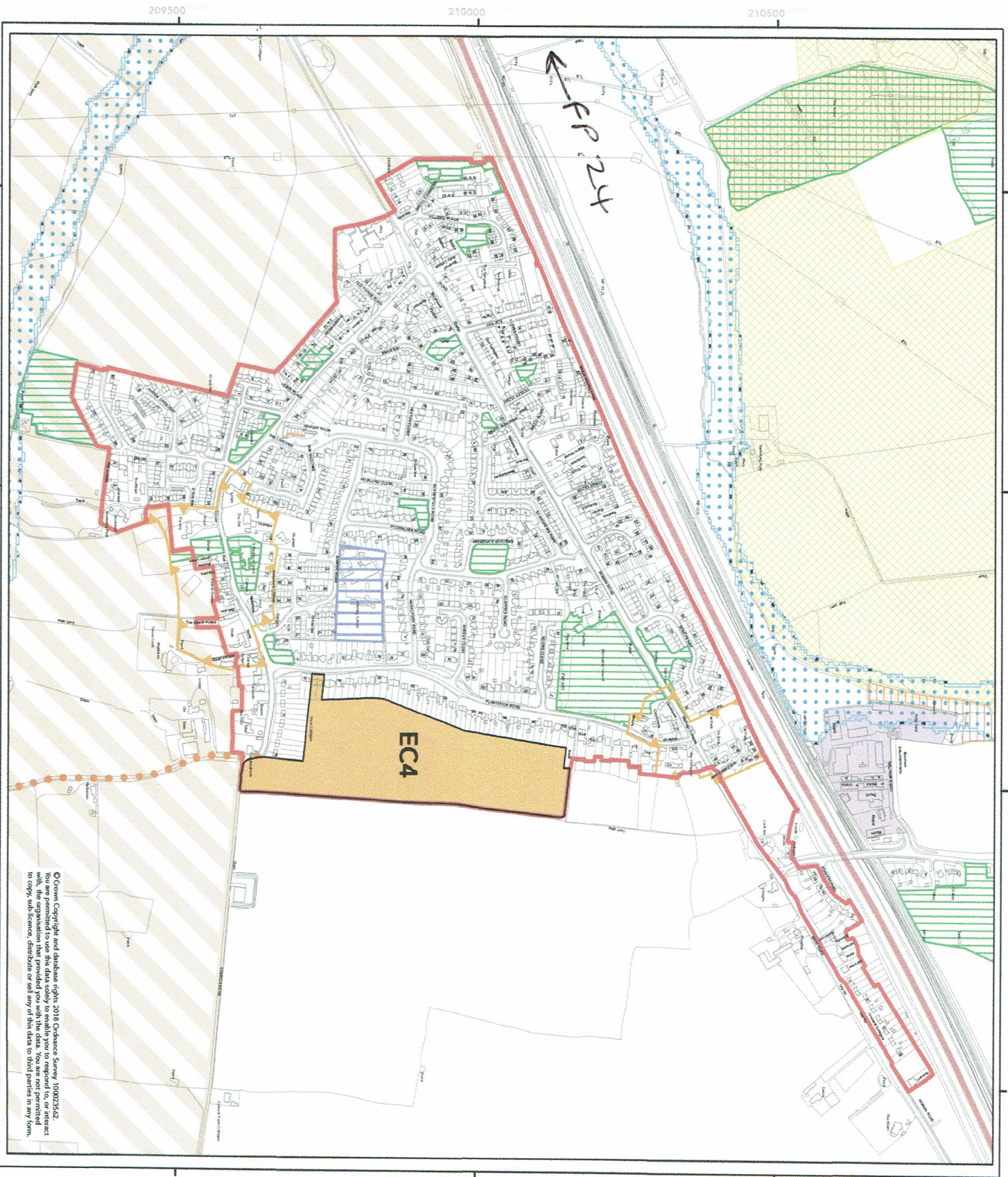
Option B - Inset to illustrative masterplan 87033/171x (falloback position)



- KEY**
- Existing Trees and Hedgerows
  - New Planting
  - Footpaths, Bridleways and Cycleways
  - Public Open Space
  - Primary and Secondary School Grounds
  - Estate Parkland
  - Meadow
  - Community Gardens and Orchard
  - Allotments and Community Nursery
  - Neighbourhood Centre
  - New Hall/Adjoining land/ Old Lodge
  - Railway Station Car Park
  - Primary School
  - Secondary School
  - Pavilion
  - Potential for drive to New Hall (outside application boundary - proposed by others)
  - Sustainable Urban Drainage Feature
  - Ponds
  - Station
  - Local Facility
  - Existing substation

**andrew martin associates**





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# 7 Boreham

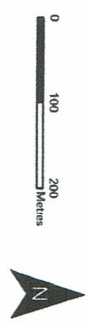
The Policies Map shows the spatial definition of policies. It includes policy areas proposed by the Chelmsford Draft Local Plan Pre-Submission Document.

Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing full extent of all the Designated Neighbourhood areas.

For the application of relevant policies within the Local Plan, the designation of Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or policy areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its insets.

## Important Note

There may be areas on this Policies Map which are at risk from flooding. Areas at risk from flooding are defined and updated by the Environment Agency. For further details please see the flood maps published on the Environment Agency's website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)



Planning and Housing Policy  
Directorate for  
Sustainable Communities  
  
Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE  
  
Telephone 01245 606330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
[www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)



3X DIOX



13  
A12

ring

## Review Station

A12

Station  
CIP

2013/12

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548

24

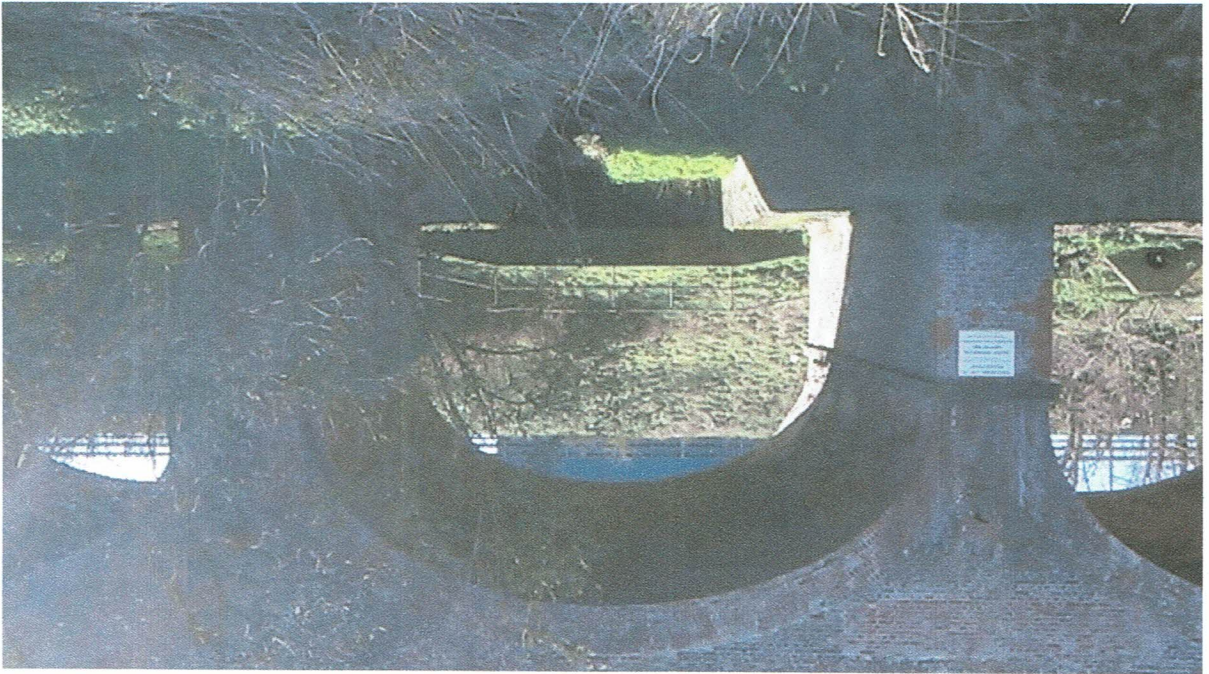
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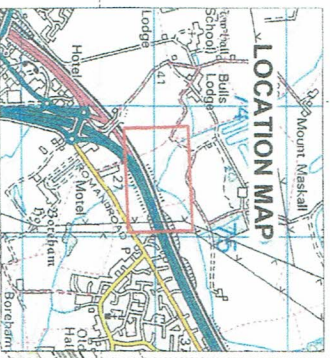
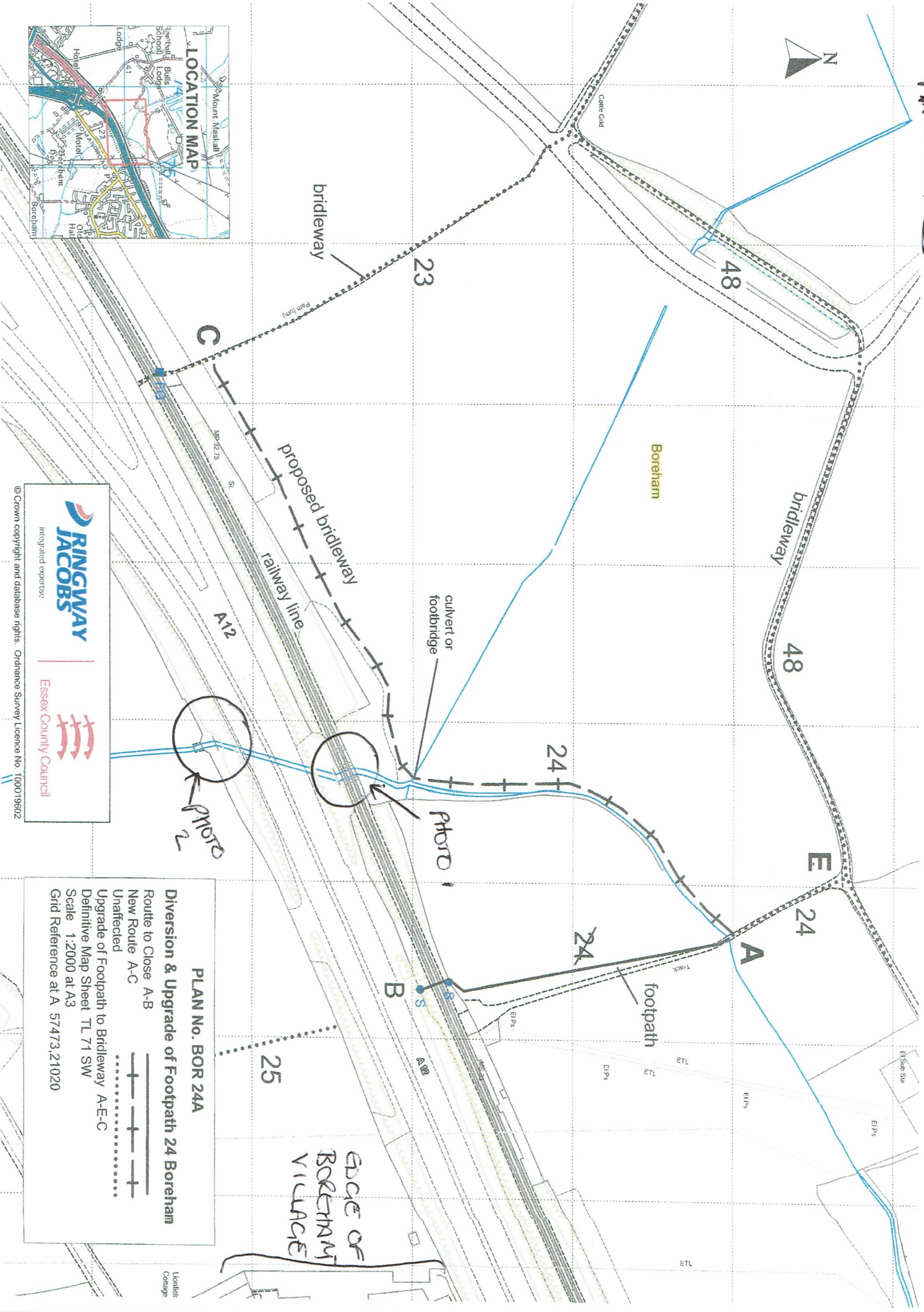
*Railway Viaduct over stream – seen from the north*



*Bridge taking the A12 over the stream – as seen from the north*



# Appendix 5



**RINGWAY JACOBS**  
Integrated expertise

**Essex County Council**

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**PLAN No. BOR 24A**

**Diversions & Upgrade of Footpath 24 Boreham**

Route to Close A-B  
New Route A-C  
Unaffected  
Upgrade of Footpath to Bridleway A-E-C  
Definitive Map Sheet TL 71 SW  
Scale 1:2000 at A3  
Grid Reference at A 57473, 21020

Legend:  
 - - - - - New Route A-B  
 - - - - - Unaffected  
 - - - - - Upgrade of Footpath to Bridleway A-E-C

EDGE OF  
BOREHAM  
VILLAGE