

Evidence Base

Infrastructure Trajectory
2008-2021.
Chelmsford Borough Council,
2008

Planning Contributions SPD,
Revised Draft.
Chelmsford Borough Council,
2008

Essex Local Transport Plan
2006-2011.
Essex County Council, 2006

SECTION 6 IMPLEMENTATION

Introduction

6.1 There are many factors that will influence implementation and delivery of the proposals set out in this document. This section sets out how the plan will be implemented, by whom, how and when. There is a delicate relationship between commercial development and infrastructure in terms of financing and timing of construction and operation. This section sets out the practical steps that need to be programmed.

6.2 The implementation strategy aims to:

- Ensure that the NCAAP objectives and proposals are taken forward systematically and effectively;
- Establish structures to ensure the responsibility for implementation is shared by the Borough and County Councils, property owners, developers and service providers;
- Demonstrate that proposals are practical, realistic, feasible and deliverable;
- Generate certainty and confidence amongst landowners and developers.

Overall steering and monitoring

6.3 Chelmsford Borough Council will monitor the plan against the objectives and proposals set out throughout the plan. Monitoring will allow the Borough Council and others to assess how effective the NCAAP and its proposals are in encouraging the delivery of new development. The Council's Core Strategy provides a monitoring and review framework with the assessment of targets and indicators reported through the Annual Monitoring Report (AMR) process.

6.4 Performance will also be measured against Sustainability Appraisal objectives, produced independently as part of the Sustainability Appraisal process.

6.5 The Council will also work in partnership with many other organisations including Parish Councils, Quality Bus Partnership, local community and business partnerships.

6.6 The Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established to manage the implementation of infrastructure provision within the

borough. The LDM has a remit to co-ordinate, manage and monitor delivery of key strategic infrastructure projects, and comprises a partnership of key stakeholders responsible for infrastructure delivery including:

Chelmsford Borough Council
Essex County Council
Environment Agency
Government Office for the East of England (GO-East)
Mid Essex Primary Care Trust
East of England Development Agency

6.7 The LDM will monitor the progression of strategic infrastructure projects within North Chelmsford. Within this context, each individual strategic infrastructure project will have an individual delivery programme, against which implementation progress will be monitored. The LDM operates at the borough wide level, but ultimately will focus much of its attention on the delivery of infrastructure in North Chelmsford given the level of growth proposed in that location.

Infrastructure and development trajectory

6.8 The schedule overleaf summarises the delivery sequence of housing and employment accommodation, transport network, utilities and social infrastructure. An infrastructure trajectory forms part of the evidence base.

Inter-dependencies

6.9 Utilities work will be the first infrastructure issue to address, with sewerage, drainage and undergrounding of electricity wires an essential first step in preparing the area, particularly NE Chelmsford, for development.

6.10 Key elements of physical infrastructure, such as the new access road to serve the residential development, ChART, bus priority measures and Park and Ride, are important at an early stage of the development programme to enable vehicle access to development sites and ensure transport routes are provided for the first new residents as soon as they move in.

6.11 Social infrastructure such as schools, health facilities, local shops and other community facilities are also vital elements of the proposals which need to be programmed to come on stream as soon as people start moving to the area.

6.12 In accordance with the Council's Infrastructure and Housing Trajectories, the provision of supporting infrastructure will need to be phased and aligned with the delivery of new housing development. This is to ensure that all new properties, at the time of occupancy, are supported by the necessary physical and social infrastructure and this requirement will be reflected in phasing agreements concluded as part of any planning permissions granted. Failure to provide infrastructure will result in constraints on delivery of housing.

Funding and delivery milestones

6.13 The amount of infrastructure needed to implement the plan is considerable. Private sector funding through planning obligations linked to development schemes will be the means for securing many infrastructure objectives. The Planning Contributions SPD sets out the requirements for funding and securing infrastructure provision. This will involve a range of organisations and individuals and the process will relate the timing of infrastructure directly with development. This process is fundamental in securing sustainable development and the timely delivery of infrastructure will be integral to achieving the proposals in the NCAAP.

6.14 Core policy and supplementary guidance sets the Council's approach to planning obligations summarised as follows:

Layer 1 - On-site obligations required as part of the development including access roads and junctions for development and local public open space.

Layer 2 - Community infrastructure standard charges including community, education and health facilities.

Layer 3 - Strategic infrastructure standard charge covering major capacity enhancing projects including transport network, water management, utilities.

6.15 In addition to funding via planning obligations, the Borough Council is proactively working in partnership with others to secure additional sources of funding to contribute to the delivery of strategic infrastructure within north Chelmsford. This includes funding from Communities and Local Government via the Growth Fund, from the Department for Transport via the Community Infrastructure Fund and potentially in the future from new sources that may include the Regional Infrastructure Fund.

6.16 Connected to this, an Integrated Development Programme (IDP) is being prepared for Chelmsford, with the East of England Development Agency, that will set out and make the case for the significant investment needed to deliver infrastructure necessary to support growth in Chelmsford.

Implementation agencies

Transport infrastructure

6.17 Delivery of the transport strategy is fundamental to the implementation of the land use framework. New transport networks will significantly affect the transport people use to travel to, around and through the area.

6.18 The main document for the delivery and implementation of the transport proposals within the NCAAP is the Essex Local Transport Plan 2006-11. This contains five area delivery strategies, one of which covers 'Chelmsford and Heart of Essex'. There are a number of other agencies involved in the delivery of transport infrastructure and strategies, these include the Highways Agency, Network Rail and Department for Transport. The two main transport operators in Chelmsford are National Express East Anglia and First Essex Buses. The successful implementation of the transport elements of the NCAAP will require partnership working between all of these organisations and the Borough Council.

6.19 Highway and transport network proposals require the active involvement of the Highways and Transportation Authority (Essex County Council), and in some cases the Highways Agency. Public transport improvements also require the active involvement of transport operators.

6.20 Transport and network works are programmed through the county-wide Local Transport Plan (LTP). LTP2 represents the 2006-2009 programme. LTP3 preparation will commence in 2008.

Water Cycle Strategy

6.21 Proposals to meet the sewerage needs of new development in north west Chelmsford and provide relief for sewers in the town centre, will be developed by the Council and development consortia working together with Anglian Water on the Water Cycle Strategy.

Delivery sequence

Phase	Planning process	Infrastructure	Development trajectory	
			Housing	Non-residential
2008	Preferred options consultation ECC consideration of Boreham Interchange and bypass			
2009	NCAAP submitted Planning applications Delivery partnerships CPO and land assembly	School feasibility Water cycle strategy		Broomfield Hospital modernisation and extension
2010	NCAAP adopted CPO and land assembly	Ground works Sewers to existing network Pylons		Land at Essex Regiment Way
2011-12		South access road ERW Bus priority lane ChART phase 1 Park and Ride Primary school	Start on site NW: 50 dwellings NE: 100 dwellings	Start on site Integrated with residential
2012-13		ChART phase 2 Residential access road RFA announcement for bypass Secondary school Anglian Water Business Plan 2010-15	NW: 50 dwellings NE: 500 dwellings	Floorspace in local centres
2013-14		ChART phase 3 Railway station Primary school	NW: 100 dwellings NE: 300 dwellings	Start on site Floorspace near railway station
2014-15			NW: 100 dwellings NE: 200 dwellings	
2015-16		New sewerage route to treatment works	NW: 100 dwellings NE: 200 dwellings	
2016-17		NE Chelmsford Bypass	NW: 100 dwellings NE: 200 dwellings	
2017-18			NW: 100 dwellings NE: 200 dwellings	
2018-19			NW: 100 dwellings NE: 300 dwellings	
2019-20			NW: 100 dwellings NE: 300 dwellings	
2020-21			NW: 0 dwellings NE: 300 dwellings	

6.22 The delivery sequence is: Water Cycle Strategy, development appraisal, inclusion in the Anglian Water 2010-15 Business Plan for delivery between 2015-20. In the interim it may be possible to install a temporary treatment works as development progresses.

Implementing major development

6.23 Major development is dependent on the formation of landowner and developer partnerships to assemble land and progress the design and feasibility of major development. Landowner and stakeholder partnerships and joint venture companies will carry forward land development proposals on the basis of development agreements, within a planning framework set by this plan, supplementary briefing and masterplan approval.

6.24 Land assembly and anticipated release of development sites will enable rapid progress on the first five years of retail and office growth and a steady year-by-year delivery of housing.

6.25 Landowners will work in concert on land assembly to share obligations and gain mutual and proportionate benefit from development schemes. The proper planning of the development areas depends on coordination of landowners and proportionate bearing of cost, comprehensive masterplanning and co-ordinated implementation. Major landowners will lead detailed masterplanning and this should include masterplanning of land in other ownership even if implementation is carried out separately.

6.26 The Council will be prepared to use compulsory purchase powers on the basis of the proper planning of the area and the need for regeneration progress, on condition that the Council is indemnified against costs arising from the process by the development consortia.

6.27 Planning applications for development within allocated sites will be made in the context of a planning performance agreement that sets a pre-application agenda and a determination timetable in order to expedite planning permission for deliverable, excellent schemes.

6.28 Applications submitted without a Planning Process Agreement will be determined within Government-set target periods.

Operational and management specifications

Bus service operation

6.29 It is envisaged that bus transport proposals will need pump-priming funding to ensure the service is in operation before residents move in. It is envisaged that developers will fund season tickets and real time information potentially within homes.

Estate management

6.30 New Hall School sits within its own landscaped grounds none of which are directly affected by the proposed development but which have previously been substantially altered by incremental building to the north and east of the grounds. New Hall School requires a development and estate management strategy to provide compensatory measures for development within the curtilage of the listed buildings and to guide future beneficial change.

6.31 Development and change of Broomfield Hospital will take place in the context of its own masterplan which the Council will ensure is reviewed and updated periodically.

Open spaces management

6.32 Landscape is a key element of the overall design strategy. A structured approach to landscape design needs to be accompanied by a robust long term management plan, identifying responsibility for each open area.

Delivering excellent development for sustainable communities

6.33 The Council expects all development to work towards the best possible built outcomes by explicitly adapting regional best practice frameworks as follows:

- Building for Life Standard—use of the standard as a means for monitoring design and anticipating built quality;
- Inspire East Excellence Framework;
- Essex Design Initiative Exemplar Scheme.

Space for your notes

