

# CHELMSFORD TOMORROW

## Chelmsford Town Centre Area Action Plan

### Topic Paper 2 Delivering Infrastructure

March 2008

Chelmsford Town Centre Area Action Plan Examination Hearings 22.04.08 to 01.05.08



## Topic Paper 2 – Delivering Infrastructure

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### I Purpose and Scope of the Topic Paper

- 1.1 This Topic Paper is one of six produced by Chelmsford Borough Council to provide context and baseline information to assist the Council's evidence into the Independent Examination of the Chelmsford Town Centre Area Action Plan (CTCAAP) DPD, which will commence on 22 April 2008.
- 1.2 This Paper anticipates the main issues that the Inspector is likely to examine and addresses the representations that have been received at the Submission stage. Evidence-related papers, the Council will provide for the Examination, will include:-
- the Council's *Self Assessment of Soundness* [CD/CFD/035] which sets out the reasons why it is the Council's belief that the submitted Chelmsford Town Centre Area Action Plan DPD is 'sound' in relation to each of the nine tests of soundness set out at Paragraph 4.24 of PPS12 [BD/NAT017].
  - Six interrelated topic papers; *Topic Paper 1: The Strategy for Chelmsford Town Centre*, *Topic Paper 2: Delivering Infrastructure*, *Topic Paper 3 Transportation Strategy*, *Topic Paper 4 Retail Strategy*, *Topic Paper 5 Managing Flood Risk*, *Topic Paper 6 Other Matters*.
  - Written Statement of Evidence related to the matters and issues identified by the Inspector for debate at the Examination.
- 1.3 Each of the Topic Papers provides the context and broad basis for the Council's evidence in relation to the topics identified. They should be treated as an inter-related suite of papers, which should be read together to give a strategic overview. Throughout the Topic Papers, references are made in square brackets [XXXXX] to documents referenced in the Related Documents List and held in the Independent Examination Public Library.
- 1.4 In essence, the Topic Papers identify the relevant evidence base work, which has supported the evolution of the policy or issues, assess the main issues that arose from consultation responses and examine the information and guidance provided by the Strategic Environmental and Sustainability Assessments (SEA/SA). The Topic Papers, where appropriate, include succinct responses to the issues raised within representations made at the Submission stage. They also address the main issues that have been raised in the Inspector's Matters and Issues for Examination and provide the Council's initial and general responses to those matters.
- 1.5 This Topic Paper deals with the delivery of infrastructure defined as works, facilities, land or development required to support or mitigate the impact of a new development. The paper covers the following aspects of the Chelmsford Town Centre Area Action Plan DPD:
- strategic context
  - the Borough wide approach to the delivery of infrastructure
  - Chelmsford Town Centre infrastructure requirements and infrastructure trajectory
  - delivery, management and monitoring of town centre infrastructure
  - infrastructure related representations to the submission Chelmsford Town Centre Area Action Plan DPD
- 1.6 The six topic papers that have been prepared should be read in conjunction. In particular, this topic paper is closely linked to Topic Paper 1 (The Strategy for Chelmsford Town Centre) Topic Paper 3 (Transportation Strategy) and Topic Paper 5 (Managing Flood Risk). Both of these Topic Papers contain more detailed information regarding the delivery of some of the key infrastructure requirements for Chelmsford Town Centre.
- 1.7 The CTCAAP sets out the spatial strategy for Chelmsford town centre in the period to 2021. During the planning period, Chelmsford town centre will experience significant housing (the majority of 4,500

new homes in the urban area will be accommodated in the town centre), commercial (in the region of 8,100 new jobs – BD/CFD/091) and leisure growth and will be the focus for the delivery of new homes and jobs within the Borough in a truly sustainable way. The growth in Chelmsford Town Centre will deliver a key element of the Borough Council's Core Strategy and vision and is set out in greater detail in Topic Paper 1 (The Strategy for Chelmsford Town Centre). The Chelmsford Borough Core Strategy and Chelmsford Town Centre Area Action Plan are both infrastructure-led Development Plan Documents. The growth that both Development Plan Documents will seek to deliver is dependent on the successful delivery of a range of infrastructure projects that together will enable new development to be acceptably accommodated. This Topic Paper sets out the strategic infrastructure projects that are required to enable the implementation of the CTCAAP, together with mechanisms for delivery and monitoring. It also provides brief information about other infrastructure projects programmed within Chelmsford Town Centre.

## 2 Strategic Context

- 2.1 The Chelmsford Borough Core Strategy and Development Control Policies Development Plan Document (DPD) was adopted by Chelmsford Borough Council on 20<sup>th</sup> February 2008, following Independent Examination in Autumn 2007 and the subsequent conclusion by the Planning Inspectorate that it represented a sound basis for the future planning of the borough to the year 2021.
- 2.2 The Core Strategy and Development Control Policies DPD identifies Chelmsford Town Centre as a primary location to accommodate a significant proportion of the borough's population and commercial growth in the plan period to 2021. In the period to 2021 Chelmsford's Urban Area will deliver in the region of 4,500 new homes (the majority of which will be on town centre sites) and over 8,000 new jobs. In addition within the Town Centre there will be significant enhancements to the town's retail, leisure and cultural facilities that will serve a population and hinterland well beyond the Borough's boundaries. It will be this significant growth and change in the town centre of Chelmsford that plays a key role in delivering the regional spatial policy through the Council's **Chelmsford Tomorrow** vision.
- 2.3 The Draft East of England Plan identifies the substantial potential that Chelmsford has to develop as an important economic development and growth focus for central Essex, reflecting its role as a County Town and its diverse economy, with strengths in retailing, administration, manufacturing, and finance and its strategic location on the A12 and London (Liverpool Street) to Norwich mainline railway. Accordingly, Chelmsford is identified as a Key Centre for Development and Change (KCDC) within the Plan (Policy CHI) and is a central element that will make a major contribution to delivery of the key objectives of the Regional Spatial Strategy.
- 2.4 A fundamental objective of the Borough Council's Core Strategy is to accommodate growth within the Borough in a way that directs growth to the most sustainable locations and which manages growth in accordance with appropriate levels of supporting infrastructure. Chelmsford Town Centre represents the most sustainable location within the Borough to accommodate future growth and accordingly the Core Strategy DPD provides a spatial framework to enable this to happen. The Borough Council's approach is to match this growth alongside required supporting infrastructure through a variety of mechanisms described within this Topic Paper.
- 2.5 The Borough Council with its key partners (including Essex County Council, the Highways Agency, and the Environment Agency) has identified within the Core Strategy DPD a range of strategic, community and site-related infrastructure that is required to deliver its Spatial Strategy. Those elements of the Borough's overall infrastructure requirements within the Chelmsford Town Centre Area Action Plan area are summarised in Section 4 of this Topic Paper.

## 3 The Borough-wide Approach to the Delivery of Infrastructure

- 3.1 In broad terms, the Borough Council wants to direct growth in a positive manner and to match this growth with necessary improvements to the Borough's infrastructure.
- 3.2 There is an identified infrastructure deficit across Essex which will be exacerbated, if not rebalanced, by the high levels of growth within the Key Centres of Development and Change. In order to

accommodate regional growth targets and deliver sustainable development, the Core Strategy DPD has regard to the existing capacity of infrastructure in the Borough and the existing plans and opportunities for new elements of infrastructure to support growth and new development.

- 3.3 The Borough Council, through the Core Strategy DPD, has identified a range of infrastructure requirements (Policy CP4) that are required to serve the new and existing communities of the Borough, which have a total cost in the region of £300 million. A number of these infrastructure requirements are either within the town centre or impact upon the delivery of new development within the Town Centre.

### **Local Infrastructure Delivery Mechanism**

- 3.4 In order to manage the delivery of the implementation of infrastructure provision within the Borough, the Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established. This comprises a partnership of key stakeholders responsible for infrastructure delivery (Chelmsford Borough Council, Essex County Council, Environment Agency, GO-East, Mid Essex Primary Care Trust and EEDA), which has a remit to manage and monitor delivery of key infrastructure projects. Section 5 of this Topic Paper provides further information about the Chelmsford Tomorrow LDM and how the Council is approaching the delivery of Town Centre infrastructure.

## **4 Chelmsford Town Centre Infrastructure Requirements and Infrastructure Trajectory**

- 4.1 Section 22 of the Chelmsford Town Centre Area Action Plan (CTCAAP) sets out the proposed mechanism for implementing infrastructure delivery in the Town Centre. Realising the planned growth in housing, commercial, retail and leisure/cultural facilities and the regeneration of brownfield land in the Town Centre, as set out within the CTCAAP Submission DPD, will require the associated delivery of a range of infrastructure. These are sub-divided into the following broad strategic elements:

- **Transportation Infrastructure** – to enable safe and efficient access to town centre locations and development sites and manage impacts on the wider strategic network (including the provision of new accesses/junctions to key opportunity sites and strategic improvements to the existing network)
- **Community Infrastructure** – to enable the provision of new and enhanced community facilities to support the Town Centre’s growing living, working and visiting population (including the provision of new educational facilities, leisure and recreational facilities and environmental enhancements)
- **Other Infrastructure** – to enable the provision of essential infrastructure to release key Town Centre opportunity sites for development (including the Chelmsford flood alleviation scheme)

Paragraphs 4.22 – 4.28 briefly deals with the delivery of non strategic infrastructure in the Town Centre.

- 4.2 Paragraphs 4.4 - 4.21 summarise the broad elements and current status of each infrastructure project within Chelmsford Town Centre or, if beyond the boundary of the CTCAAP, which affect the delivery of the Town Centre AAP planning strategy (namely the flood alleviation scheme and new park and ride sites). A Town Centre Infrastructure Trajectory that details each element of infrastructure provision in terms of anticipated delivery timeframe, estimated cost, proposed funding strategy and linkage with CTCAAP Opportunity Sites is contained as Appendix I to this Topic Paper. This trajectory builds upon the Infrastructure Trajectory developed alongside the Core Strategy [BD/CFD/075vi].
- 4.3 Figure I on page 6 shows the broad relationship between key Town Centre infrastructure projects and major development Opportunity Sites.

#### 4.4 Strategic Town Centre Related Transportation Infrastructure:

- **Army & Navy junction improvements**
- **Eastern Gateway Access Road - EGAR (and Chelmer Viaduct replacement)**
- **Victoria Road/Waterloo Lane bus and access link**
- **Chelmsford Rail Station enhancements**
- **Additional park and ride facilities**

##### Army & Navy junction improvements/Chelmer Viaduct replacement:

- 4.5 The Army and Navy roundabout is a major access hub for Chelmsford's Urban Area and town centre. A number of short and medium term improvements to the junction are proposed and will be implemented in the next two years, together with, in the longer term, the intention to provide a two-way flyover at the junction. The suite of schemes proposed at the Army & Navy prior to delivery of the long term aspirations are to be funded through a combination of direct contribution from adjacent sites (predominately land), finance from Local Transport Plan resources and commitments from the County Councils current congestion management programme.
- 4.6 The Army and Navy roundabout suffers from considerable traffic congestion and in order to manage current traffic flows and satisfactorily accommodate the level of growth proposed in the Chelmsford Urban Area, significant improvements and re-modelling of the roundabout is required to be delivered by Essex County Council as the Highways Authority. It is envisaged that the regeneration of derelict land within Chelmer Waterside in close proximity will enable a contribution to an improved junction scheme through standard charges, adding to Local Transport Plan grant funding. One of the key routes feeding into the Army and Navy junction is Chelmer Road. The Chelmer Road viaduct is life expired and the existing structure will be replaced and funded by the Highways Agency. The proposal for the Chelmer Viaduct is included in the current Essex Local Transport Plan. A detailed design for its replacement is currently being prepared, with a planning application expected later this year. This design work will take into account the need for a junction with the Eastern Gateway Access Road, improvements required at the Army & Navy junction and flood protection measures. Construction of the replacement viaduct is scheduled to be completed by 2011.

##### Eastern Gateway Access Road:

- 4.7 In order to enable the regeneration of the Chelmer Waterside area of the Town Centre (where significant retail and residential development is planned), a new Eastern Gateway Access Road is proposed to provide the primary access to this major development opportunity. This will entail a new junction linking with the new Chelmer Road viaduct (see 4.5 above) and the removal of High Bridge Road, which will be constructed in tandem with the new Chelmer Road viaduct. Development of this access road is anticipated to be completed by 2014. Designs for its junction with Chelmer Road viaduct are currently being prepared.

##### Victoria Road/Waterloo Lane Bus and Access Link:

- 4.8 In order that buses to and from Springfield Road that currently use High Bridge Road do not have to travel via the Army & Navy junction those heading out of town will use a bus access link from Parkway into the Chelmer Waterside area whilst inbound buses will use the East of High Street Link which is currently under construction and then Waterloo Lane, New Street, Tindal Square and Market Road. The section of Waterloo Lane between the junction of the East of High Street Link and New Street will become one way only. It is proposed that the junction of Waterloo Lane and Victoria Road will be reinstated. In order to ensure that traffic is light in these sensitive areas the East of High Street Link and the reinstated length of Waterloo Lane will be restricted to buses and access traffic only.
- 4.9 The delivery of this bus and access link will be linked to two opportunity sites – Number 3 (land rear of High Street) and Number 29 (Riverside Ice and Leisure Centre). Both sites are now actively being progressed to scheme design, incorporating the network changes. Completion of the scheme is expected by 2011. In addition this is linked with opportunity site 5 Meadows shopping and car park, former gas works and adjoining land, as the link enables the proposed bus access to that opportunity

site to be provided. Bus penetration is also to be improved from Chelmer Valley Road into the university campus and New Street which is being delivered in association with Anglia Ruskin University's approved campus masterplan.

#### Chelmsford Rail Station Enhancements:

4.10 Chelmsford's rail station is one of the busiest in the country, outside of London. The adjacent bus station has recently been developed to create a key transportation interchange. The next stage of improvements is to improve the linkages between the bus and railway station by providing additional entrances and exits to the platforms. This proposal is included in the current Essex Local Transport Plan. As part of the development proposals for the redevelopment of the former Marconi site on New Street (development opportunity site 19) the provision of two access towers, providing platform access, improved cycle and taxi facilities, together with environmental improvements is being programmed. It is anticipated that these improvements will be implemented by 2011.

#### Additional Park and Ride Facilities:

4.11 The provision of the first park and ride site for Chelmsford at Sandon at the end of March 2006 has been very successful and has led to a significant reduction in car journeys into Chelmsford Town Centre. The Sandon Park and Ride site has since been extended (December 2006), to meet increased demand, and there are plans to extend the facility in the medium term by a further 500 spaces (estimated to be by 2010). The strategy for the future provision of park and ride facilities in Chelmsford is to provide a second site of 1,000 spaces in North Chelmsford and a third site of 1,000 spaces to the west of the town centre at Widford (estimated to be completed by 2014-2016). Detailed work for the development of the North Chelmsford park and ride is now being carried out by Essex County Council with a planning application expected in 2009/2010. Completion of the facility is programmed for 2011. Not only will this additional provision continue to reduce congestion on primary routes into the Town Centre, but it is also critical to the release of car park land within the Town Centre to enable economic growth and to contribute to the potential early release of "greenfield" land in north east Chelmsford. The enhancements to Chelmsford's park and ride provision will be funded through a combination of Local Transport Plan 2 funding, planning contributions and potentially the Chelmsford and Braintree Growth Fund and Community Infrastructure Fund. Further information about the provision of park and ride facilities is contained in Topic Paper 3: Transportation.

#### 4.12 **Strategic Town Centre Community Infrastructure:**

- **New Chelmsford Leisure Centre**
- **Environmental enhancements: Central Park**
- **Environmental enhancements: Moulsham Street**
- **Environmental enhancements: Duke Street**

#### New Chelmsford Leisure Centre:

4.13 The Borough Council has identified the need to replace and enhance its primary leisure centre (Riverside Ice and Leisure Centre) within the Borough. The necessary improvements arise from the existing need to update and renew the Borough's principal leisure centre and the increased need and demand for such a facility which comes from the occupiers of new residential and commercial development. The Borough Council will select a development partner in May 2008, following which detailed proposals for the redevelopment of the site will be prepared with a planning application anticipated by the end of the year, with completion expected by 2011. The existing facility has been accepted as a potential London 2012 training venue within the London Organising Committee for the Olympic Games guide that will be produced later this year. The new leisure centre will be enabled and facilitated by residential and commercial development on part of the site.



#### Environmental Enhancements, Central Park:

- 4.14 Safe, accessible and high quality public green spaces are integral to housing growth in Chelmsford Town Centre. The Chelmsford Local Development Scheme programmes the production of an *Urban Green Spaces Strategy Supplementary Planning Document* as part of the LDF, to support housing growth in Chelmsford.
- 4.15 Chelmsford's Central Park represents the green heart of the town and has mixed quality recreational spaces, severely diminished by the intrusion of a major road. The park adjoins shopping, residential, headquarter offices and the Essex County Cricket Ground. A design strategy will be developed to transform the park into a city park, optimising recreational use, cycling and walking links, social inclusion and enhanced safety. It is anticipated that the Urban Green Spaces Strategy SPD will be published during 2008 with the design strategy for Central Park following in 2009. Implementation of the enhancements to the park would be feasible within 2009/2010 and 2010/2011.

#### Environmental Enhancements, Moulsham Street:

- 4.16 The overall shopping and leisure offer of the Town Centre includes two areas outside the primary shopping area (Moulsham Street and the West End), that provide a variety of shops and services within a locally distinctive environment. These areas are constantly economically vulnerable, but highly valued by the Chelmsford community. Moulsham Street contains a healthy variety of businesses surrounded by a residential neighbourhood. Generating a safe and attractive street environment is important to raise the attractiveness for customers with paving, signage and lighting improvements, while maintaining good local access and short stay parking for businesses. The Council has generated an improvement scheme concept through local community engagement and generated initial capital funding. It is working in partnership with ECC to develop a scheme design and generate further funding.

#### Environmental Enhancements, Duke Street:

- 4.17 Duke Street runs from the High Street into the West End quarter and contains the rail and bus interchange. The redeveloped bus station was completed in 2007 and the Local Transport Plan contains a proposal for a second phase improving links between bus and rail, some of which will be realised through development of adjoining allocated sites. The transport interchange and the West End economy relies upon a high quality, safe public realm and proposals for a new square on Duke Street and street scene enhancements in Duke Street and Broomfield Road are being worked through with the County Council and the community. This will be funded partly by a West End environmental improvement fund from development contributions. The Council will work in partnership with ECC to develop a scheme design and generate further funding. As part of the public realm strategy improvements will be programmed for Tindal Square, Market Road, High Street and New London Road, as well as riverside walks.
- 4.18 **Other strategic infrastructure related to the town centre:**
- **Chelmsford flood alleviation scheme**
  - **Sewage and water provision capacity**

#### Chelmsford Flood Alleviation Scheme:

- 4.19 In order to provide an increased standard of protection to existing property and a number of town centre development opportunity sites, the Environment Agency is in the process of preparing a Chelmsford flood alleviation viability study. The advice of the Agency is that the preferred option is the creation of an embankment and flood storage area upstream on the River Wid, which will provide a general standard of protection of 1:75, together with the construction of an earth bund close to the Sewage Treatment Works and additional walls or bunds in the Town Centre, which

will raise the standard of protection to 1:100. These would be designed to have a combined effect to reduce flood water flows through Chelmsford, to generally keep flows within channel, and ensure flood peaks on the river Chelmer and the river Can no longer coincide. This would result in lower river levels on the Chelmer as well as the Can through Chelmsford Town Centre. The effect of the scheme will be to protect 796 existing properties and restore a 1:100 Standard of Protection to land in Flood Zone 3 in the Town Centre.

- 4.20 It is expected that the scheme will be approved by the Environment Agency in early 2009, with completion expected by the end of 2011. Although not qualifying for DEFRA Grant in Aid, the Environment Agency are promoting the scheme on the basis of external funding being assembled by the Borough Council (see funding strategy section within Topic Paper 5: Flood Risk).

Sewage and Water Provision Capacity:

- 4.21 The Borough Council has commissioned a water cycle study to inform the future planning of the whole Borough in the planning period to 2021. The study was commissioned in May 2007 and will enable an understanding of the capacity of the existing water and sewerage systems in terms of accommodating future growth within Chelmsford Town Centre. Although Anglian Water did not make representations on the Core Strategy DPD, they have informally advised the Council on infrastructure after the Panel's Report on the Draft East of England Plan in June 2006 and advised that a Chelmsford Water Cycle Study is required. The Environment Agency is involved in the study as a key stakeholder and a final draft of the Study has been received by the Council for checking. The Study has identified no ultimate environmental constraints to growth within Chelmsford. Capital investment will be required in order to accommodate flows from additional housing developments within Chelmsford and this is estimated at £12 million. This will include the expansion of the Chelmsford Waste Water Treatment Works at Chelmer Village. Anglian Water Services is proposing to allocate funding within its PR09 business plan for the AMP5 investment period 2010-2015, subject to agreement with Ofwat.

4.22 **Other Non Strategic Infrastructure Projects:**

- **Car parking and release of car park sites for development**
- **Continued development of the Anglia Ruskin University Campus**
- **Cycling and walking route network improvements**
- **Provision of performing art facilities**
- **Essex County Cricket Club improvements**
- **Education and primary health care improvements**

- 4.23 While the priority for the car parking strategy is park and ride sites, car parking within the Town Centre will be managed appropriately to ensure shopper parking is provided in the right locations with appropriate levels of parking available and effective pricing mechanisms. The redevelopment of the Council's Baddow Road car park and the incorporation of new car parking as an element of new retail development on Chelmer Waterside are proposed. This will also enable the release for development of surface car parks.

- 4.24 The Council will continue to work with Anglia Ruskin University to maintain progress with implementation of the Rivermead campus in accordance with the approved masterplan, through construction of faculty buildings, student facilities and campus infrastructure.

- 4.25 The CTCAAP sets out proposals for route network improvements to ensure high quality, continuous, safe walking and cycling routes which link residential, employment, retail and leisure sites. Improvements to the walking network will include opening routes through arches in the railway viaduct that have been left vacant for this purpose, improving subways under Parkway that carry important pedestrian movements and implementation of bridge works to improve routes across the rivers, the Navigation and Parkway.

- 4.26 The provision of performing arts facilities will be closely associated with the master planning and development of the opportunity areas containing the Borough Council civic centre and Riverside sites.
- 4.27 The County Cricket ground is an important public sporting attraction and its retention in the Town Centre and future improvement will be supported through continued generation of a development strategy for the County Ground environs.
- 4.28 The CTCAAP anticipates increased demands for primary education and health arising from residential development but the actual provision is to be accommodated in existing schools and retail frontage. The County Education Authority and Primary Care Trusts are key partners to help identify these impacts.

## **5 Delivery, Management and Monitoring of Town Centre Infrastructure**

- 5.1 Successful implementation of the delivery of Town Centre infrastructure requirements will require the following elements to be co-ordinated:
- a) the development of funding packages to secure delivery, using a variety of funding streams including pooled planning contributions, direct developer contributions, LTP funds, Growth Fund/Community Infrastructure Fund, Highways Agency and Environment Agency funding
  - b) the co-ordination, in partnership, of related infrastructure projects, alongside the development of key opportunity sites
  - c) an appropriate mechanism to plan, monitor and manage infrastructure delivery

### **Developing a Funding Package for Infrastructure Delivery**

- 5.2 The Borough Council has developed a comprehensive approach to funding the infrastructure required within the Town Centre. This comprises the development of an approach to generating developer contributions through planning contributions that can be combined with other sources of funding to enable the delivery of strategic infrastructure.
- 5.3 The Council's Draft Planning Contributions Supplementary Planning Document (SPD) sets out the approach to securing developer contributions through standard charges. Such an approach is wholly in line with the Government's proposals for the introduction of the Community Infrastructure Levy currently being debated through the Planning Bill. The basic principle behind the Council's approach is that all new residential and commercial development will make a contribution to a pool of financial contributions (via standard charges) that will be used to fund the delivery of new infrastructure.
- 5.4 To support the procurement and use of planning contributions, the Borough Council has identified three layers of necessary infrastructure (strategic, community and site-related) and three geographic zones within which the charges will be applied (borough-wide, Chelmsford urban area and the new north Chelmsford neighbourhoods) [Ref Section 22 of the Chelmsford Town Centre Area Action Plan submission DPD and BD/CFD/01 I]. It is estimated that in the period to 2021, this approach will have the potential to generate a significant proportion of the cost of infrastructure requirements in the Borough.
- 5.5 Other sources of funding (including the Local Transport Plan, Growth Fund/Community Infrastructure Fund, DfT funding, Environment Agency funding) will be used to generate the completed funding package necessary to enable delivery of required infrastructure. The Council has recently been awarded by the Government (with Essex County Council and Braintree District Council) £11 million from the national Growth Fund to support the delivery of strategic infrastructure in the three year period 2008-2011 [ BD/CFD/TC/010] The precise allocation of this funding is not yet determined, although Chelmsford has identified the following priorities: flood

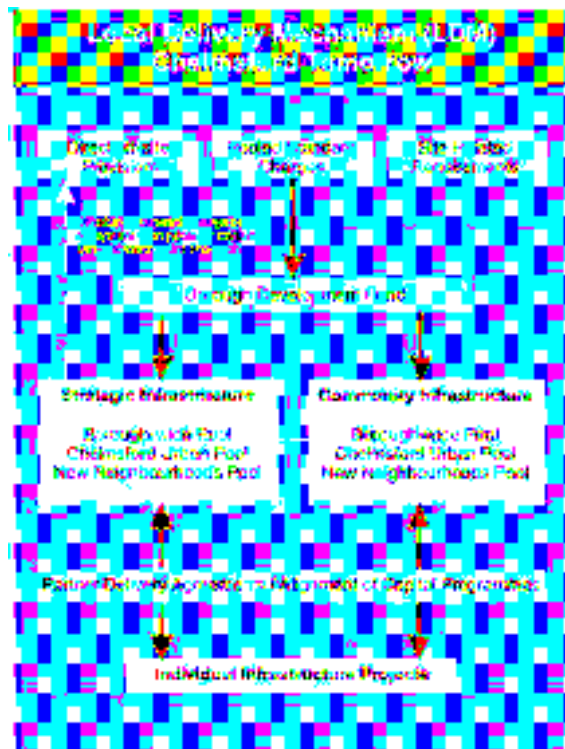
alleviation scheme; Chelmsford Area Rapid Transport (ChART)/Park and Ride; Victoria Road/Waterloo Lane junction; Army & Navy short term improvements and Chelmer Road Eastern Gateway Road junction.

- 5.6 The Council will, in the very near future, also be considering, in partnership with others, what potential exists to access transportation infrastructure funding through round 2 of the Community Infrastructure Fund, where expressions of interest from Growth Areas are currently being invited from Government.

**Management, Co-ordination and Monitoring of Infrastructure Delivery**

- 5.7 In order to co-ordinate infrastructure funding and delivery, the Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established. The LDM is a partnership of the key service delivery authorities and agencies who together, either jointly or individually, take the lead on the implementation of key infrastructure projects. Membership of the LDM comprises: Chelmsford Borough Council, Essex County Council, Environment Agency, Mid Essex PCT, EEDA (in an advisory role) and GO-East (also in an advisory role).
- 5.8 The LDM’s primary objective is to co-ordinate, plan and manage the delivery of infrastructure in accordance with an adopted business plan. The LDM operates at the borough wide level, but ultimately will focus much of its attention on the delivery of infrastructure in Chelmsford Town Centre. The structure and operation of the LDM is shown below at Figure 2. In broad terms, the LDM comprises a three tier structure: Strategic Steering Group, Executive Delivery Board and individual infrastructure project teams. The LDM is now also linking to other mechanisms, including the Chelmsford and Braintree Growth Fund working groups, to ensure co-ordination of funding streams to enable prioritisation and delivery. A primary role for the Chelmsford Tomorrow LDM will be to manage the pools of planning contributions generated through standard charges.

Figure 2: The Chelmsford Tomorrow Local Delivery Mechanism



- 5.9 Issue 5 (l) on the schedule of matters and issues for examination, deals with monitoring of the CTCAAP. The LDM will be responsible for monitoring the delivery of infrastructure within the town centre of Chelmsford in accordance with its agreed business plan. The business plan will set

out a programme of infrastructure development in the period 2008-2013 which will be kept under review by the LDM's individual infrastructure project teams which will report on a regular basis to the Executive Steering Group. Amongst other things the project teams will, for each infrastructure project, carefully monitor:

- a) the timing and programming of the infrastructure project
- b) the necessary milestones that need to be reached to keep the project on track, for example feasibility studies, detailed design, approval processes through the planning system and that of key delivery partners
- c) the funding mechanisms to enable delivery, including monitoring the availability of the various elements of the funding stream, together with identifying potential new sources of funding
- d) identification of barriers to enable on time delivery of the infrastructure project

5.10 In order to be able to effectively monitor implementation and delivery within the Chelmsford Town Centre Area Action Plan it is proposed to incorporate a series of output indicators within the Plan's implementation programme (Section 23). These indicators will be used to inform the monitoring mechanisms adopted by the Local Delivery Mechanism and will be kept under review through the LDM's business plan, which is currently in draft. Output indicators for the major strategic infrastructure projects required in the town centre are shown within the town centre infrastructure trajectory at Appendix I. It is considered that the approach suggested will meet the points raised by GO-East in terms of the monitoring of the implementation programme.

## **6.0 Summary of Main Representations relating to the Submission Chelmsford Town Centre Area Action Plan DPD**

6.1 A number of representations to the Submission Chelmsford Town Centre Area Action Plan relate to the provision of key strategic infrastructure projects described within this Topic Paper. The key issues raised by these are summarised below. Where the issue is dealt with within another Topic Paper this is indicated with a cross reference to the relevant Topic Paper.

### ***Whether the proposed Eastern Gateway Access Road (EGAR) is the most appropriate way to access Chelmer Waterside and whether the removal of High Bridge Road is justified?***

6.2 The Eastern Gateway Access Road would be delivered by the development consortium leading regeneration of Chelmer Waterside, for which the new road would be needed. The replacement of the Chelmer Road Viaduct, being led by the Highways Agency will incorporate in its design a spur allowing for a road junction. Consultants for the Borough Council have generated a scale drawing indicating a workable junction layout and the necessary land-take required by the access road. This supports the Council's proposal by demonstrating its physical practicability in support of traffic modelling evidence. While this work is not the proposed scheme it has been verified by Essex County Council.

### ***Whether the required improvements to the Army & Navy junction can be delivered?***

6.3 The suite of schemes proposed at the Army & Navy prior to delivery of the long term aspirations are to be funded through a combination of direct contribution from adjacent sites (predominately land), finance from Local Transport Plan resources and commitments from the County Councils current congestion management programme

### ***Whether the Chelmsford Flood Alleviation Scheme can be delivered?***

6.4 The Chelmsford Flood Alleviation scheme has been progressed by the Environment Agency using levy funding awarded by the Regional Flood Defence Committee. The scheme does not meet the priority score required to qualify for Grant in Aid funding. The Council has therefore prioritised

the flood alleviation scheme for Growth Area funding and standard charges generated by development (see above). The scheme elements have been worked out and costed in a viability study, including an assessment of allocated sites (see Topic Paper 5: Managing Flood Risk). The Environment Agency is producing a Project Appraisal Report for consideration by the EA National Review Group later this year for subsequent decision and formal approval by the EA.

***Whether the CTCAAP provides an adequate framework for monitoring the delivery of infrastructure within Chelmsford town centre?***

- 6.5 The Chelmsford Tomorrow Local Delivery Mechanism has been established since submission of the CTCAAP and a business plan developed. This reflects the CTCAAP implementation programme. It is suggested that the CTCAAP is modified to reflect the Local Delivery Mechanism process, which is set out in section 5 above. The attached infrastructure trajectory (Appendix I) includes output indicators for monitoring purposes and it is proposed that this may be added to the AAP programme to make the monitoring framework clearer.

***Whether a Chelmer & Blackwater Navigation “cut” should be included as a specific element of infrastructure within the CTCAAP?***

- 6.6 The CTCAAP proposes a navigable cut as a desirable feature within a development master plan for the area. However, there is not a strategic need for it, nor has there been any study to identify cost or the practicality in terms physical constraints with the creation of the cut through contaminated land. The need for additional flood storage will be reduced by the Chelmsford flood alleviation scheme and in this context the cut is not regarded as a strategic element of infrastructure that should be listed within the CTCAAP.

Appendix 1: Chelmsford town centre infrastructure trajectory 2008-2021

Year	Priority in TCAAP	Implementation of Infrastructure requirement (estimated date of completion)	Infrastructure estimated cost	Funding stream	Lead delivery body	Current project status summary	Development opportunity site linkage	Output indicators	Residential delivery *	Commercial floorspace delivery
2008										
2009	1	Army & Navy Junction - short term improvements	£3 million	LTP 2, Growth Fund.	ECC	Short term schemes for congestion reduction at Army & Navy at advanced stage of design. Implementation by 2009 considered feasible.	Linked to a number of TCAAP development opportunity sites, notably sites 5, 15, 24, 25, 26 and 27.	i) Liaison with ECC ii) Liaison with developer/landowner iii) Elements of scheme design agreed iv) Work commences on site v) Completion	Approximately 650 units on Chelmer Waterside sites (sites 5, 24 and 27).	Up to 70,000 sq m convenience retail (site 5), 3700 sq m commercial uses and 80 bed hotel (site 15)
2010	1	Victoria Road/Waterloo Lane/Bond Street bus and access link	£1.5 million	Enabling development, Growth Fund.	ECC	Detailed design currently being incorporated into the redevelopment proposals for land east of High Street and Riverside Ice and Leisure Centre. CBC will select development partner in May 08 (for Riverside site) with scheme due for completion by 2011. Detailed cost of junction improvements still to be determined.	Directly linked to development opportunity site 29, but also facilitates bus link with sites 3, 4, 5, 9, 24, 25, 26 and 29.	i) Liaison with ECC ii) Liaison with developer/landowner iii) Elements of scheme design agreed iv) Planning application submitted v) Planning approval vi) Work commences on site vii) Completion	62 units on opportunity site 29.	Development as part of Riverside Ice and Leisure Centre redevelopment. Retail development on land east of High Street.
		New Leisure Centre	£30 million	Enabling development/planning contributions.	CBC/development partner	CBC will select development partner to enable redevelopment of the site in May 08. Enabling residential and mixed use development will provide for a new leisure centre on site. Scheme due for completion by 2011.	Development opportunity site 29.	i) Steering partnership set up ii) Planning brief iii) Development partner selected iv) Planning application submitted v) Planning approval vi) Work commences on site vii) Completion	62 units on opportunity site 29.	Mixed use development as part of Riverside Ice and Leisure Centre redevelopment.
		Chelmsford Flood Alleviation Scheme	£13 million	EA (viability study), planning contributions, Growth Fund, other external sources	CBC/Environment Agency	Flood alleviation viability scheme finalised by Environment Agency. Project appraisal and approval by EA scheduled to be completed by Jan 2009, followed by landowner negotiations during 09/10. Construction feasible start 2010 with completion of scheme by end 2011.	Scheme has positive impact on standard of protection to sites 3, 4, 6, 7, 12, 15, 16, and 17. Will also protect in the region of 800 existing residential and commercial town centre properties.	i) Viability study completed ii) Project Appraisal (PAR) undertaken iii) Scheme approved by EA National Review Group iv) Detailed design work initiated v) Funding strategy finalised and agreed vi) Engineering construction initiated vii) Site construction initiated viii) FAS completed	Critical impact on delivery of housing led development opportunity sites and protection of existing properties. 796 existing properties will be protected and the FAS will enable the development of town centre opportunity sites that will provide a significant number of new homes.	Critical impact on the delivery of significant commercially led opportunity sites.
2011	1	North Chelmsford Park & Ride	£6 million	Planning contributions, ECC, DIT, Growth Fund.	ECC	2008 land options on preferred site locations (up to 3 sites) December / January 2008 detailed feasibility work, including possible early public consultation to help select preferred site. 2008/09 detailed design for site, bus priority measures and town centre infrastructure and route. 2009/10 planning application (including further public consultation). 2009/10 Purchase of land (assuming no CPO) Tender and award contracts (Site, 2010/11 Bus Priority measures, Site & Bus operational contracts). 2010/11 construction of site, bus priority measures and town centre works. 2011 open to public.	The opening of a north Chelmsford Park and Ride will contribute to a continued reduction in congestion on primary routes into Chelmsford town centre. The scheme will enable continued rationalisation of town centre car parks and release of brownfield land development opportunity sites identified in the CTCAAP.	i) Preferred site identified ii) Feasibility work/public consultation iii) Detailed design iv) Planning application submitted v) Land acquired vi) Tender process/contracts awarded vii) Construction viii) Operational	N/A	Retail development on sites 1, 2, 3 and 5.
		Chelmer Viaduct Replacement	(tbc)	Highways Agency.	Highways Agency	Replacement of life expired Chelmer Road viaduct linking Army & Navy junction with Chelmer Village. 2007/08 detailed design developed. Planning application 2008/09 with construction anticipated to start in 2009 with completion in 2011. Linked to Eastern Gateway Access Road (EGAR) which will provide new access into Chelmer Waterside Area (see below).	The viaduct is an existing element of the strategic network and forms a key route into Chelmsford town centre. Its replacement is necessitated by the fact that the structure of the existing viaduct is life expired. There is an opportunity to integrate a new junction with the route to enable the provision of the Eastern Gateway Access Road which is required to provide access to key development opportunity sites 5 and 24.	i) Detailed design work completed ii) Planning application submitted iii) Construction iv) Open to traffic	The scheme is programmed but is linked to the new access to Chelmer Waterside which has the potential to deliver in the region of 650 homes on sites 5, 24 and 27.	Retail development on site 5.
		Chelmsford rail station enhancements	£10 million	Direct developer contributions, planning contributions, Community Infrastructure Fund.	ECC/DIT Rail/National Express East Anglia/Ashwell plc	As part of the redevelopment of the former Marconi site on New Street detailed design work is ongoing to provide for improved access to the rail station, platform improvements and enhanced toilet facilities. Implementation is anticipated by 2011.	An enhanced rail station will benefit most of the development opportunity sites within the TCAAP, making the town centre's rail/bus interchange more accessible and improving its capacity and quality. Development opportunity sites 16, 19 and 20 are most closely linked to this scheme.	i) Existing networks utilised/steering group established ii) Liaison with developer iii) Allocation through planning contributions & LTP iv) Planning application received v) Planning approval vi) Work commences on site vii) Completion	Combined potential on sites 16, 19 and 20 is in the region of 1500 units.	Potential for in the region of 45,000 sq m of commercial floorspace on sites 19 and 20.
		Central Park enhancements	£3 million	Planning contributions, Growth Fund.	CBC	As part of the preparation of a Chelmsford Public Realm Strategy for the town centre Central Park has been identified as a priority area for enhancement. The PRS is expected to be prepared by May 2008 with a Central Park enhancement brief being prepared later this year. This would establish the framework for the Park's enhancement to support town centre growth against which planning contributions can be matched.	Central Park is Chelmsford's primary town centre park and serves a wide catchment area. It is used by local residents, employees and visitors to the town centre. The development opportunity sites most closely linked to Central Park are sites 14, 17 and 20, although enhancements to the Park will have far reaching benefits well beyond these specific development opportunity sites.	i) Existing networks utilised/steering group established ii) Programme of improvements agreed iii) Improvements implemented	Sites 14, 17 and 20 have the potential to deliver in the region of 830 new units.	Potential for in the region of 25,000 sq m on sites 14, 17 and 20
2012		Eastern Gateway Access Road (EGAR)	(tbc)	Enabling development/direct developer contribution, Growth Fund.	CBC/development partner	Scheme linked to Chelmer Viaduct replacement (see above). Consultants for Highways Agency and ECC are preparing a design for a junction to be incorporated into the viaduct replacement to allow for access into Chelmer Waterside area. Design feasibility work for junction being funded by CBC. Completion of junction and Eastern Gateway Access Road estimated to be 2012.	Primary linkage with bringing forward development opportunity sites 5 and 24.	i) Liaison with ECC ii) Liaison with developer/landowner iii) Elements of scheme design agreed iv) Planning application submitted v) Planning approval vi) Work commences on site vii) Completion	Combined potential on sites 5 and 24 of 455 units.	Critical to the delivery of town centre retail expansion of 70,000 sq m on development opportunity site 5.
2013										
2014	2	Army & Navy Junction - long term improvements	£40 million	LTP, Planning contributions, Growth Fund	ECC	The Army & Navy is a strategic junction in the heart of Chelmsford town centre and is currently served by a single flyover. It is proposed to replace this with a two way flyover to ease traffic congestion and accommodate projected traffic movements satisfactorily. Highways modelling is currently being carried out to inform the design of this scheme and its relationship with the Chelmer Viaduct replacement and EGAR junction (see above).	Improvements to the Army & Navy junction are critical to the efficient operation of the strategic network and the easing of town centre congestion and therefore is indirectly linked to bringing forward the majority of development opportunity sites in Chelmsford town centre. Specifically, the improvements to the junction are linked to the following key development opportunity sites: 15, 5 and 24.	i) Liaison with ECC ii) Liaison with developer/landowner iii) Elements of scheme design agreed iv) Planning application submitted v) Planning approval vi) Work commences on site vii) Completion	Combined potential on sites 5 and 24 of 455 units.	Site 5 will deliver town centre retail expansion of 70,000 sq m.
2015										
2016		Widford Park & Ride	£6 million	LTP	ECC	A park and ride strategy for Chelmsford has been developed to reduce congestion levels and unlock new developments in the Town Centre/North Chelmsford. A Park and Ride at Widford, in the West of the town, is part of the overall strategy for Chelmsford and would offer up to 1,000 parking spaces and a high quality bus service linking to the town centre attractions. Widford P&R has undergone detailed feasibility and initial design work. It is likely that site will be brought on line around 2016.	The opening of a Widford Park & Ride would contribute to a continued reduction in congestion on primary routes into Chelmsford town centre. The scheme will enable continued rationalisation of town centre car parks and release of brownfield land development opportunity sites identified in the CTCAAP.	i) Preferred site identified ii) Feasibility work/public consultation iii) Detailed design iv) Planning application submitted v) Land acquired vi) Tender process/contracts awarded vii) Construction viii) Operational	N/A	N/A
2017										
2018										
2019	3									
2020										
2021										

Infrastructure project identified as a Growth Fund priority \* Residential delivery based on Urban Capacity Study 2007 estimates



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