

Chelmsford City Council

Infrastructure Delivery Plan

Stage 3: Infrastructure Delivery Plan to Support the Submission Local Plan

Reference: Final for Issue

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Ove Arup & Partners Limited
6th Floor 3 Piccadilly Place
Manchester
M1 3BN
United Kingdom
arup.com

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1. Introduction

1.1 Overview

In August 2023, Chelmsford City Council (referred to throughout as ‘CCC’ or ‘the Council’) commissioned Ove Arup & Partners Limited (‘Arup’) to prepare an Infrastructure Delivery Plan (IDP) for the Chelmsford local authority area.

The Chelmsford Local Plan 2013-2036 was adopted in May 2020. Strategic Policy 13 of the Local Plan committed to a ‘full or focused formal review’ of the Plan within two years from its adoption. Accordingly, the Council has commenced the Local Plan Review undertaking a Regulation 18 consultation on ‘Issues and Options’ between August and October 2022. Consultation on the Preferred Options (Regulation 18) Local Plan Review took place between 8th May and the 19th June 2024. Consultation on the Pre-Submission (Regulation 19) Local Plan took place between 4th February 2025 and 18th March 2025. The Council undertook a fourth formal stage of consultation (Focussed Consultation Additional Sites) in the preparation of the Local Plan Review, between 20th November 2025 to 8 January 2026. The consultation focussed on additional and expanded employment sites. This report provides a full IDP to support the Submission Local Plan.

Once adopted, the new Local Plan will cover the period to 2041 and will supersede the current Local Plan. It will set out site allocations as well as new policies for the determination of planning applications.

The IDP represents a key element of the Council’s evidence base to support the Local Plan Review. The IDP was commenced at an early stage of the plan making process. A Stage 1 Report was produced to provide a high-level assessment of the Issues and Options Spatial Approaches (see Chelmsford Local Plan Review Infrastructure Delivery Plan Stage 1 Report). The Stage 1 Report was used by the Council to inform the Preferred Options Consultation Document. A Stage 2 Report (November 2024) was produced to support the Regulation 19 Local Plan. This report provides a full IDP to support the Submission Local Plan. It has been developed taking into account the consultation responses received on the Regulation 18 and Regulation 19 consultations.

1.2 Role of the Infrastructure Delivery Plan

The purpose of this Study is to inform the preparation of the new Local Plan for Chelmsford, and form evidence underpinning and justifying the Local Plan as it progresses towards its Examination in Public. It will also be capable of use by the Council as part of the Development Management process, to underpin CIL charging and negotiations for developer contributions, to inform the whole-plan viability assessment, as well as the ongoing monitoring and prioritisation of projects through the Infrastructure Funding Statement.

1.3 Approach to the Infrastructure Delivery Plan

As part of the Stage 1 IDP, a baseline infrastructure capacity analysis was undertaken through a review of existing evidence and strategies, and engagement with infrastructure stakeholders.

This stage of the IDP sets out the infrastructure requirements of the Local Plan Review (incorporating the Preferred Spatial Strategy and Pre Submission Plans). In order to do this, it incorporates and updates the findings from the Stage 1 baseline infrastructure capacity analysis, the Stage 2 IDP to Support the Regulation 19 Local Plan, and provides further analysis associated with the Submission Local Plan. It includes:

- An assessment of the infrastructure required to support the Submission Local Plan considering the level of growth for housing and employment;
- Identification of any gaps in infrastructure provision having regard to the infrastructure baseline and the Submission Local Plan; and
- The required infrastructure, including details (where available) of the responsible infrastructure service provider, capacity required, likely cost, and funding gap (where possible) in relation to the Submission Local Plan.

Within the context of limited and diminishing funding, establishing a reliable and concise IDP will ensure any investment decisions are based on a sound understanding of infrastructure requirements and growth. This will offer greater certainty to service providers, funders and developers about how infrastructure will be funded and delivered, enabling growth and encouraging investment. IDPs are, by their very nature, a ‘snapshot in time’, and as different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time.

1.4 Limitations

This study has been prepared in accordance with the following parameters:

- **Snapshot In-Time:** The Spatial Strategy presented in this document represents the current position of CCC in January 2026.
- **Current Infrastructure Provision:** The IDP collates detail of the scale, distribution and capacity of existing and proposed infrastructure across the administrative area of CCC, from publicly available service data and has been verified through stakeholder engagement.
- **Infrastructure Schedule:** The study is supported by schedules of planned projects across the administrative area of CCC (see Appendix A). Appendix A has been updated to incorporate changes to dwelling numbers as set out in the Submission Local Plan. These schedules record all identified project requirements, including the infrastructure type, location, delivery mechanism, cost, and funding gaps. This IDP incorporates the update of further stakeholder engagement undertaken following the Regulation 19 consultations.
- **Infrastructure Modelling:** The study is based on publicly available data and feedback from engagement, and no additional modelling of infrastructure requirements has been undertaken at this stage.
- **Cost Information:** The cost information within the Infrastructure Delivery Schedule is based on information provided by infrastructure providers in the first instance. Where the infrastructure provider has been unable to provide costings, Arup has undertaken a benchmarking exercise to provide high level indicative costings for these schemes, where there is sufficient detail on the schemes available to do this. These costs are therefore subject to refinement and detailed cost analysis as such schemes develop.

1.5 Document Structure

This document is structured as follows:

- Section 2 sets out the relevant local and national policy context.
- Section 3 sets out the Submission Local Plan and the scale of growth proposed.
- Section 4 summarises the methodology used to identify the infrastructure requirements across Chelmsford.
- Section 5 considers highways, access and transport infrastructure.
- Section 6 considers flood protection and water management infrastructure.
- Section 7 considers green infrastructure, recreation and leisure.
- Section 8 considers digital infrastructure.
- Section 9 considers minerals and waste infrastructure.
- Section 10 considers energy infrastructure.
- Section 11 considers early years, childcare and education infrastructure.
- Section 12 considers healthy and safe communities’ infrastructure.
- Section 13 considers social and community facilities.

- Section 14 considers public realm and public art.
- Section 15 considers security infrastructure.
- Section 16 provides a summary of the IDP.
- Appendix A consists of the Infrastructure Delivery Schedules by Location and Site.

2. Understanding the Policy Context

2.1 Introduction

The following section outlines the national and local planning policy context for infrastructure planning within Chelmsford.

2.2 National Planning Policy Context

The National Planning Policy Framework (NPPF) and its supporting Planning Practice Guidance strongly underline the need for the proper planning and delivery of infrastructure as part of the plan making process.

2.2.1 National Planning Policy Framework (December 2024)

The latest version of the NPPF was published in December 2024. The NPPF is founded on the need to deliver and achieve sustainable development. This means supporting strong and healthy communities, protecting and enhancing our built, natural and historic environment and contributing to building a strong, responsive and competitive economy by identifying and coordinating development requirements, including the provision of infrastructure.

The NPPF identifies the crucial role of the Local Plan process in planning appropriately to meet infrastructure needs, including those arising as a result of new development. Paragraph 20 states that:

“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*

Specific references to infrastructure provision also run as a thread through the individual topic chapters throughout the NPPF. These include:

- Chapter 6, Building a strong, competitive economy – Paragraph 86: *“Planning policies should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.”*
- Chapter 8, Promoting healthy and safe communities – Paragraph 96: *“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which ...promote social interactions...are safe and accessible...enable and support healthy lives.”* Paragraph 98 adds that planning policies and decisions should *“...plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.”*
- Chapter 9, Promoting sustainable transport – Paragraph 109: *“Transport issues should be considered from the earliest stages of plan-making and development proposals...This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the*

scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- Chapter 10, Supporting high quality communications – Paragraph 119: “Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks...”

The NPPF also identifies the need for local authorities to work collaboratively to deliver new infrastructure. At Paragraph 16 it sets out the requirement for Local Plans to be “shaped by early, proportionate and effective engagement” with infrastructure providers and operators. At Paragraph 26, it also states that:

“Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.”

The NPPF also outlines the importance of the Local Plan process in the delivery of infrastructure – and at Paragraph 35 highlights the challenges of balancing infrastructure requirements with development viability: “Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”

The NPPF places emphasis on the importance of understanding viability at the plan-making stage, rather than on a case-by-case basis through the determination of planning applications. This allows it to be demonstrated from the outset that planning policies are realistic, and that the ‘costs’ to developers of those policies (such as infrastructure provision and affordable housing) do not render development unviable and unachievable. Paragraph 59 states that:

“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning practice guidance, including standardised inputs, and should be made publicly available.”

Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet all the tests set out in Paragraph 58 of the NPPF and Regulation 122 of the CIL Regulations:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

It is likely that many of the schemes identified within the IDP will be funded in part, or in whole, through Section 106 agreements with developers. As CCC has adopted a CIL, developer contributions could also be secured via CIL as appropriate, to fund required schemes.

2.2.2 Draft Revised National Planning Policy Framework (December 2025)

The Government published a consultation on proposed reforms and other changes to the planning system in December 2025. This included a revised version of the NPPF. The timescales for the implementation of the revised NPPF are unclear and the Council intends to submit the Local Plan Review under the existing NPPF therefore no changes have been made to the IDP as a result of the Government’s consultation.

2.2.3 National Planning Practice Guidance

National Planning Practice Guidance expands on the policy set out in the NPPF and provides an additional layer of advice in relation to the delivery of infrastructure. Paragraph 059 of the guidance on Plan-Making states the following:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward. At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed;*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”* (Reference: Plan-making, Paragraph 059 – Reference ID: 61-026-20190315)

The Planning Practice Guidance also reflects an emphasis on the understanding of viability of development at the plan-making stage. Paragraph 001 of the guidance on Viability states that *“policy requirements should be informed by evidence of infrastructure and affordable housing need...and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and Section 106.”* (Reference: Viability, Paragraph 001 – Reference ID: 10-001-20251216)

Paragraph 002 of the guidance on viability emphasises the collaborative nature of this process – *“It is the responsibility of landowners, site promoters and developers to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant.”* (Reference: Viability, Paragraph 002 – Reference ID: 10-002-20251216)

Accordingly, local planning authorities and developers should both be able to emerge from the plan making process with certainty about each party’s requirements and commitments in terms of the funding of new infrastructure. The conclusions of the IDP will therefore form a key input to the viability assessment for the Local Plan Review.

2.3 Local Policy Context

Development proposals should take account of both the adopted Chelmsford Local Plan (2020) and the following documents, which are all part of the Development Plan for the administrative area:

- Broomfield Neighbourhood Plan 2025
- Danbury Neighbourhood Plan 2024
- Essex and Southend-on-Sea Waste Local Plan 2017
- Essex Minerals Local Plan 2014
- Little Baddow Neighbourhood Plan 2023
- Sandon Neighbourhood Plan 2023
- South East Inshore Marine Plan 2021
- South Woodham Ferrers Neighbourhood Plan 2021
- Writtle Neighbourhood Plan 2021

2.3.1 Chelmsford Local Plan (adopted May 2020)

The Chelmsford Local Plan was adopted in May 2020 and includes a variety of strategic spatial policies and allocations to guide development within the administrative area up to 2036. Strategic Policy S6 – Housing and Employment Requirements sets out the minimum housing requirement of 18,515 new homes for the 23 years from 2013 to 2036, at a rate of 805 dwellings per year. An additional 20% supply buffer was set above this target to provide flexibility in the supply of housing sites and to boost supply, making up a total housing requirement of 21,843 new homes.

Strategic Policy S6 states that in order to meet the forecast growth in total employment of 725 jobs per annum during the plan period, the Local Plan allocates development sites to accommodate a minimum of 55,000sqm of new business floorspace (Use Classes B1-B8) in addition to existing commitments. In order to meet future convenience retail growth, the Local Plan makes provision for 11,500sqm of floorspace.

In order to meet the identified development needs, Strategic Policy 7 – The Spatial Strategy identifies the most sustainable locations to accommodate growth. New housing allocations within the Local Plan were focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford.

As part of the evidence base for the adopted Local Plan and to assess the infrastructure required to support the Local Plan growth, the Council prepared the Chelmsford Infrastructure Delivery Plan (prepared in January 2018 and updated in June 2018 and July 2019).

Adopted Local Plan Strategic Policy S9 – Infrastructure Requirements sets out the infrastructure requirements to support new development across Chelmsford. A list of required transport and highways infrastructure is included as well as infrastructure considerations relating to flood risk management, community facilities, green infrastructure and natural environment, historic environment, and utilities.

2.3.2 Local Plan Review 2022-2041

Strategic Policy 13 of the adopted Local Plan committed to a ‘full or focused formal review’ of the Plan within two years from its adoption. Accordingly, the Council commenced the Local Plan Review undertaking a 6-week Regulation 18 consultation on ‘Issues and Options’ between August and October 2022. Following on from this, the Preferred Options Consultation took place between May and June 2024. The Pre-Submission (Regulation 19) Consultation ended in March 2025 and the Regulation 19 Focussed Consultation on Additional Sites ended in January 2026.

The Local Plan Review seeks to identify new allocations and/or extend sites which are already allocated to accommodate the growth required until 2041. The IDP will form a key part of the evidence base that will inform and support the iterative process of developing the Local Plan Review. Once adopted this Local Plan will supersede the previously adopted Local Plan (2013-2036) and its Policies.

The Local Development Scheme (LDS) (October 2025) sets out the Council’s timetable for the production of the Local Plan Review, including key production and public consultation stages. At the time of writing, the LDS is as follows:

- Regulation 18 – Issues and Options Q1 & 2 2024 - complete
- Regulation 19 Pre- Submission Local Plan Q1 2025 – complete
- New LDS – Q4 2025 – complete
- Additional Sites Consultation (Regulation 19) – Q4 2025 & Q1 2026 – complete
- Submission – Q2 2026
- Examination – Q4 2026
- Adoption – Q1 2027.

2.3.3 Neighbourhood Plans

There are currently six ‘made’ (adopted) Neighbourhood Plans within Chelmsford, namely, Broomfield Neighbourhood Plan (2025), Danbury Neighbourhood Plan (2024), Little Baddow Neighbourhood Plan

(August 2023), Sandon Neighbourhood Plan (November 2023), South Woodham Ferrers Neighbourhood Plan (December 2021), and Writtle Neighbourhood Plan (December 2021). These plans set out the characteristics, challenges, and opportunities across each of the areas they cover and set out development management policies that shape the form of development coming forward.

There are a number of neighbourhood plans in progress covering Boreham (designated 31 May 2024 & at Regulation 16 consultation in early 2026), and East Hanningfield (designated September 2019).

2.3.4 Infrastructure Funding Statement

The preparation of Infrastructure Funding Statements (IFS) is now a requirement for all local authorities following the update to CIL Regulations in 2019. The latest IFS for Chelmsford was for 2024-25,¹ which sets out CCC's income and expenditure of all financial contributions which have been secured through S106 Agreements and CIL.

During 2024-25, CCC collected a total of £2.04m of CIL from developer contributions. Of this, £1.6m was for strategic infrastructure. S106 monetary contributions collected in the year totalled £10.6m, and £11.9m was spent. This included 9.042m collected for and 8.043m spent on Beaulieu Park Station.

ECC produce a separate IFS reporting on the amount of developer contributions obtained, allocated and spent relating to education, transport and highways. The latest IFS for Essex was for 2024/25² which sets out ECC's income and expenditure of all financial contributions which have been secured through S106 Agreements and CIL. During 2023-24, ECC received £950,000 from the Chelmsford community Infrastructure Levy and £79,838,261 was agreed through S106 obligations.

2.4 Duty to Cooperate and Cross-boundary issues.

The successful cross-boundary resolution of infrastructure matters is a key requirement of national policy, and also essential to demonstrate compliance with the Duty-to-Cooperate. The following neighbouring authorities directly adjoin Chelmsford:

- Uttlesford District council
- Brentwood Borough Council
- Basildon Borough Council
- Epping Forest District Council
- Rochford District Council
- Braintree District council
- Maldon District Council

¹ [infrastructure-funding-statement-2024-25.pdf](#)

² <https://www.essex.gov.uk/sites/default/files/2025-12/2024%20to%202025%20Infrastructure%20Funding%20Statement.pdf>

3. Summary of Growth

3.1 Introduction

This IDP assesses the growth associated with the Submission Local Plan covering the plan period to 2041.

3.2 Submission Local Plan

Strategic Policy S6 (Housing and Employment Requirements) states:

“In order to meet the transitional arrangements for assessed housing need calculated using the Standard Method, provision is made for a minimum of 22,990 net new homes at an average annual rate of 1,210 net new homes per year.

In order to meet the identified need of 40 new permanent pitches for Gypsies and Travellers, sites providing a total of 30 permanent pitches for Gypsies and Travellers, as defined by national planning policy, will be allocated with the remainder of the need to be met through windfall applications using the criteria of Policy DM3.

In order to meet the identified need of 38 new permanent plots for Travelling Showpeople, sites providing a total of 28 permanent plots for Travelling Showpeople, as defined by national planning policy, will be allocated with the remainder of the need to be met through windfall applications using the criteria of Policy DM3. B.

Employment: A minimum of 173,146 sqm of new employment floorspace (Use Classes E(g)(i-iii), B2 and B8), in addition to existing employment development commitments, is identified to be delivered over the Plan period through flexible employment site allocations.”

The plan commits to the delivery of a total of 24,915 homes during the period 2022- 2041. There have been (2,650), housing completions on existing sites (2,513), benefit from planning permission, existing Local Plan allocations to 2036 (11,975) and Windfall Projection to 2041 (2,362), the residual new Local Plan Allocations for the period to 2041 is 5,418 new homes. The Additional focused consultation added 11 new housing sites and 3 expanded housing sites adding 1,592 dwellings, and 1 expanded employment site of 10,500 additional sqm of employment floor space.

The Regulation 19 Pre Submission Local Plan allocated for 16,100 new homes and the Focussed Consultation on Additional Sites propose to allocate an additional 1,592 new homes on both expanded and additional sites, totalling 17,393 new homes.

Table 1. Housing supply

Housing supply as at 2022/23 to 2040/41	Net new homes
Completions 2022/23 – 2024/25	2,650
Sites with planning permission (excludes existing Local Plan allocations)	2,510
Existing Local Plan allocations	11,975
New Local Plan Review allocations	5,418
Windfall allowance (2028-2041)	2,362
TOTAL SUPPLY	24,915

Strategic Policy S7 (The Spatial Strategy) identifies the most sustainable locations for growth setting out a settlement hierarchy and identifying the amount of location of the proposed allocations for housing, employment, traveller pitches and travelling show people plots. The Spatial Strategy identifies three broad geographic areas where new growth will be accommodated comprising Growth Area 1 (Central and Urban

Chelmsford), Growth Area 2 (North Chelmsford), and Growth Area 3 (South and East Chelmsford). The table below set outs the proposed development locations and allocations.

Table 2. Strategic Policy S7 – Development Locations and Allocations

Site No.	Site/Location	New Homes Regulation 19 (1) (Pre-Submission)	New Homes Regulation 19 (2) (Focused Consultation)	Traveller Pitches	Travelling Show-people Plots	Net New Employment Floorspace
Growth Area 1 Central and Urban Chelmsford						
1	Previously developed sites in Chelmsford Urban Area	3,013	2,772			4,000sqm Use Class E(g)(i-ii)
2	West Chelmsford	880	880		5	
3a	East of Chelmsford – Manor Farm	360	360			
3b	East of Chelmsford – Land North of Maldon Road					5,000sqm Office/ Business Park
3c	East of Chelmsford – Land South of Maldon Road	109	109			
3d	East of Chelmsford – Land North of Maldon Road	65	65			
4	Land North of Galleywood Reservoir	24	24			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25	25			
18a	Land North West of Chelmsford North of Hollow Lane	0	100			
19	Land West of Patching Hall Lane	0	200			
	Area Total	4,476	4,535		5	9,000sqm
Growth Area 2 – North Chelmsford						
6	North East Chelmsford - Chelmsford Garden Community	5,576	5,579	10		56,946sqm Office / Business Park
7a	Great Leighs – Land at Moulsham Hall	750	750		5	
7b	Great Leighs – Land East of London Road	250	390			
7c	Great Leighs – Land North and South of Banters Lane	100	113			

Site No.	Site/Location	New Homes Regulation 19 (1) (Pre-Submission)	New Homes Regulation 19 (2) (Focused Consultation)	Traveller Pitches	Travelling Show-people Plots	Net New Employment Floorspace
8	North of Broomfield	512	512			
9a	Waltham Road Employment Area (expansion to north of existing site)					14,000sqm 3,500sqm B2/B8
9b	Land to the East of 118 to 124 Plantation Road, Boreham	0	60			
9c	South of Main Road and Dukes Wood Close, Boreham	0	22			
14b	Land south of Ford End Primary School Ford End	22	75			
15	Little Boyton Hall Farm Rural Employment Area					6,000sqm B2/B8
	Area Total	7,201	7,501	10	5	76,946sqm 66,446sqm
Growth Area 3 South East Chelmsford						
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	3,000	20	13	43,000sqm Business Space
16b	Land adjacent to A12 Junction 18					43,000sqm Business Space
10	North of South Woodham Ferrers	1,220	1,220			1,200sqm Business Space
11b	Land at Kingsgate, Bicknacre	20	20			
11c	Land west of Barbrook Way, Bicknacre	20	250			
12	St Giles Bicknacre	32	50			
13	Danbury	100	101			
17a	Land north of Abbey Fields, East Hanningfield	11	11			
17b	Land east of Highfields Mead, East Hanningfield	20	20			
17c	Land South of Rough Hill Complex, East Hanningfield	0	115			

Site No.	Site/Location	New Homes Regulation 19 (1) (Pre-Submission)	New Homes Regulation 19 (2) (Focused Consultation)	Traveller Pitches	Travelling Show-people Plots	Net New Employment Floorspace
17d	Land South and South East of East Hanningfield Village	0	150			
17e	Land South of Windmill Farm, Back Lane, East Hanningfield	0	40			
20	Land to East and North of Rettendon Place	0	350			
21a	Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	0	15			
21b	Land North of Congregational Church, Main Road, Woodham Ferrers	0	15			
	Area Total	4,423	5,357	20	18	87,200sqm
	Total Local Plan Allocations	16,100	17,393	30	28	173,146 sqm 162,646sqm

A number of the allocations are existing allocations in the adopted Local Plan. As such, some sites already have planning permission or have a planning application pending determination. This applies to the following sites:

- **Location 1** - Previously developed sites in Chelmsford urban area
 - Site 1b Former St Peter's College Fox Crescent - 24/00228/OUT submitted February 2024
 - Site 1bb (Car Park, Glebe Road) - site has full planning permission for 12 affordable residential apartments issued April 2023 (Ref: 22/02196/FUL)
 - Site SGS1f (Eastwood House Car Park, Glebe Road) - site has full planning permission for three apartment blocks comprising 197 dwellings granted in November 2021 (Ref: 19/01618/FUL).
 - Site 1k Former Chelmsford Electrical and Car Wash Brook Street - site has full planning permission for 41 units. 22/02263/FUL approved 20/12/2024
 - Site 1m Rectory Lane Car Park East – site has full planning permission for 22 affordable residential apartments issued October 2024 (Ref: 24/00293/FUL)
 - Site 1q Land rear Of 17-37 Beach's Drive Chelmsford - site has full planning permission for 18 units. 23/00116/FUL approved 20/12/23
 - Site 1s Garage Site and Land Medway Close Chelmsford - site has full planning permission for 6 units - 23/00195/FUL approved 08/11/2023
 - Rivermead Industrial Estate Bishop Hall Lane Chelmsford - site has full planning permission for 27 units, granted in November 2025 (25/00274/FUL).
 - .

- **Location 2** - West Chelmsford - Outline planning application pending resolution for 880 dwellings (Ref: 21/01545/OUT)
- **Location 3a** – East of Chelmsford - Manor Farm – site has a hybrid planning application pending for 360 homes and change of use to provide a country park (Ref: 22/01732/FUL and 22/01732/OUT).
Location 4 - Land North of Galleywood Reservoir - site has outline planning permission for 24 homes granted in December 2022 with reserved matters granted in January 2025 (22/00397/OUT & 24/01093 REM).
- **Location 6** – North East Chelmsford Garden Community – see section below.
- **Location 7a** - Great Leighs - Land at Moulsham Hall - Hybrid planning application for 750 homes pending resolution(Ref: 23/01583/FUL and 23/01583/OUT).
- **Location 7b** - Great Leighs - Land East of London Road - site has an outline planning application pending for an integrated retirement community comprising 190 units (Ref: 21/02490/OUT).
- **Location 7c** - Great Leighs – Land South of Banters Lane. Site has planning permission for 105 dwellings granted in June 2025 (Ref: 24/00695/FUL) and Land adjacent to The Gables, Banters Lane has full planning permission for 8 dwellings granted in February 2026 (Ref:23/01637/FUL)
- **Location 8** - North of Broomfield - Outline application (20/02064/OUT) approved on 31/07/2025 for 512 dwellings.
- **Location 10** - North of South Woodham Ferrers - site has a hybrid application pending resolution for 1020 homes (Ref: 21/01961/OUT and 21/01961/FUL) and outline application for 200 homes granted in February 2026 (Ref: 22/00311/OUT).

The Spatial Strategy includes two garden communities, one located in Growth Area 2 (North East Chelmsford Garden Community (Location 6)) and one located in Growth Area 3 (East Chelmsford Garden Community (Hammonds Farm) (Location 16a)).

The Strategic Growth Site 6 allocation has an approved masterplan and planning applications were submitted for 6,250 homes and around 57,000sqm of new employment floorspace (Zone 1 hybrid planning application: 22/01950/FUL and 22/01950/OUT, Zone 2 outline planning application: 23/01751/OUT, Zone 3 hybrid planning application: 23/00124/OUT and 23/00124/FUL), and Northern Radial Distributor Road planning application: 23/00114/FUL). In December, 2025, CCC resolved to grant planning permission for Zones 1 and 3 (Ref: Zone 1 are 22/01950/FUL, 22/01950/OUT and Zone 3 are 23/00124/OUT and 23/00124/FUL)

The North East Chelmsford Garden Community Developer Consortium comprises Countryside, L&Q, Ptarmigan Land and Halley Developments, working in partnership with Chelmsford City Council, Essex County Council and Homes England. The Consortium have prepared a masterplan (Development Framework Document (DFD)) and accompanying Infrastructure Delivery Plan (IDP). Given that North East Chelmsford Garden Community is subject to its own separate IDP, the infrastructure requirements of this site have not been considered in this IDP.

In relation to the new garden community (East Chelmsford Garden Community (Hammonds Farm) (Location 16a), this is located adjacent to the A12 and A414 and would be developed based on Garden City Principles to create a new sustainable, comprehensively planned, landscape-led garden community of 3,000 new homes and 43,000sqm of new employment floorspace over the Local Plan period, subject to the adoption of the Local Plan Review and planning permission for the site being granted. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. This Garden Community Site also has a separate IDP therefore the infrastructure requirements of this site have not been considered in this IDP.

3.3 Housing Trajectory

The housing trajectory included in the Submission Local Plan has been used in developing this IDP as it is critical to understand the nuances within the housing trajectory as this will have significant implications on when infrastructure delivery should occur across the plan period.

4. Study Methodology

4.1 IDP Scope and Key Stakeholders

The scope of the IDP addresses the infrastructure listed in the table below. The infrastructure scope includes services delivered by CCC, Essex County Council and other infrastructure delivery bodies that provide strategic provision of services across administrative boundaries.

Table 3. Infrastructure categories, types and stakeholders

Infrastructure Category	Infrastructure Type	Stakeholder(s)
Highways, access and transport	Highways	Essex County Council, National Highways
	Rail services	Network Rail, Essex County Council
	Bus services	Essex County Council, Arriva, First
	Active travel and micromobility provision	Essex County Council
Flood protection and water management	Flood and water management	Essex County Council
	Water supply	Essex and Suffolk Water
	Sewerage	Anglian Water
Green infrastructure, recreation and leisure	Parks and gardens	Chelmsford City Council, Environment Agency
	Natural and semi-natural greenspace	
	Amenity greenspace	
	Provision for children and young people	Chelmsford City Council, Sport England
	Indoor sports facilities	
Outdoor sports facilities		
Digital infrastructure	Broadband coverage	Essex County Council (Digital Essex) & commercial providers
Minerals and waste planning	Recycling centres	Essex County Council
	Waste transfer	
Provision of energy	Gas	National Gas
	Electricity	National Grid. UK Power Networks
Early years, childcare and education	Early years	Essex County Council
	Primary education	
	Secondary education	
	Special educational needs	
	Post 16 education	
Healthy and Safe Communities	Primary healthcare	Mid and South Essex Integrated Care Board
	Secondary healthcare	
	Specialist and Supported Housing	Chelmsford City Council, Essex County Council
	Ambulance services	East of England Ambulance Trust
	Police services	Essex Police
	Fire services	Essex Fire and Rescue
Social and community facilities	Youth services	Chelmsford City Council
	Libraries	Essex County Council
	Community halls	Chelmsford City Council
	Cemeteries	Chelmsford City Council

Public realm and public art	Site specific provision	Chelmsford City Council
Security	CCTV	Chelmsford City Council
	Safety initiatives	

4.2 Stage 1: Assessing the Baseline Infrastructure Capacity

An assessment of the baseline infrastructure capacity for each infrastructure type was undertaken in order to:

- Consider the overarching policy and strategy context;
- Identify current levels of provision; and
- Establish the implications for future growth.

The methodology below sets out the approach taken to inform the baseline assessment.

4.2.1 Review of existing evidence and strategies

A thorough desk-based review of relevant published evidence base documents and strategies from the full breadth of infrastructure providers and public-sector agencies was undertaken. This provided an understanding of existing infrastructure provision and any issues influencing the delivery of services and infrastructure, as well as any locally derived standards for the provision of specific infrastructure types. Details of the documents and strategies considered are set out within the relevant section for each infrastructure type.

4.2.2 Identifying current levels of provision

Through the process of preparing a comprehensive desk-based review, the IDP identified the existing levels of provision and capacity of different infrastructure types. It also provided an understanding of the different infrastructure interventions or improvements proposed, the timeframes of these proposals, and whether they adequately provide for the levels of growth envisaged.

4.2.3 Undertaking initial engagement with infrastructure providers

The Stage 1 IDP was informed by engagement with infrastructure providers between September and October 2023. It is critical to engage with infrastructure providers at an early stage of the IDP as it will ensure the right stakeholders are identified throughout the IDP process, enabling verification of the baseline issues.

Table 3 above lists the relevant stakeholders by infrastructure type. Engagement was undertaken via Microsoft Teams meetings and via email correspondence. Engagement with all stakeholders was not possible as part of the Stage 1 IDP however further engagement was undertaken as part of Stage 2.

4.3 Stage 2: Full Draft Infrastructure Delivery Plan

Stage 2 incorporated the findings from Stage 1 and assessed the infrastructure needs of the Council's emerging Local Plan Review – including the proposed site allocations for residential and employment use aligned with the Pre Submission Local Plan. It sets out specific infrastructure interventions required to support the delivery of the site allocations.

The methodology below sets out the approach taken to inform the Stage 2 IDP.

4.3.1 Identifying Proposed / Planned Infrastructure Projects

Through the review of existing infrastructure evidence and strategies, an initial infrastructure project list was identified of planned/proposed projects across Chelmsford. This provided an initial draft of the Infrastructure Delivery Schedule which was used to inform further stakeholder engagement.

4.3.2 Undertaking further engagement with infrastructure providers

Following on from the previous engagement, this IDP has been informed by engagement with infrastructure providers between May and August 2024 with subsequent selective engagement undertaken in June 2025 for

those stakeholders where no meeting took place in 2024. The engagement sought to review and update the baseline findings (where required) and determine the implications of the Pre Submission Local Plan and future infrastructure investment needed.

Table 3 above lists the stakeholders that were consulted as part of the IDP. Engagement was undertaken via a series of one-to-one meetings via Microsoft Teams as well as via email correspondence. All stakeholders were provided the same overarching presentation that summarised the commission and preferred growth strategy as well as information summarising the existing infrastructure capacity and project schedule relevant to their infrastructure specialism.

4.3.3 Infrastructure needs assessment and Infrastructure Schedule

Utilising the Stage 1 baseline assessment findings and the outputs from the subsequent technical stakeholder engagement, a needs assessment was undertaken by infrastructure topic to identify the additional infrastructure requirements to support growth as part of the Pre Submission Local Plan. The infrastructure needs assessment has only been informed by stakeholder engagement and no additional modelling has taken place.

Following stakeholder engagement and the infrastructure needs assessment, an Infrastructure Delivery Schedule was produced that sets out the infrastructure required to support the growth proposed in the Local Plan Review, providing (where possible), the cost, funding, location and delivery bodies of each infrastructure investment. Further detail on the Infrastructure Delivery Schedule and the sections included within it is set out below.

4.4 Stage 3: Update of the Full Draft Infrastructure Delivery Plan

Stage 3 (this report) involved an update to the full draft IDP incorporating the findings from Stage 1 and 2 and providing an assessment of the infrastructure needs of the Council's Submission Local Plan. The Infrastructure Delivery Schedules in Appendix A were updated as part of Stage 3.

In July, 2025, the Government cancelled the A12 (Chelmsford to A120) Widening Scheme, which had planning permission through a Development Consent Order (DCO) and supported significant house building in Chelmsford and neighbouring districts. Since this cancellation there has been ongoing engagement with National Highways and Essex County Council Highways.

4.5 Infrastructure Delivery Schedules

The schedules includes the following information:

- **Infrastructure category and Infrastructure type** – Some interventions are cross-cutting across several different infrastructure categories/types.
- **Growth Area** – This relates to the Council's Growth Areas 1, 2 or 3.
- **Location** – This relates to the general location within the Growth Area.
- **Site** – This relates to the site to which each infrastructure intervention relates. Some interventions may affect several sites or locations, and this will be noted. Other interventions may apply administrative area-wide.
- **Intervention description** – Details of the specific infrastructure intervention.
- **Prioritisation** – To support future investment and funding decisions, interventions will be assigned a recommended priority level based upon Arup's assessment. It should be noted that these may not necessarily reflect political and infrastructure provider views – but are intended to be a practical and pragmatic basis upon which to proceed. Lower priority infrastructure should not be assumed to be of any lesser importance in terms of making development acceptable in planning terms. Developers will still be expected to deliver all identified infrastructure needs. The three categories are:
 - **Critical** – Infrastructure that must happen for development to proceed. It generally includes connections to transport and utilities networks, and will be triggered by the commencement of development activity, including any pre-commencement/enabling works.

- **Essential** – Infrastructure that will mitigate impacts arising from development. It is generally generated by demand from new residents, and will be triggered upon occupation of a development site (or part of a site).
- **Important** – Infrastructure that is required to achieve sustainable growth and deliver good place making objectives. It will improve operational infrastructure capacity and/or deliver wider benefits.
- **Responsibility for delivery** – The infrastructure provider and/or public body with responsibility for delivery of an infrastructure intervention. Responsibility may be shared between several organisations.
- **Anticipated delivery mechanism** – The likely source of funding for a specific infrastructure intervention. There are three main sources:
 - Direct developer funding such as Section 106 agreements (or Section 278 agreements for highway matters) with developers – for infrastructure investments necessary to make development acceptable on individual sites, or which are necessary on a cumulative basis because of development arising on a combination of sites.
 - Community Infrastructure Levy (CIL), paid by developers based upon the floorspace of their development – for infrastructure of a more general and/or lower-scale nature, which is not directly linked to growth or for which a need already exists.
 - External funding sources such as from Government through national programmes or funding delivered by Essex County Council– for infrastructure of a higher-scale or more strategic nature, too expensive to be funded by development.
- **Estimated cost** – The best estimate of cost for each infrastructure intervention, with the source of the funding estimate noted in each case. For some interventions it may not be possible to obtain or estimate a cost (with that being noted where relevant) – this will either be because of a lack of detail on the intervention, or because costs have not yet been formulated by the delivery body. A few of these costs are identified as ‘Private and Confidential’ with no figure shown – this is because they contain commercially sensitive information which cannot be published.

The approach to estimating costs is based on information provided by infrastructure providers in the first instance. Costs indicated in the IDP are based upon the latest published costs which are generally subject to indexation (to adjust for inflation and other influences) over time. The approach used by the infrastructure providers to calculate these costs have been set out within the relevant section for each infrastructure type, including where there are established metrics which the infrastructure provider uses. The approaches are therefore specific to each infrastructure type and provider.

Where the infrastructure provider has been unable to provide any cost estimates, Arup has undertaken a benchmarking exercise to provide high level indicative costings for these schemes, where there is sufficient detail on the schemes available to do this. As each site has its own specific circumstances, previous infrastructure costs are therefore not a perfect indicator of what future infrastructure costs might be. However, in order to provide a frame of reference for considering the effect of infrastructure requirements on the viability of the sites identified in the Local Plan Review, indicative costs have been set out wherever possible. The final costs for any infrastructure items will be subject to further inputs from infrastructure providers (where relevant) and will be subject to refinement as and when detailed discussions take place as part of the development management process of determining future planning applications for each site.

- **Funding gap** – The best estimate of the residual funding that needs to be secured, based upon forecast Section 106 developer contributions from contributing sites or other known means of funding. This funding gap could be bridged by the indicated anticipated funding source in the previous column.
- **Contributing sites** – Those sites currently proposed for allocation from which it is considered contributions should be secured, based on their proximity and/or likelihood to generate the demand by which the infrastructure intervention becomes necessary.
- **Cost per dwelling** – The schedules in Appendix A provide a cost per dwelling based on the infrastructure requirements for each site. Given there are costing gaps in the schedules, this does not

reflect the full cost per dwelling requirements, and these may increase once interventions which are currently uncosted or unspecified have been confirmed and costed. The cost per dwelling for each site has been calculated based on the infrastructure costs specifically relating to that site combined with an equal apportionment of administrative area-wide and growth area-wide costs (i.e. based on the assumption that all sites will contribute equally to these interventions).

- **Total cost to the developer** – The schedules in Appendix A include a section setting out the total infrastructure cost to the developer for each site and the developer cost per dwelling. This reflects the total infrastructure costs for that site minus any items which have already been funded. For items which are likely to have multiple funding sources, an assumption has been made regarding how much the developer will be required to contribute. This has been discussed and agreed with the Council.

4.5.1 Ongoing status of the Infrastructure Schedule

An IDP is intended to be a ‘living document’ that can be updated and reviewed at regular intervals. Where new or different information is received by the Council, or indeed the Council’s own evidence base changes, it will be appropriate to review the IDP and amend the identified infrastructure requirements where necessary. This is particularly the case given the site-specific nature of demand forecasting in the IDP, which is based upon the sites proposed for inclusion in the Local Plan Review. It may need to be updated further as the Local Plan Review’s Examination in Public progresses, to ensure an up-to-date understanding of infrastructure requirements.

It is also important to note some of the sites upon which the infrastructure schedule is based are not expected to be built out until towards the end of the plan period, and the context and circumstances of these sites may therefore have changed by the time a planning application is submitted to the local planning authority. Subsequent updates to the IDP are therefore likely to supersede the assumptions set out in this document over time. The timescales for updating the IDP will depend on the extent to which circumstances change. It is recommended that updates are made at least once every five years, linked to the NPPF’s requirement to undertake reviews of Local Plans at this frequency.

5. Highways, Access and Transport

5.1 Overview

This section considers the full spectrum of transport infrastructure provision within Chelmsford. Transport infrastructure of one form or another is likely to be utilised by most residents on a regular basis, as well as by every visitor to the city. It therefore has a crucial impact on how Chelmsford operates – on its economy, and on quality of life.

This section considers the following transport infrastructure types:

- Highways
- Rail Services
- Bus Services
- Active Travel and Micromobility Provision

The national policy backdrop has changed significantly over the last few years with focus on social equity, health and decarbonisation gaining prominence with a need to grow the economy around sustainable and greener development principles leading a policy transformation and the production of new standards. These are reflected in key policy documents as follows:

- The 2018 Road to Zero, the Government’s carbon reduction strategy for road transport and the publication in July 2021 of the Transport Decarbonisation Plan.
- The Future of Mobility: Urban Strategy 2019 and the complementary Rural Strategy (currently in development).
- Publication of Gear Change, the Government’s vision for walking and cycling, and new guidance on the design of cycle infrastructure (e.g., Local Transport Note (LTN) 1/20).
- New approaches to rail and bus service delivery contained within Bus Back Better and the Williams-Shapps Plan for Rail published in 2021.
- New guidance for Local Transport Plans (LTPs) and accompanying Quantified Carbon Reduction Guidance (awaited).
- The publication of a revised Manual for Streets (awaited).

In 2021 the Government published Decarbonising Transport Plan: A Better Greener Britain which recognised that transport is not just how you get around, it shapes towns, cities, countryside, living standards, health, and quality of life. It commits to embedding transport decarbonisation principles in spatial planning and making public transport, cycling and walking the natural first choice for all.

Furthermore, the Department for Transport is currently developing a strategy which will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years. It is intended to set out a single national vision that will:

- put people who use transport and their needs at its heart; and
- empower local leaders to deliver integrated transport solutions that meet the needs of their local communities.

A Call for Ideas was announced from November 2024 to February 2025. The final strategy has yet to be published.

There are a number of strategy and policy documents specific to the individual transport infrastructure types listed above, reviewed in the corresponding sections of this chapter. This section covers strategic transport policy documents relevant to all transport modes.

Essex Transport Policy

Essex's Local Transport Plan 3 was published in June 2011 and set out ECC's strategy for future transport provision. Given policy evolution since the adoption of LTP3, at the national, sub regional and local level, the current ECC transport policy is comprised of the following:

- The Local Transport Plan (2011) is the Essex Transport Strategy (LTP3).
- The recommendations of the Essex Climate Action Commission (ECAC) in their report Net Zero: Making Essex Carbon Neutral (ECAC).
- The Transport East: Transport Strategy (endorsed by ECC in July 2022).

Transport East is the sub-national Transport Body for Norfolk, Suffolk, Essex, Southend, and Thurrock, and published its Transport Strategy to 2050 in July 2022. This Strategy comprises four priorities regarding reducing demand by making it easier for people to access services locally or by digital means; supporting people to switch from private car to active and passenger transport, and goods to more sustainable modes like rail; switch fuel for vehicles to net zero carbon fuels at the earliest opportunity; and to encourage zero carbon growth by supporting authorities and developers to plan, locate and design new development that reduces the need for people to make carbon intensive transport trips.

ECC has commenced the preparation of LTP4 which is expected to be published in Summer 2026. LTP 4 will reflect and formally incorporate the revised policy framework contained within Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of active and sustainable transport and the need to address the impacts arising from climate change.

Chelmsford's Future Transport Network

The Chelmsford's Future Transport Network document was published in February 2017. The document has set out the vision for Chelmsford to 2036 to become 'best in class' offering enhanced connectivity, and access to opportunities for residents, visitors and businesses to support the sustainable economic growth of the city.

To achieve the vision, the following seven objectives are used to assess all potential schemes against:

- Sustainable and economic growth.
- Improved transport network reliability.
- Improved connectivity.
- Sustainable Transport.
- Attractive Environment.
- Healthier Environment.
- Safe transport network and environment.

The strategy applies a zonal approach which has been successfully included within the adopted Local Plan for considering schemes and proposals, which incorporates an:

- Outer zone – To remove as much traffic as possible from the outskirts of the City and beyond utilising the existing and potential future Park and Rides; encourage rail use to access Chelmsford; ensure efficient utilisation and management of the strategic route network to direct people onto the most appropriate routes into the City Centre.
- Mid zone – To encourage trips originating within Chelmsford to be made by active and sustainable travel modes.
- Central zone – To improve the pedestrian environment for walking trips and shoppers and visitors; to utilise the network to its best advantage by directing trips onto the most appropriate route and direct the remaining car trips to the most appropriate car park.

5.2 Highways

Policy and Context

Highways within Chelmsford are the responsibility of National Highways, which manages the strategic road network, comprising motorways and major A roads, and Essex County Council, which manages the remainder of the city's A roads, as well as all B roads and unclassified roads. The key policies and strategies of these organisations are set out across the following documents.

National Highways' Strategic Business Plan 2020-2025 sets out the approach to modernising maintaining and operating the strategic road network. National Highways is aiming to integrate digital technology into every aspect of their project life cycles. National Highways will invest in their digital capabilities to drive fundamental shifts the three core areas:

- Digital for customers – providing better information directly to customers based on real-time data.
- Digital operations – increase in remote asset monitoring.
- Digital design and construction – further efficiencies in project design and delivery.

On 24 March 2025, the Government published the financial settlement for Investment and management of the strategic road network from April 2025 to March 2026. As required under the statutory directions and guidance, National Highways plans for using this funding will be set out through their 2025-26 Interim Period Delivery Plan (IPDP), which will be published once it has been approved by the Secretary of State for Transport.

ECC's transport policy is described in the previous section. A key policy objective for ECC, Transport East and National Highways is to ensure the safe and efficient operation of the strategic and main road networks so that they support development and enable the delivery of economic growth, improve journey time reliability, and minimise the impacts of climate change arising from transport. The SRN should be considered as part of the wider multimodal network involving connection to local junctions and network and areas of economic activity.

In relation to parking, the Parking Partnership brings together all street-based parking services in Essex. The service is Council-run and is a partnership between ECC and Chelmsford City Council in relation to the South Essex Parking Partnership (SEPP). The aim is to administer the parking rules to a fair, proportionate, and consistent standard in order to provide a service in a reasonable and responsible way.

Current Levels of Provision

Chelmsford benefits from good road accessibility to London and the wider region including Braintree, Stanstead, Cambridge, and South Essex. The principal roads that connect the City to the rest of the strategic road network are:

- A12 - an important economic link which connects to the M25 and London, Colchester and Ipswich;
- A131 to Braintree and via the A120 to London Stansted Airport;
- A130 to the A13 and via the A127 to London Southend Airport and Basildon;
- A132 between Rettendon Turnpike and South Woodham Ferrers; and
- A414 linking Maldon and Harlow.

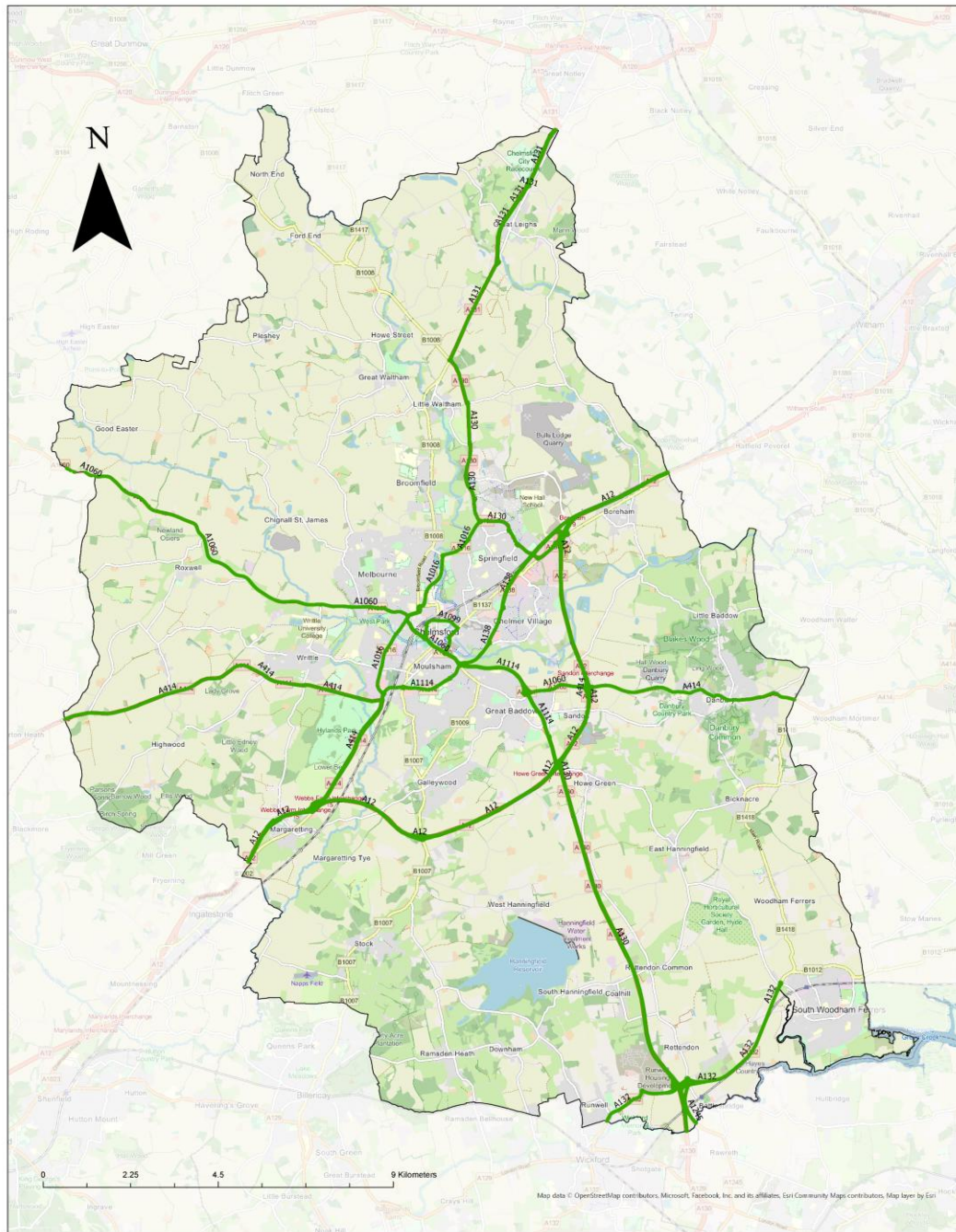
There are congestion issues at peak hour on the strategic road network on the A12 between junctions 15 and 19, particularly if there are incidents on the A12. This is due to Chelmsford being heavily reliant on the A12 junctions providing connections across the city, especially to the south. Some of the main roads through the city centre are at, or near to, capacity, operating at 96% capacity at peak times³. Some cycleway, junction

³ Chelmsford Local Plan, Transport Topic Paper. Available at: [19-preferred-options-transport-topic-paper-may-2024.pdf \(chelmsford.gov.uk\)](#)

improvements and traffic management measures have already been implemented as part of the Chelmsford Active Travel Fund Tranche 2.

Figure 1 below shows the network of A roads within Chelmsford.

Figure 1. Network of A roads within Chelmsford



Legend
road classification
— A Road
— Motorway

ARUP <small>ARUP Infrastructure Ltd, 100 Brook Hill Drive, Suite 200, Chelmsford, Essex, SS1 6YU, UK</small> <small>ARUP Infrastructure Ltd, 100 Brook Hill Drive, Suite 200, Chelmsford, Essex, SS1 6YU, UK</small> <small>ARUP Infrastructure Ltd, 100 Brook Hill Drive, Suite 200, Chelmsford, Essex, SS1 6YU, UK</small>	Chelmsford District Council IDP		Date: _____ Status: _____
	Drawing Title: Transport - Roads in Chelmsford District Council		Date: 29/277-00 Status: Draft Drawing Number: _____

Table 4 below provides a list of major improvements, bridge and developer schemes in Chelmsford which are either proposed, currently underway, due to begin in the near future, or recently completed.

Table 4. Proposed and completed highway improvements, bridge and developer schemes in Chelmsford (Note: this list may be subject to change)

Highway Scheme	Brief Description	Responsible Authority
<p>A12 Chelmsford to A120 widening scheme (Junctions 19-25)</p>	<p>Widening of the A12 between Junction 19 (Boreham Interchange, Chelmsford) and Junction 25 (Mark Teys interchange) to ease congestion and cope with increasing traffic demands.</p> <p>Timescales: DCO was granted in January 2024 and was cancelled in July 2025.</p>	<p>National Highways</p>
<p>Active Travel Fund 2 Works in the City Centre</p>	<p>ECC secured £7m from the Government’s Active Travel Fund 2 for schemes in Braintree, Brentwood, Chelmsford, and Wickford to help make it easier and safer for residents to walk or cycle, reduce traffic congestion, cut air pollution, and improve residents’ physical and mental wellbeing. As part of this funding improvements have been implemented to selected routes in the Chelmsford Area, namely:</p> <p>Trinity Road Healthy School Street: Removed existing bollards and replaced them with pencil-shaped ones; installed temporary street art to alert drivers to slow down and installed ‘20 is Plenty’ and ‘Children Crossing’ signage.</p> <p>Springfield Park Road / Springfield Park Lane junction alterations: Installed on-carriageway cycle markings; refreshed all street lining and the existing roundels as well as improved the Springfield Park Road and Springfield Park Lane junction and raised table.</p> <p>Navigation Road: Refreshed all street lining and existing roundels; removed the existing centre line; and replaced signage on the Navigation Road and Hill Road junction.</p> <p>Chelmer Road and Sandford Road: Upgraded the existing crossing to a Toucan crossing and pruned existing vegetation.</p> <p>Waterloo Lane: Construction of raised table and on-carriageway cycle markings along Waterloo Lane as well as the segregated cycleway along the Riverside cycle path.</p> <p>Timescales: All works are completed.</p>	<p>ECC</p>
<p>Army and Navy Sustainable Transport Package</p>	<p>The Army and Navy Junction is a key gateway into and out of the city. The junction is already over capacity during the morning and evening peak times. As a result, it suffers from severe congestion and bus passengers, pedestrians, cyclists and drivers regularly experience delays. This also results in it being a poor-quality environment for all road users.</p> <p>The Army and Navy Sustainable Transport Package was approved by ECC in March 2022 and three separate planning applications submitted in January 2024 for the Army and Navy Junction, Sandon Park and Ride, and Chelmer Valley Park and Ride. It includes the redesign of the junction in the form of a hamburger roundabout; improved walking and cycling facilities at the junction and on approaches; improved bus priority/bus lanes on Parkway; extension to Essex Yeomanry Way bus lane; and a 350-space expansion of Sandon Park and Ride and</p>	<p>ECC</p>

Highway Scheme	Brief Description	Responsible Authority
	<p>500-spaces at Chelmer Valley Park and Ride. ECC has conditionally been awarded £69m from the Government's Major Road Network (MRN) funding towards the overall £81m costs, which will also be part funded by ECC and CCC via CIL.</p> <p>Timescales: The planning application for this scheme was approved in November 2024, Based on the current programme, which assumes the necessary land needed for the project can be obtained through negotiations with the owners, construction is expected to start in 2027. It is expected to be completed in 2029. Funding support from the government was confirmed in the Spending Review in June 2025.</p>	
Boreham Capacity Improvements, Boreham, Chelmsford	<p>Improvements to connect the Interchange to the new Relief Road, which will become the A131, together with an increase to the capacity and improvements to the Pedestrian and Cycle Routes, which run through the interchange. The works will also facilitate access to the planned new station at Beaulieu.</p> <p>Timescales: Completed November 2022.</p>	Countryside Properties, ECC
Broomfield Hospital NHS Roundabout improvements	<p>Improvements to the roundabout at the junction of B1008 Main Road and Hospital Approach to improve capacity. This is linked to the planning permissions for the extension of Broomfield Hospital and the existing allocation for 450 homes in the adopted Local Plan (Strategic Growth Site Policy 8 – North of Broomfield).</p> <p>Timescales: The project consists of six phases. Phase 1, 2, 3, 4a, 4b were completed in 2021/22. No timescales for Phase 5 and 6.</p>	Mid Essex Hospitals Trust, ECC
Bunny Walks, Chelmsford	<p>Improvements to the section of cycleway along Bunny Walks between Victoria Road and Hillview Road, specifically focusing on ride quality and safety.</p> <p>Timescales: Completed March 2024.</p>	ECC
Chelmer Waterside Road Access and Bridge	<p>The new access road and Bow Bridge link Wharf Road and Parkway, alongside the Essex Record Office. It replaces the existing Bailey Bridge, creating access to Chelmer Waterside and providing additional capacity to the network, which is under pressure at the Springfield Road/Navigation Road junction. The bridge provides access only for pedestrians, cyclists, and vehicles. It was funded through the Housing Infrastructure Fund.</p> <p>Timescales: Completed July 2025.</p>	CCC
Chelmsford City Growth Package	<p>ECC secured £15 million to be invested in sustainable transport schemes designed to help alleviate pressure on Chelmsford's Road network. This included various measures including installation of cycle tracks, introduction of a safe crossing, creation of new cycle routes, improvements to signage, Admiral Park bridge replacement and creation of a dedicated bus lane.</p> <p>Timescales: Completed in 2021.</p>	ECC
Chelmsford Garden Community –	<p>The Northern Radial Distributor Road (NRDR) is located to the north of the development. It runs across the full</p>	

Highway Scheme	Brief Description	Responsible Authority
Northern Radial Distributor Road	<p>width of the Chelmsford Garden Community linking into Essex Regiment Way in the east and the proposed Chelmsford North East Bypass to the west.</p> <p>Timescales: A planning application (23/00114/FUL) for the road was submitted on the 23 January 2023 with the developer submitting amended documents on 22 September 2023. An enabling works application was granted in August 2024 (24/00810/FUL). The NRDR will connect to Phase 1A of the CNEB planned to be delivered in 2026.</p>	
Chelmsford Garden Community – Radial Distributor Road 1	<p>The Radial Distributor Road (RDR) was completed in 2022 providing a link through the consented Beaulieu Park development from Essex Regiment Way to connect into improvements at Boreham Interchange and access to the new station. The RDR will become the new A131 (signed route to Stansted Airport) allowing Colchester Road and White Hart Lane to be downgraded to local roads in due course.</p> <p>Timescales: Completed in 2022 and fully opened in October 2023.</p>	
Chelmsford North East Bypass (CNEB)	<p>The Chelmsford Northeast Bypass (CNEB) (and Beaulieu Railway Station – see section below) will be funded by the Housing Infrastructure Fund (HIF), South-East Local Enterprise Partnership and developer contributions enabling around 10,000 new homes in North Chelmsford and south of Braintree to come forward.</p> <p>The CNEB will be delivered in phases as outlined below:</p> <ul style="list-style-type: none"> • Phase 1A – to connect with Beaulieu Parkway relief road in the south providing connectivity to the A12 at Boreham Interchange via Generals Lane Bridge. To the north, the CNEB will join with the Northern Radial Distributor Road being delivered as part of the Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A130 Essex Regiment Way. This phase will use the HIF monies which will also deliver Beaulieu Park station in full, enabling the delivery of around 6,000 homes by 2036. A new bridge north of Beaulieu Parkway will allow for the continuation of mineral extraction at Bulls Lodge and serve as a new east-west vehicle, cycle and pedestrian route post extraction. • Phase 1B and 2 – to connect to the A131 at Chatham Green unlocking the remaining housing growth across Chelmsford including Great Leighs and Broomfield and in Braintree district at Great Notley. These sections will primarily be funded through developer contributions and delivered later as new development comes forward. <p>Timescales: Phase 1A construction commenced at the start of 2025 with completion due in 2026.</p> <p>Phase 1B and 2 is anticipated to be constructed beyond the life of the current Local Plan (i.e. 2036). ECC continue to proactively seek funding for these later phases, including potential developer contributions.</p>	ECC

Highway Scheme	Brief Description	Responsible Authority
Paper Mill Bridge, North Hill, Little Baddow	Improvements to Paper Mill Bridge which has limited structural capacity, sub-standard parapets and is in deteriorating condition. Timescales: Structural assessments completed in August 2022. The next stage will involve a feasibility study.	ECC
Springfield Road / Navigation Road, Chelmsford – junction improvements	As part of the planning conditions for the 'Chelmer Waterside Peninsular' development (planning reference 16/01630/FUL), Taylor Wimpey are required to carry out highway works to improve vehicle capacity, journey times and provide formal pedestrian crossing facilities to enable the public to navigate the junction more safely. In preparation for these improvements at the junction, a number of utility companies will need to divert their underground services. Timescales: Utility works taking place during 2023. Works to install new traffic signals, improve pedestrian crossing points, road widening, and street lighting improvements commenced in April 2024 and completed in Summer 2024.	Taylor Wimpey, ECC
Victoria Road (A1099) improvements, Chelmsford	This includes waterproofing works to Victoria Road Bridge, repairs and resurfacing of Victoria Road between the junction of Springfield Road to New Street, upgrades to the existing pedestrian crossing facilities located adjacent to Victoria Road Bridge and links to the Bunny Walks, and improvements to riverside cycle routes from Victoria Road to Waterloo Lane as part of the Active Travel Fund plans. Timescales: Waterproofing and resurfacing works have been completed. Pedestrian crossing works completed in September 2023. Cycle route works have been delivered through the Active Travel Fund 2.	ECC
Westway, Chelmsford - traffic signal renewal	Renewal of the aging traffic signals located at the junction on A1016 Westway, Writtle Road and Waterhouse Lane. Timescales: Completed early 2023.	ECC

Source: ECC website⁴ and engagement with ECC.

Car Parking

There are 37 car parks within Chelmsford owned and operated by a variety of providers. These car parks have a combined capacity of over 9,910 spaces which represents 0.04 space per head of the administrative area population (177,079 as of 2018).⁵ CCC operates 27 of the 37 car parks, and NCP operates the railway station car park.

ECC operates two Park and Ride sites in Chelmsford, the Chelmer Valley Park and Ride site (to be expanded by 500 spaces to 1,500 spaces) and the Sandon Park and Ride site (proposed to be expanded by 330 spaces to 1,760 spaces). The number of spaces provided at these locations is illustrated in Table 5.

⁴ Available at: <https://www.essexhighways.org/chelmsford-schemes>

⁵ Source: ECC Bus Service Improvement Plan 2021-2026 – Detailed District Review - City of Chelmsford Bus Network Rail

Table 5. Park and Ride Parking Spaces

	Chelmer Valley Park and Ride	Sandon Park and Ride
Parking Space	976	1377
Disabled Parking	24	34
Charging Facility	4	2

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed highways infrastructure requirements within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

The overarching objective of ECC’s policies for transport and travel across Essex is to enable a shift to more active and sustainable transport modes, including public transport, cycle provision, and other forms of active travel. There are existing capacity issues on the current road network which causes incidents, congestion, and journey reliability. There are a number of proposed interventions and improvements by ECC and National Highways however additional interventions are likely to be required to accommodate the planned level of growth.

All sites will be required to provide the following:

- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority.
- New or improved safe and convenient pedestrian and cycle connections.
- Appropriate measures to promote and enhance active and sustainable modes of transport.
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.

ECC, and its consultant, has undertaken the strategic highway assessment to inform all stages of the Local Plan Review with regular meetings with NH regarding the impact and necessary mitigation along the A12 corridor, particularly junctions 17 to 19. ECC, CCC, Transport East and other directly related local planning authorities continue to lobby Government to consider the impact of the cancellation of the A12 widening scheme with regards live planning applications at North Chelmsford Garden Community and this Plan, particularly with regards A12 junctions 18 and 19.

The latest modelling report serves as an update to the ‘Chelmsford Local Plan Review: Transport Impact Appraisal of Local Plan Review Pre Submission’- December 2024 (July 2025 Update) to assess the impact of the additional/expanded housing sites totalling 1,592 homes and expanded employment site of 10,500 sqm additional floorspace. Just over half of the additional development is located in Growth Area 3, south of Chelmsford and the A12 corridor. It is considered:

- highly unlikely that the trips associated with the additional sites will be of a sufficient scale to significantly impact the capacity of key junctions.
- that development south of Chelmsford will increase the volume of trips looking to route through A12 Junction 17 at Howe Green, but the overall impact on junction capacity is likely to be small given the extent of congestion already modelled at the junction in 2041. Some trips from the additional sites will lead to the displacement of background traffic flows, potentially causing a small quantum of ‘rat-running’ through West Hanningfield, but resulting in little overall change to the forecast modelled capacity of the junction itself.
- several junctions in the Plan area are modelled to operate overcapacity by 2041 primarily as a result of background traffic growth and flows from adopted Local Plan development. These junctions, along with those assessed as part of the Pre-Submission modelling (specifically A12 Junctions 17 and 18 and Eves Corner), are the subject of various development impact mitigation measures that have either been

highlighted in this appraisal and/or commented on in the December 2024 Pre-Submission modelling report (July 2025 Update).

- that further mitigation needs to be considered to address the highway impact of trips associated with the additional sites alongside the Local Plan Pre-Submission. However, it is recommended that developers of these sites should consider relevant mitigation measures in current planning documentation and/or schemes proposed as part of the latest Plan Review evidence base, with a view towards providing a funding contribution towards their implementation.

In responding to the Regulation 19 consultation, ECC stated that the growth identified in the Plan, including the two garden community proposals at North and East Chelmsford and the strategic employment site adjacent to Junction 18, have an impact on the A12 Corridor, in particular junctions 18 and 19, but which is not considered to be 'severe'. Following assessment of the additional site allocations this position remains.

The A12 Development Consent Order (DCO) for the widening of the A12 from Chelmsford (Junction 19) to the A120 (Junction 25) including significant improvements to Junction 19 (Boreham Interchange) was cancelled by Government in July 2025 and its funding formally withdrawn. The Local Plan traffic modelling (October 2025) concludes that the full improvements to Junction 19 of the A12 contained within the DCO are required as a minimum to deliver the strategic growth in the Adopted Local Plan and the review of the Local Plan and achieve sustainable/active travel requirements. However, the Strategic Model baseline 'Do Nothing' scenario (i.e. no Local Plan growth), which is agreed with NH, shows that there are existing capacity issues at Junction 19 Boreham Interchange. Consequently, NH have indicated that the local plan growth within the review of the Local Plan should not be expected to provide mitigation consistent with the full A12 DCO scheme at Junction 19. These baseline issues occur independently of planned growth. Accordingly, development arising from the Local Plan Review should not be expected to deliver mitigation equivalent to the full A12 DCO scheme at Junction 19, which is necessary in any event to address pre-existing operational deficiencies on the Strategic Road Network (SRN).

As part of the DCO cancellation announcement, the Minister of State for Transport stated that smaller scale interventions on the A12 could still be considered where they unlock growth. A Task Group involving NH and Government is ongoing to explore opportunities to access funding and to consider options for a phased approach to delivering improvements on the A12 corridor. This is expected to be completed by Autumn 2026. It is also considered that continuing with the review of the Local Plan and its associated growth, strengthens the case for Government to prioritise Junction 19 as part of the smaller scale interventions programme referenced by the Secretary of State, by demonstrating a clear and deliverable growth proposition.

As part of the Adopted Local Plan more detailed modelling has been undertaken by North Chelmsford Garden Community to identify their impact on Junction 19 and provide necessary mitigation measures to accommodate their growth. ECC has been working closely with CCC, NH, HE, the Department for Transport and developers of North Chelmsford Garden Community to determine an alternative solution to deliver improvements needed to junction 19 to mitigate the impact of North Chelmsford Garden Community and secure the funding that is needed for this. An in-principle way forward was agreed at CCC Planning Committee on 15th December to bring forward a coordinated package of improvements at junction 19 and the nearby Beaulieu Park Station Access roundabout on the A131. This seeks to mitigate the impact of the North Chelmsford Garden Community, given that proximity and interdependency of the two junctions, which increase capacity and improve safety to accommodate the proposed Local Plan growth. The funding package, including contributions from the developer consortium; ECC, NH and Homes England via a Deed of Variation to the Grant Determination Agreement for Chelmsford HIF is subject to necessary formal approvals, but good progress is being made and confirmation of funding is expected by the Spring/Summer of 2026 with works to commence the following year. The promoters of ECGC have commenced detailed traffic modelling to identify the transport impacts arising from their site and to determine mitigation required at Junctions 17, 18 and 19. ECC and CCC are also continuing to lobby for the delivery of Paynes Lane Walking, Cycling and Horse Riders Bridge as a separate project and are seeking the developers at ECGC give this potential mitigation due consideration as part of their assessment. In light of the above, further detailed traffic modelling is being undertaken to establish if further growth in the Review of the Local Plan will require any additional mitigation at Junction 19 over and above that being provided by North East Chelmsford Garden Community.

5.3 Rail Services

Policy and Context

Rail service provision in the UK is highly complex, with a number of agencies involved. Governance and oversight are generally the responsibility of the public sector, with franchise and service specification undertaken by the Department for Transport (although there are varying degrees of opportunity for local authority involvement in this process), and regulatory oversight provided by the Office for Road and Rail.

Strategies for the usage of the network are produced by Network Rail, a public-sector organisation, which is also responsible for the day-to-day maintenance and upgrade of the network. A new public body, Great British Railways (GBR) was announced by the Government in May 2021 and will be responsible for integrating the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables.

The operation of train services will largely remain the responsibility of a number of private-sector Train Operating Companies (TOCs) and Freight Operating Companies (FOCs), however GBR will contract private partners to operate most trains to the timetables and fares it specifies.

Current Levels of Provision

Chelmsford is covered by the Network Rail Anglia Route covering rail services of Norfolk, Suffolk, Essex and parts of Cambridgeshire, Hertfordshire and Greater London.

In Chelmsford, rail service provision centres on the Great Eastern Main Line, connecting the city to London Liverpool Street and north to Norwich.

There are four railway stations in the administrative area of CCC (as shown on the figure below):

- Chelmsford railway station is located in the heart of the city and is the busiest two platform station in the UK outside of London with a throughput of 5.8m travellers in the 12-month period from April 2022 to March 2023. The station is currently operated by Greater Anglia as part of the East Anglia franchise comprising two platforms. Southbound trains terminate at Liverpool Street and eastbound trains run to Witham connecting to the Braintree branch line, Clacton-on-Sea, Colchester Town, Ipswich and Norwich. The station was extensively refurbished between 2014 and 2016 to improve throughput and customer experience. The bus station is located adjacent to the railway station and together they act as a transport hub for people travelling into and out of the city.
- South Woodham Ferrers railway station is on the Southminster Branch Line (also known as the Crouch Valley Line) managed by Greater Anglia and comprising one platform. Given the passing loop at North Fambridge, imposed speed limits and number of crossings on the line, one train every 40 minutes is the best timetable that can presently be offered to London Liverpool Street via Wickford. Improvements have been made consisting of new trains which provide significant additional passenger seating capacity of some 66% in the off peak and at peak times a new 10 car train has about 12% additional seating capacity than the old 12 car train. Any improvement would require significant investment in the track and platforms. Other issues include connectivity issues at Wickford and onwards via Bow Junction to London Liverpool Street; and the case for investment for improvements in terms of benefits and affordability.
- Battlesbridge railway station is on the Southminster Branch Line managed by Greater Anglia and comprising one platform. Since the platform is only long enough to accommodate services formed from a maximum of eight carriages, any peak-hour trains formed of 12 carriages do not call at Battlesbridge. Additionally, local managers from Network Rail suggested that, under current arrangements, services calling at Battlesbridge are typically formed of just five carriages, which further constrains passenger rail capacity. Given the passing loop at North Fambridge, imposed speed limits and number of crossings on the line, the current service of one train every 40 minutes is the best timetable that can presently be offered to London Liverpool Street via Wickford. Any improvement would require significant investment in the track and platforms. Other issues include connectivity issues at Wickford and onwards via Bow Junction to London Liverpool Street; and the case for investment for improvements in terms of benefits and affordability.

- Beaulieu Park opened in 2025 to serve north and east of Chelmsford. Network Rail, in collaboration with ECC and CCC and the developer Countryside Properties worked together to deliver the new Beaulieu Park railway station for Chelmsford. The new station serves the new Chelmsford Garden Community and the wider communities helping to deliver around 14,000 new homes in the Chelmsford to Braintree corridor. It provides additional access to the Great Eastern Main Line (GEML) with regular connections to London (only 40 minutes from London Liverpool Street station) and other destinations in the East of England. Three platforms with a central loop and new tracks enable stopping services to call at the station while allowing fast trains to pass through unimpeded. It increases reliability and relieves crowding at Chelmsford railway station and acts as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new Chelmsford Garden Community. It is the first railway station to be built on the GEML for over 100 years. Construction of the station commenced in March 2023 and the station it opened at the end of 2025. Funding for the station has come from a number of sources – ECC, in partnership with CCC, successfully secured £218m of funding from the Government’s Housing and Infrastructure (HIF) fund together with £34m contributions from the South East Local Enterprise Partnership and the developers of Beaulieu, Countryside and L&Q. Countryside L&Q, a developer based in Essex, have delivered the following connections to the new station :
 - Station Link – new highway infrastructure connecting A131 Beaulieu Parkway with Beaulieu Park Railway Station and Generals Lane. Off-carriageway footpaths/cycle paths are provided on either side of the road and along the western side of Generals Lane. Bus stops are incorporated in either direction. This includes widening a section of Generals Lane up to the junction with New Hall Lane.
 - Car Park Link – a new highway infrastructure connecting the A131 Beaulieu Parkway with the Station car park.
 - Bus Link and cycle access to the station from White Hart Lane – a two-way bus link, as well as pedestrian and cycle paths, connecting Beaulieu Park Railway Station to White Hart Lane.

Figure 2. Railway Stations in Chelmsford

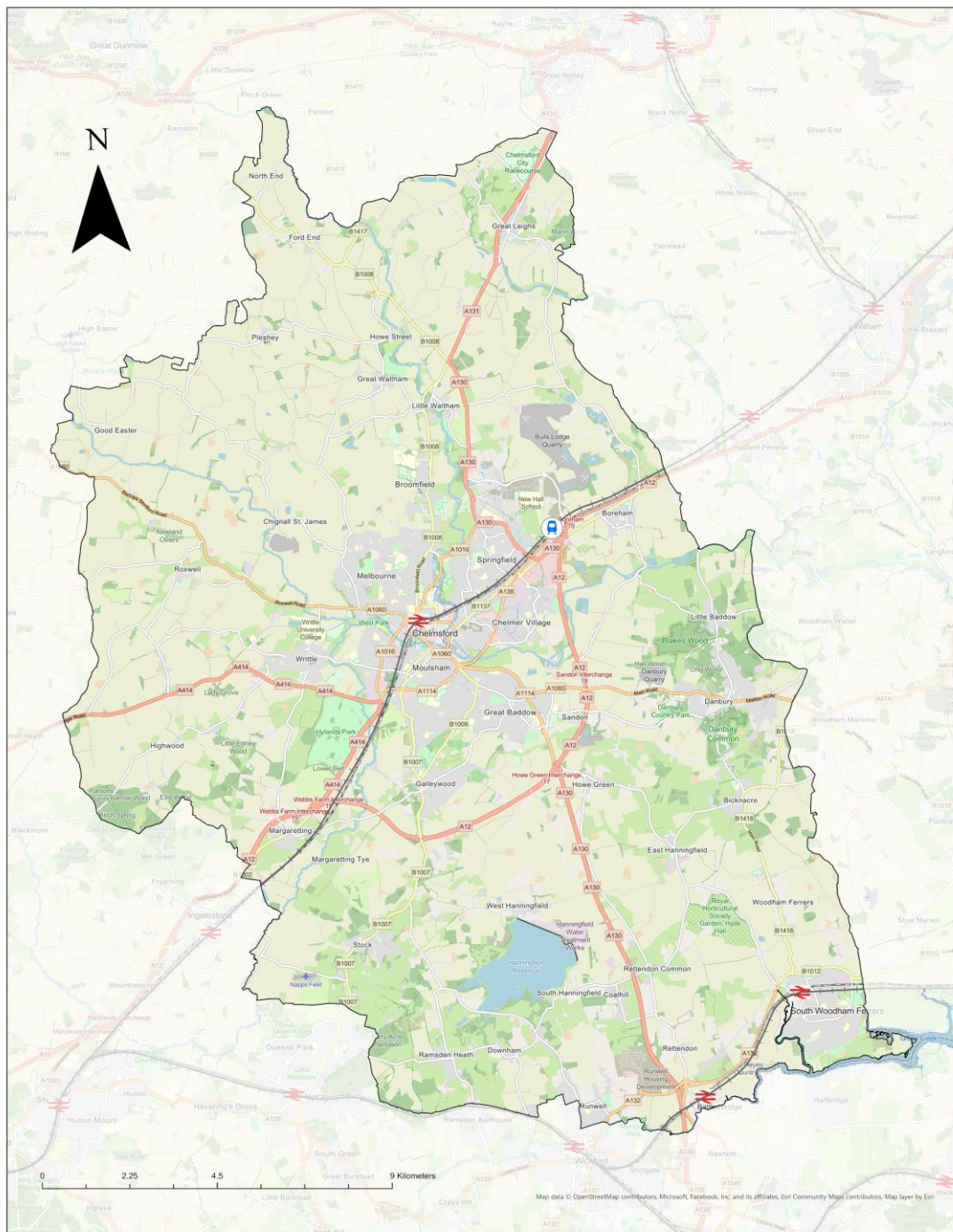


Table 6 shows the annual entries and exits at the three stations from 2019/20 to 2023/24. Usage of Chelmsford station and South Woodham Ferrers station has grown steady since the lows seen during the Covid-19 pandemic. Usage of these stations has failed to return to pre-pandemic levels, but there has been significant growth year on year, however it is still lower than pre-pandemic (approximately 75%). Usage of Battlesbridge station is fairly consistent with pre-pandemic levels and has recently surpassed the entries and exits seen in 2019/2020.

Table 6. Annual station entries and exits between 2017/18 and 2021/22

Station Name	Entries and Exits (2023/24)	Entries and Exits (2022/23)	Entries and Exits (2021/22)	Entries and Exits (2020/21)	Entries and Exits (2019/20)
Chelmsford	6,538,092	5,784,584	4,595,710	1,716,828	8,606,294
South Woodham Ferrers	288,570	250,598	237,966	71,784	473,240
Battlesbridge	21,852	19,086	18,712	5,580	19,848
TOTALS	6,848,514	6,054,268	4,852,388	1,794,192	9,099,382

Source: Office of Rail and Road estimates of station usage.⁶

Infrastructure Required to Support Growth

No planned or proposed rail infrastructure projects to support the Submission Local Plan have been identified.

Chelmsford railway station will be a driver for maximising opportunities for development on previously developed land within the urban area with a key priority to provide new and/or enhanced connectivity by walking, cycling and public transport to help reduce the use of the private car. Beyond the already implemented capacity improvements created by the introduction of new rolling stock, there is limited scope to improve the station capacity and services at South Woodham and Battlesbridge stations which is a constraint on future development.

The new Beaulieu railway station will provide residents in the north and east of Chelmsford with additional access to the Great Eastern Mainline helping to ease the pressure on the city centre station and Witham by reducing the need for people commuting into London to travel into Chelmsford by car – an estimated 900 car journeys will be removed during each morning peak. This, combined with the proposed phased CNEB will maximise the housing and economic growth opportunities in north Chelmsford and Braintree.

5.4 Bus Services

Policy and Context

Local bus services across most of the UK are generally provided by private operators. The role of ECC is to help support the provision of high-quality bus services and provide passenger information. ECC published a Bus Service Improvement Plan 2021 to 2026 (BSIP)⁷, setting out local issues relating to the bus network and how local authorities will tackle them.

The BSIP will help to deliver the SGH (Safer, Greener, Healthier) vision of Essex County Council. Bus travel is safer, greener, and healthier than travel by car, both for individuals and for communities. In the BSIP, buses will help deliver the following four key objectives:

- A strong, inclusive, and sustainable economy.
- A high-quality environment.
- Health, wellbeing, and independence for all ages.
- A good place for children and families to grow.

As reflected in Annex B of the BSIP, the national personal journey percentage mode share of local bus has been decreasing since 2015-16 when it was at 4.12%, compared to 3.11% in both 2018-19 and 2019-20. This implies that people lack incentive to shift from other modes to buses, and a small number of passengers have

⁶ Available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

⁷ Available at: <https://www.essexhighways.org/uploads/downloads/ecc%20bsip%202021%20to%202026.pdf>

shifted away from buses over the years. To achieve the SGH vision, the bus network and bus services have to be improved to increase bus patronage. As part of the BSIP, in January 2023, ECC published detailed District Network Reviews⁸ for each district in Essex providing a review of public transport services and infrastructure.

The Essex Local Transport Plan includes a bus passenger transport strategy ‘Getting around in Essex’⁹ which was published in 2015. This sets out why buses are important to Essex, how the current bus network operates and how ECC intends to make the bus network stronger.

In order to make bus travel better and easier, and encourage increased usage, a long term strategy for improving passenger transport (bus, minibuss, taxi and community transport) services in Essex is to be provided which seeks to:

- Increase passenger numbers, by working with the commercial, public and voluntary sectors, businesses, and people who live and work in Essex to strengthen our ability to deliver an attractive, comprehensive, resilient and high-quality bus network.
- Maximise the economic and social benefits to people, businesses, and communities across Essex – supporting Essex County Council’s seven outcomes
- Ensure delivery is cost effective and good value for money

The National Bus Strategy for England (Bus Back Better) by Department of Transport set out the vision for the future of buses. The document highlights bus as being at the centre of the public transport network– used for twice as many journeys as trains. This document also laid out the challenges faced by the nation to bring bus usage back to what it was before the pandemic.

The document notes that improving the bus network is the easiest, cheapest and quickest way to improve the existing transport network, without the need for huge investment in long-term construction projects such as railway infrastructure. To increase patronage and raise the modal share of buses, it is crucial for local transport authorities to ensure that buses are an attractive alternative to the car for far more people.

Current Levels of Provision

Chelmsford has a comprehensive bus network, with a bus station located next to Chelmsford railway station providing a key city centre passenger transport hub. There are also two Park and Ride facilities at Sandon and Chelmer Valley, both of which are planned to expand as part of the Army and Navy Sustainable Transport Package. The adopted Local Plan Policies Map identifies broad locations for additional park and ride facilities in West Chelmsford and North East Chelmsford. Bus priority measures are in place connecting the Park and Ride sites at Sandon and Chelmer Valley to the city centre.

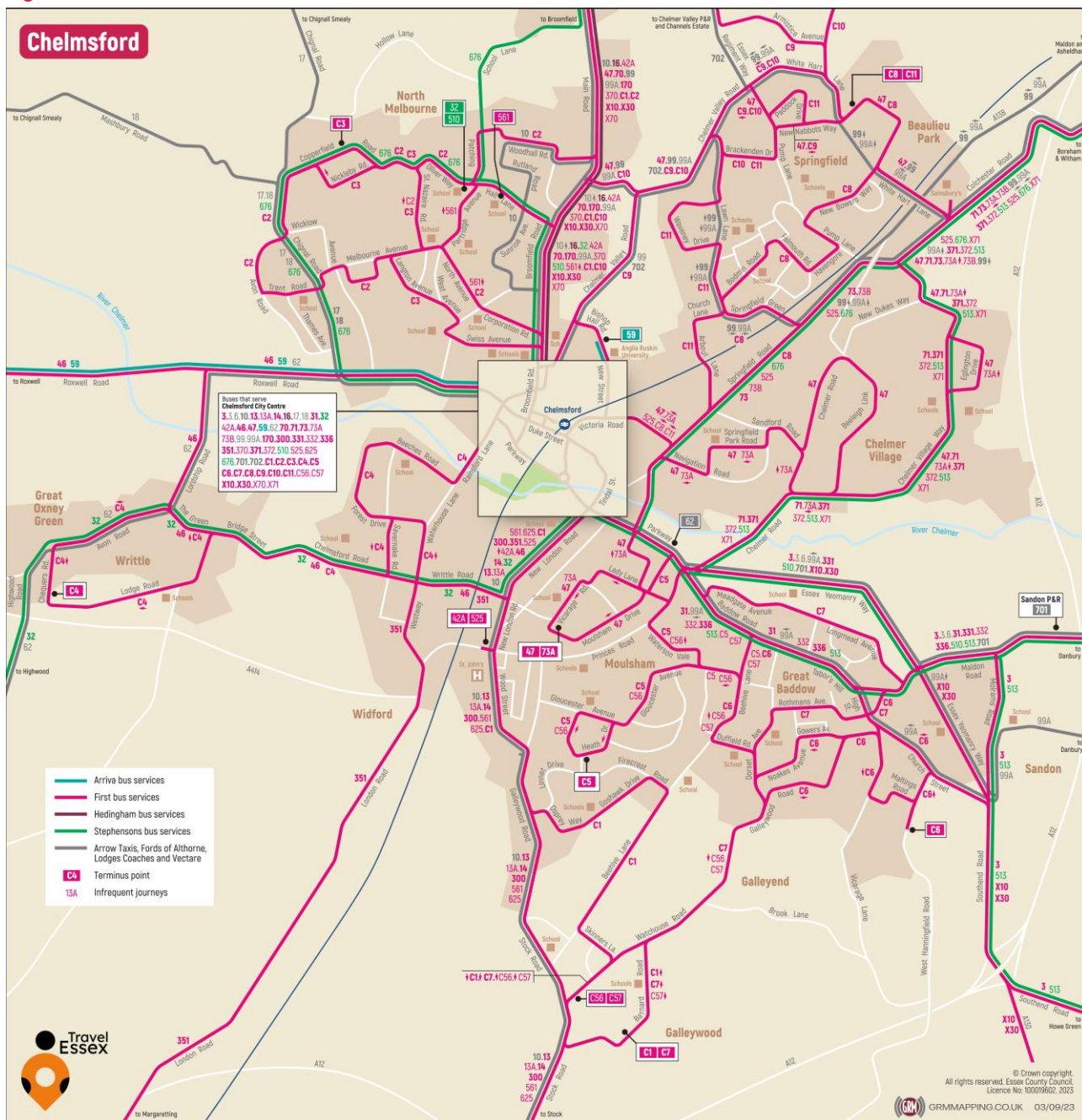
Bus services are concentrated within the centre of Chelmsford, linking the city centre, railway station via the central bus station. Chelmsford Area Bus Based Rapid Transit (ChART) is a direct, frequent bus service connecting development at the Chelmsford Garden Community into the city centre and will be enhanced as the garden community develops further.

As shown in the figure below, the majority of settlements in Chelmsford are served by multiple bus routes with services provided by different operators including Arriva, First, Hedingham, Stephenson’s etc. The bus routes shown in bold in the figure below are frequent services whilst the routes shown in plain text are routes with infrequent services. According to the BSIP, there are 60 services in the Chelmsford area, of which 36 of them are ECC contracted bus services.

⁸ Available at: <https://www.essexhighways.org/uploads/downloads/Area-bus-network-reviews.zip>

⁹ Available at: https://www.essexhighways.org/uploads/downloads/ds14_4705_bus_strategy_web.pdf

Figure 3. Bus routes within Chelmsford



Even though Chelmsford is well covered by bus routes, many buses are delayed in the same congestion as other motorised vehicle users. This delay makes buses a less attractive option for journeys.

The BSIP District Network Review¹⁰ for Chelmsford states that Chelmsford has a higher number of bus journeys per head compared with the Essex average and also compared to all English non-metropolitan areas post-Covid (32 journeys per head pre-Covid and 11 journeys per head post-Covid). In addition, the bus passenger per mile level in Chelmsford is similar to the ECC-wide average, which reflects the predominant bus use in Chelmsford being for journeys within Chelmsford city and suburbs, as opposed to longer journeys between major district centres. The District Network Review for Chelmsford reports that even before the Covid-19 pandemic, there had been declining bus patronage levels in Essex and bus usage has failed to return back to pre-pandemic levels.

Therefore, without significant changes, bus passenger use and modal share will not increase back to pre-pandemic levels. To increase patronage and raise buses' mode share, it is essential that buses are an attractive

¹⁰ Available at: <https://www.essexhighways.org/uploads/downloads/Area-bus-network-reviews.zip>

alternative to the car for far more people. To deliver better bus services, cooperation between bus companies, extending services to the evening, simple ticketing and better integration is required.

Table 7 below sets out current planned bus improvement packages with investment of £1.3 million in Chelmsford as shown in the table below.

Table 7. Proposed bus improvement packages in Chelmsford

Improvement packages	Works
Access for residents with no service	Investment of £746,500 for a digital demand responsive service supported by electric minibuses
Chelmsford City bus stop	Improved access for Waveney Drive Bus stop and stand improvements in Springfield
Supporting infrastructure for orbital services	Improved access on Writtle Road Provision of new bus stops to serve Writtle doctor's surgery
Victoria Road South	Improved bus priority on Market Road
Bus accessibility for Great Baddow	Improved access on Foxholes Road and Maltings Road
Park and Ride	Bus priority through Pump Lane roundabout

Source: ECC BSIP 2021-2026

Bus Lanes

A bus lane is a dedicated lane restricted to use by buses under a Traffic Regulation Order. Restrictions may be limited to certain days and times. They speed up public transport and improve service punctuality and reliability by allowing buses to by-pass areas that would otherwise hold them due to traffic congestion. Bus lanes are a key component of a high-quality Bus Rapid Transit (BRT) network. Essex has over 10km of bus lane, of which over 4.5 km of it is in Chelmsford. A list of available bus lanes across Chelmsford is set out in the table below.

Table 8. Bus lanes within Chelmsford

Road Name	Start location	End location	Length (m)
Broomfield Road	Broomfield Road/Parkway Junction	Hyatt Place	45
New London Road	The Ivory Peg Public House	New London Road/Parkway Junction	160
A114	Maldon Road Junction	Army and Navy Roundabout	2,414
Broomfield	Broomfield/Broomfield Hospital	Broomfield/Broomfield Hospital	360
New London Road/B1007	Moulsham/New London Junction	Queen Street/New London Road Junction	804
Gunson Gate	6 Gunson Gate	255 Gunson Gate	109
ARU campus	Bishops Hall Lane	Alan Cherry Drive	965
A1016 to Essex Regiment Way	A1016 Chelmer Valley Road	Essex Regiment Way, Nabbotts Roundabout	2,560

Road Name	Start location	End location	Length (m)
Essex Regiment Way to A1016	Chelmer Valley Park and Ride	Essex Regiment Way Nabbotts Roundabout	2,090

Bus Gates

A bus gate is a short section of road with a Traffic Order restricting access to buses and other authorised vehicles (taxis, cyclists, emergency vehicles) between specified times of day. They allow short cuts for public transport at junctions, roundabouts or through one-way systems. Chelmsford has three bus gates, as shown in the table below.

Table 9. Bus gates within Chelmsford

Road Name	Location	
	Start	End
Duke Street	The Plough Public House	Duke Street/Victoria Road Junction
ARU campus	Bishops Hall Lane	Alan Cherry Drive
Gunson Gate	6 Gunson Gate	255 Gunson Gate
A131 Channels Drive	Belfry Crescent	Brassie Wood

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed bus service requirements within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Bus services are critical to the delivery of sustainable development because they will often be the main form of public transport connecting new developments with key centres and destinations. Given the broad picture of reducing demand for bus services nationally and across Chelmsford, the quality and frequency of services is more likely to be a factor limiting growth potential rather than capacity. However, the delivery of new growth close to existing bus services also provides the opportunity to enhance their overall viability and ability to continue to serve other areas.

5.5 Active Travel and Micromobility Provision

Policy and Context

Active travel encompasses a variety of non-motorised transport modes, including walking and cycling. Whilst important for transport purposes, provision also plays a key role in helping, to improve physical and mental health.

The ECC ‘Safer, Greener, Healthier’ (SGH) Communities campaign seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. The SGH campaign is also seeking to support the creation of School Streets and Liveable Neighbourhoods. The Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP) was published in September 2024. An Essex Wide LCWIP was published in August 2025) to develop routes connecting further out to more rural areas and connecting cities and towns across the whole of Essex. Work is progressing to prioritise schemes for development along the new cycling and walking routes and to continue to explore and apply for as many funding opportunities as possible to enable new schemes to come forward for development.

Greater emphasis is being placed on promoting integrated sustainable transport (particularly in relation to new road options); encouraging the use of Travel Plans; provision of suitable linkages for pedestrians and cyclists; enabling passenger transport options in new developments; and the connectivity between housing and employment areas.

The Essex Walking Strategy¹¹, published in 2021, was prepared to increase walking across the County, particularly for shorter journeys and as part of longer ones and connecting to other forms of sustainable travel. It states that Local Plans should include policies that seek to provide for high-quality walking and cycling networks designed to provide safe and accessible routes to key facilities and services. Planning policies should also identify places where new walking routes can be delivered by new developments, and ensure the protection of alignments for future planned cycling and walking routes.

A revised Essex Cycling Strategy¹² was published in September 2025 and seeks to support more people to cycle more often. The Strategy is part of wider set of plans to make Essex safer, greener, and healthier, and to provide more sustainable travel choices for everyone. This strategy will help ECC secure funding to improve and maintain cycling facilities and infrastructure across the county, which will transform cycling into a natural and attractive option for travel and leisure.

The Strategy includes six outcomes to guide future actions and investment for cycling in Essex, namely:

- Outcome 1: The Cycle Network The current and future cycle network in Essex is safe, convenient and accessible for all types of trips
- Outcome 2: Changing Perceptions Cycling is considered a natural and attractive option for people and businesses in Essex.
- Outcome 3: Communities, Health and Equality Cycling helps to create more inclusive and connected communities, as well as improving health and reducing inequalities.
- Outcome 4: The Economy Cycling contributes to the economy and brings jobs and employment to local communities.
- Outcome 5: The Environment Cycling improves the environment in Essex by reducing emissions, noise, congestion and enhancing the quality of life.
- Outcome 6: Leisure Cycling Essex is a popular destination for leisure cycling and tourism.

To achieve these outcomes, a range of activities and actions that ECC will deliver are identified in the strategy consultation.

The Chelmsford Cycling Action Plan¹³, published in 2017, was developed as part of a previous iteration of the county-wide Essex Cycling Strategy, published in 2016¹⁴. Chelmsford has one of the most extensive cycle networks in Essex, however there are a number of gaps in the network. The aims of the Cycling Action Plan are to:

- Identify how cycling levels can be increased in Chelmsford;
- Prioritise funding for new local on-road and off-road cycle schemes in the Chelmsford Urban Area;
- Seek to create a usable high quality cycle network that connects residential areas, key employment locations, the rail station and the town centre;
- Create new opportunities to increase leisure cycling in the Chelmsford Urban Area;

¹¹ Available at: [Essex Walking Strategy \(essexhighways.org\)](https://www.essexhighways.org)

¹² Available at: [Essex Cycling Strategy | Essex County Council](#)

¹³ Available at: <https://www.essexhighways.org/uploads/files/getting%20around/cycling/chelmsford-cap.pdf>

¹⁴ Available at: <https://www.essexhighways.org/uploads/downloads/ecc-cycling-strategy-novemeber-2016.pdf>

- Review potential schemes generated by previous commissions;
- Prevent new sections of cycleway from being created in isolation;
- Ensure that the highest priority schemes are taken forward first; and
- Provide a means to facilitate discussions with neighbouring authorities with regard to cross-border schemes and initiatives.

The ECC ‘Sustainable Modes of Travel Strategy’¹⁵ aims to reduce private vehicle use during peak times by promoting active travel (walking, cycling) and public transport. It focuses on enhancing infrastructure, improving air quality, and supporting net-zero goals, with a statutory requirement for annual updates. Key initiatives include, but are not limited to, developing mobility hubs, improving Public Rights of Way (PRoW), and enhancing, for example, bus and rail services.

The key objectives are:

- **Active Travel Priority:** Walking and cycling are prioritized as essential, sustainable, and healthy transport modes
- Infrastructure Improvements:** The strategy focuses on enhancing the Public Rights of Way (PRoW) network to better connect residential areas with, for instance, key services and transport hubs.
- **Mode Shift:** The goal is to move away from, for example, private car reliance towards, for instance, bus, rail, and shared transport options (e.g., e-scooters, car clubs).
- **Target Areas:** The strategy applies to, for example, schools, businesses, and residents.
- **Environmental Goals:** The initiative supports, for example, ECC's broader commitment to becoming net-zero by reducing traffic-related emissions and improving air quality.

Cycling provision is a key component of promoting active travel due to its ability to compete with car journey times within urban areas. The UK Governments Cycling and Walking Investment Strategy (CWIS) published by the Department for Transport, the first strategy in 2017 and the second strategy, in 2021, both seek to promote active travel as the natural choices for short journeys, but also as part of longer journeys.

CWIS 2’s objectives are divided into stages:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and
- increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

Current Levels of Provision

The Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP) was published in September 2024 and an Essex Wide LCWIP in August 2025 to develop routes connecting further out to more rural areas and connecting cities and towns across the whole of Essex. Work is progressing to prioritise schemes for

¹⁵ Available at: [Sustainable modes of travel strategy](#)

development along the new cycling and walking routes and to continue to explore and apply for as many funding opportunities as possible to enable new schemes to come forward for development.

Figure 4. Public Rights of Way network within Chelmsford

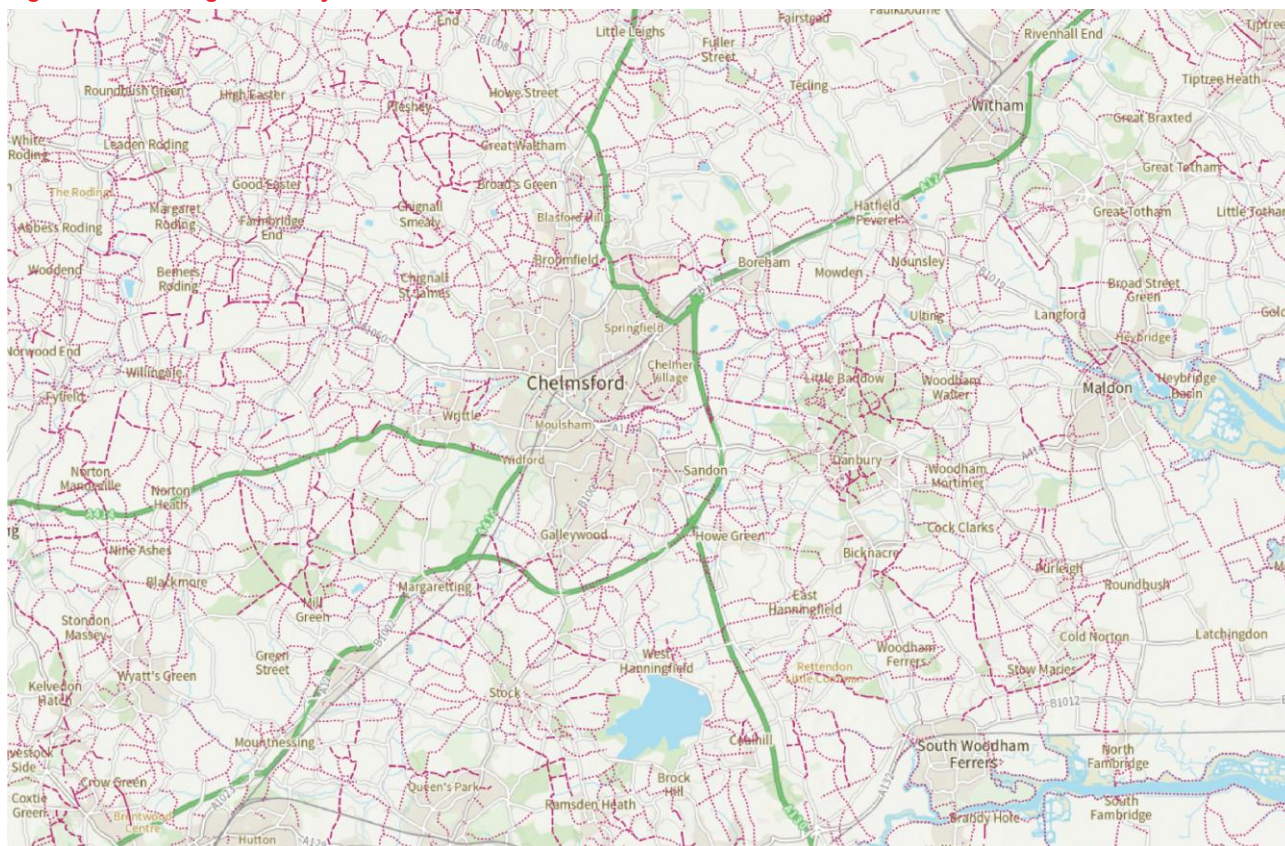


Table 10. Cycling Chelmsford

Route Number	Route	Length (KMS)
1	Moulsham Street to High Street via Hamlet Road, Lady Lane, Ancotes Place, Waterson Vale, Loftin Way, Dorset Avenue, Rothmans Avenue and Foxholes Road	3.2
1A	New London Road to Lady lane via Kings Head Walk, Odeon Roundabout and Manor Road	0.9
2	Chelmsford Railway Station to Henniker Gate via Victoria Road, Trinity Road Primary School, Springfield Park Road, Binley Road and Chelmer Village Green	3.3
3	4.5 km section from Tindal Square to Centenary Way Bus stop on East Hart Lane via New street, Chelmer Valley Riverside, Arun Close, Waverley Drive, Downsway, Boswells School, Crocus Way and New Nabbotts Way. 0.7 km section from Springfield Football Club to Broomfield Road via Fifth Avenue	5.2
3A	0.6km section from New Street to Duke Street via Watson Heights, Mill Yard Gateway and Victoria Road 2.2km section from City Park	2.8

	West to Chelmer Valley Riverside via Market Road, Waterloo Lane, Bunny Walk and Riverside Leisure Centre	
3B	2.8 km section from White Hart Lane to Bulls Lodge Quarry via Centenary Way, Linge Avenue and Belfry crescent. 1.9 km section from Nabbotts Farm Roundabout to Albatross Way via Essex Regiment Way, Lakeview Crescent and Channels Drive	4.7
4	Thetford Court to Century tower via Forest Drive and Cromar Way along River Can via Marconi Ponds Nature Reserv	1.3
4A	Follows Waterhouse Lane	1.0
5	Chelmsford Railway Station to Ralph's Farm via B1008 to Broomfield Hospital and 'North of Broomfield' housing site	6.2
5A	3.3 km section from Broomfield Road (St John Payne Catholic School) to Broomfield Hospital ring road via Scots Green & Broomfield Cycleway. 1.5 km section from ARU Student Village to Broomfield Road via Alan Cherry Drive and The Avenues. 0.5 km section from Parkway to New Street via Marconi Road. 0.3 km section from Chelmsford Railway station to Broomfield Road via Railway Street	5.6
5B	Chelmsford County High School for Girls to the proposed new development in West Chelmsford adjacent to Avon Road Allotments via Melbourne Avenue and Corpotation Road	2.7
6	Bridge Street to Central Park lake via Writtle University College and West Park along the River Can	1.9
6A	3 km section from Great Oxney Green to Anglia Ruskin University, Writtle Campus via Cow Watering Lane. 1.4 km section from Writtle Post Office on Bridge Street to Writtle University College Sports Ground via Lordship Road	4.4
7	Circular route from the south of Chelmsford Railway Station to Grove Road via Central Park , High Chelmer Shopping Centre and Essex Cricket Ground.	2.4
7A	0.9 km section from Moulsham Street to Frank Whitmore Green via Parkway. 0.1 km section from Parkway to New Iron Bridge via New London Road	1
8	Lordship Road adjacent to Roxwell Road proposed new development in West Chelmsford to Duke Street via A1060 and Rainsford Road.	3.1
9	Galleywood to Bradford Street via Chelmer Park, Mildmay Junior School, Longstomps Avenue, Moulsham Street and Anchor Street	4
10	3.5 km section from Baddow Hall School Grounds to Kings Head Walk, adjacent to the Odeon Roundabout via Meadgate Primary school on Meadgate Avenue. 1.7 km section from Baddow Hall Park to Sandon Park & Ride along Maldon Road.	5.2
11	Chelmer Road to Meadowside via Empire walk along the River Chelmer and Springfield Road.	1.8

12	<p>6.6 km section from Bishop Hall Lane, adjacent to Lord Ashcroft Building to Boreham Recreation Ground via a path adjacent to the Great Eastern Mainline, Priory Hospital Chelmsford, Colchester Road and Main Road.</p> <p>0.8km from Oak Lodge Tye to Chelmsford Garden Roundabout via White Hart Lane.</p> <p>0.5 km section through Bunny Walk to New Street along Brook Street.</p>	7.9
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Figure 5. Chelmsford LCWIP Cycle Network Map

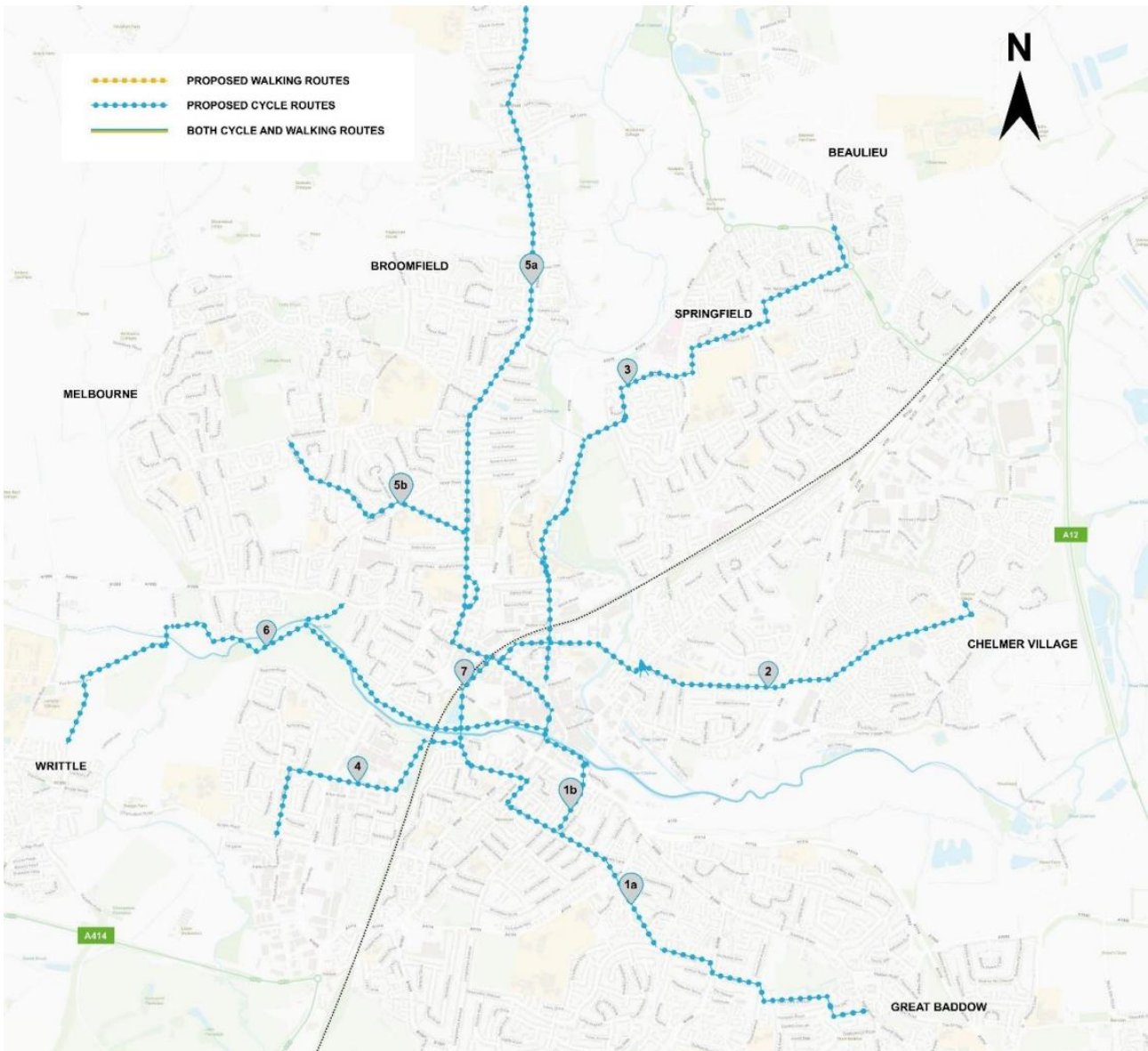
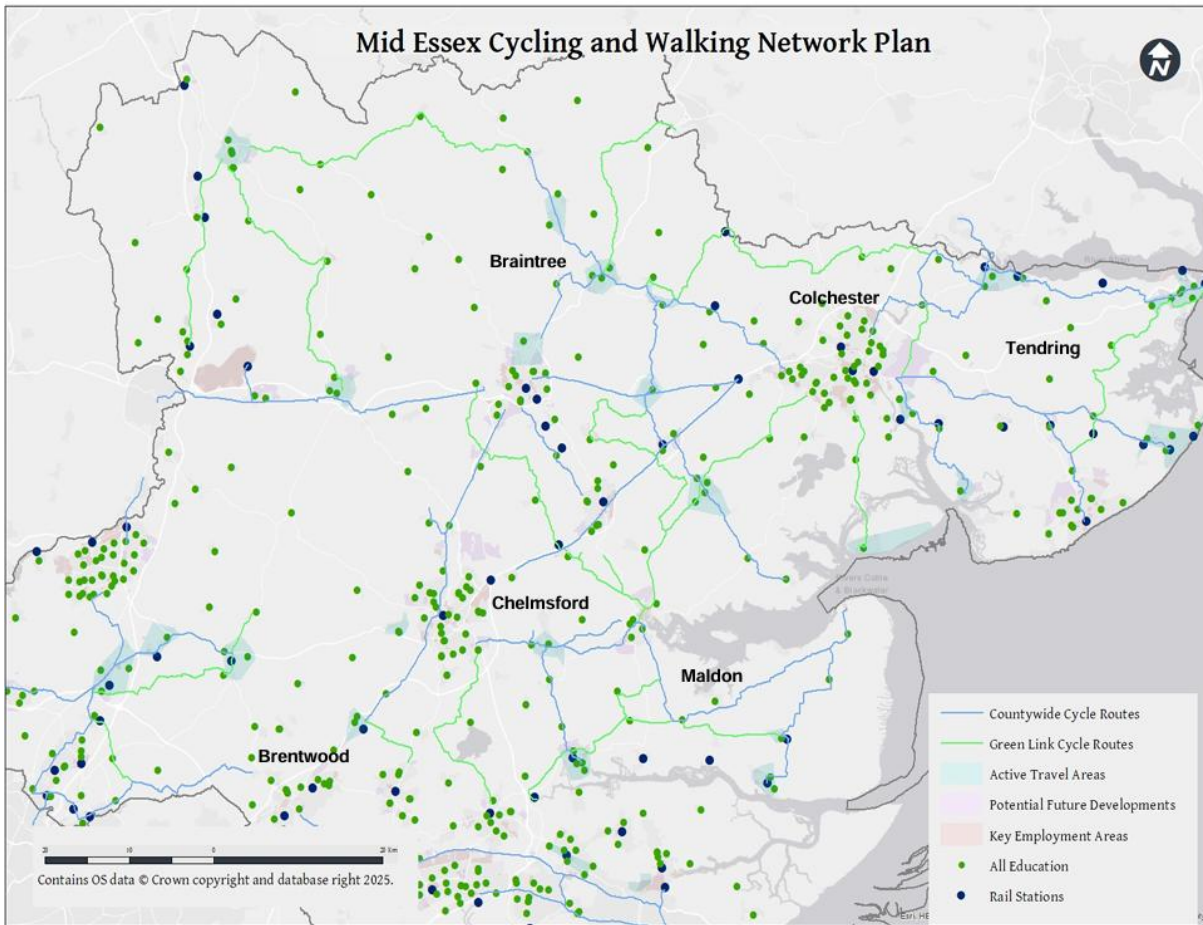


Table 11. Chelmsford Walking Network Key Routes

Route Number	Route	Length
1	A1060 Roxwell Road to Duke Street via Admirals Park, with a spur which follows off-road connecting to Kings Road.	2.2
1A	Kings Road to Rainsford Road via Dixon Avenue, Swiss Avenue and Maltese Road.	0.8
1b	Through Kings Road	0.3
2	New Street Roundabout to Tindal Square via New Street.	0.7
2A	Springfield Football Club to New Street Roundabout via offroad along River Chelmer, Bunny Walk, The Avenues, Alan Cherry Drive and Bishop Hall Lane.	1.4
2B	New Street to Church Lane via Brook Street off-road, Hill View Road and Arbour Lane	1
2C	Chelmer Valley Riverside to Victoria Road via Bunny Walk & Town Walk off-road along River Chelmer.	1.1
3	New Iron Bridge to Maldon Road and Longmead Avenue via Barrack square, Moulsham Street, Baddow Road and Army & Navy Roundabout.	4.6
3A	Meadgate Avenue to Baddow Road via Chelwater Road.	0.3
4	Glebe Road to Mill Yard Gateway via Townfield Street.	0.3
4A	Chelmsford Railway station to Marconi Road via Mill Yard Gateway, Townfield Street, Cunard Square and Marconi Evolution.	0.5
4B	Parkway to New Street via Glebe Road, Marconi Road.	0.6.
5	Chelmsford Railway station to Waterloo Lane via Victoria Road.	0.6
5A	Tindal Square to Victoria Road via Waterloo Lane.	0.4
5B	Springfield Road & Victoria Road to Kings Meadows Retail Park via off-road path along the River Chelmer and Bond Street.	0.9
6	Sunrise Avenue to Waterhouse Lane via Barnfield Mews, Broomfield Road and Rainsford Lane.	2.8

7	3.1 km section from Chelmsford High Street to Pump Lane Springfield via Springfield road, Arbour Lane, Stump Lane, Taunton Road and Rushleydale. 2.2 km section through Springfield road to Colchester Road off Cuton Roundabout including a section along Stump Lane.	5.3
8	Chelmer Village to Moulsham via Beeleigh Link, Binley Road, Springfield Park Road, High Bridge Road, Odeon Roundabout, Manor Road and Vicarage Road.	4.6
9	Tindal Square to B1008 via High Street and Moulsham Street.	1.7
10	3.3 km section from Copperfield Road to Broomfield Road via Morrisons Pharmacy, Nickleby Road, Pennine Road, Melbourne Avenue, West Avenue and Corporation Road. 0.6 km section from Kings Road to Rainsford Road via Park Avenue	3.9
11	Circular route connecting Duke Street, Central Park Lake, New Writtle Street, New London road and Tindal Street	2

Figure 6. Chelmsford LCWIP Walking Network Map



Essex County Council provided progress updates regarding the LCWIP route optioneering as part of the stakeholder engagement undertaken in Stage 2 of the Chelmsford IDP. The LCWIP potential routes set out in Table 12 below are being assessed using a Route Prioritisation Tool, which seeks to balance local need and value for money. These routes, shown in the table below, have not yet been subject to any route feasibility or detailed design.

A further consultation was undertaken between October and November 2023 to inform the design of LCWIP Route 3, a walking and cycling route between New Street and New Nabbotts Way where it meets the A130 White Hart Lane roundabout at Beaulieu Park passing through Anglia Ruskin University and the Chelmer Valley Nature Reserve. Funding for construction of any route is still to be secured.

Following route prioritisation, the LCWIP will be published and its content used to inform future funding bids for design and subsequent delivery.

Table 12. Potential LCWIP routes (as provided by ECC)

Scheme	Route
Route 1 / Route 1A	Moulsham Street – Great Baddow / Chelmsford City Centre – Moulsham
Route 2	Chelmsford Rail Station – Chelmer Village
Route 3 / Route 3A / Route 3B	Chelmsford City Centre – Beaulieu Park / Chelmsford City Centre via Bunny Walk – Chelmer Valley Riverside LNR / Beaulieu Park School – New Future Housing (Garden Community)
Route 4 / Route 4A	Central Park – Westlands / Admirals Park LNR – Writtle Road

Scheme	Route
Route 5 / Route 5A / Route 5B	Chelmsford Rail Station – Broomfield / Broomfield Hospital – Anglia Ruskin University / Broomfield Road – Melbourne Park – New Future Housing (West Chelmsford)
Route 6 / Route 6A	Central Park – Writtle / Anglia Ruskin Writtle Campus
Route 7 / Route 7A	City Centre Circular Route / Frank Whitmore Green – Moulsham Street
Route 8	Chelmsford City Centre via A1060 – New Future Housing (West Chelmsford)
Route 9	Moulsham – Galleywood
Route 10	Odeon Roundabout – New Future Housing (Maldon Road)
Route 11	Springfield Road – Lockside Marina Developments – Chelmer Village Retail Park
Route 12	Chelmer Valley Riverside LNR – Boreham

ECC secured Active Travel Funding Tranche 2 and has implemented the following schemes in Chelmsford (as illustrated in the figure below):

- Trinity Road Healthy School Street: Removed existing bollards and replaced them with pencil-shaped ones; installed temporary street art to alert drivers to slow down and installed "20 is Plenty" and "Children Crossing" signage.
- Springfield Park Road / Springfield Park Lane junction alterations: Installed on-carriageway cycle markings; refreshed all street lining and the existing roundels as well as improved the Springfield Park Road and Springfield Park Lane junction and raised table.
- Navigation Road: Refreshed all street lining and existing roundels; removed the existing centre line; and replaced signage on the Navigation Road and Hill Road junction.
- Chelmer Road and Sandford Road: Upgraded the existing crossing to a Toucan crossing and pruned existing vegetation.
- Waterloo Lane: The raised table and on-carriageway cycle markings along Waterloo Lane as well as the segregated cycleway along the Riverside cycle path.

Additionally, Essex County Council was awarded £5.27 million as part of the Active Travel Fund Tranche 4, the exact figure has not been confirmed, but it is understood that some of this will be allocated to improving active travel provision in Chelmsford.

Active travel fund 4

Over £5M of funding was awarded in active travel funding round 4 which is partly being used towards construction of walking and cycling improvements in the Pump Lane area of Chelmsford to make it safer for all users. The scheme is planned to be completed in Summer 2026. Future funding will enable other sections of the overall walking, cycling and wheeling route (know as Local Cycling and Walking Infrastructure Plan Chelmsford 3) which starts in Chelmsford city centre and continues into the Springfield and Beaulieu Park residential areas.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed active travel and micromobility infrastructure requirements within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

There are a number of proposed interventions already in the pipeline to improve active travel in Chelmsford and it will be important to monitor progress and ensure alignment with these as the plan progresses. In particular, the LCWIP which proposes new cycle network and walking network routes. New development should have regard to how their proposals can connect into route corridors identified in the LCWIP and to help progress route design, funding and subsequent delivery.

Development will need to be located in the most sustainable locations, or in locations which can be made sustainable through appropriate infrastructure provision. Furthermore, individual schemes will need to fund interventions linked to additional demand they create.

A key consideration for this infrastructure type in the context of this study is to ensure new development is designed to promote active travel as a viable alternative to the car, particularly for short-distance journeys. Development will need to build on and/or provide new and/or enhanced sustainable transport provision to reduce car use and maximise walking, cycling and use of public transport. One way to achieve this is to provide suitable policy hooks in the Local Plan Review, or by securing contributions towards the improvement of active travel schemes across the County. CCC generally already requires the provision of on-site walking and cycling links for major new developments.

6. Flood Protection and Water Management

6.1 Overview

This section covers the following infrastructure types related to flood protection and water management:

- Flood and water management
- Water supply
- Sewerage

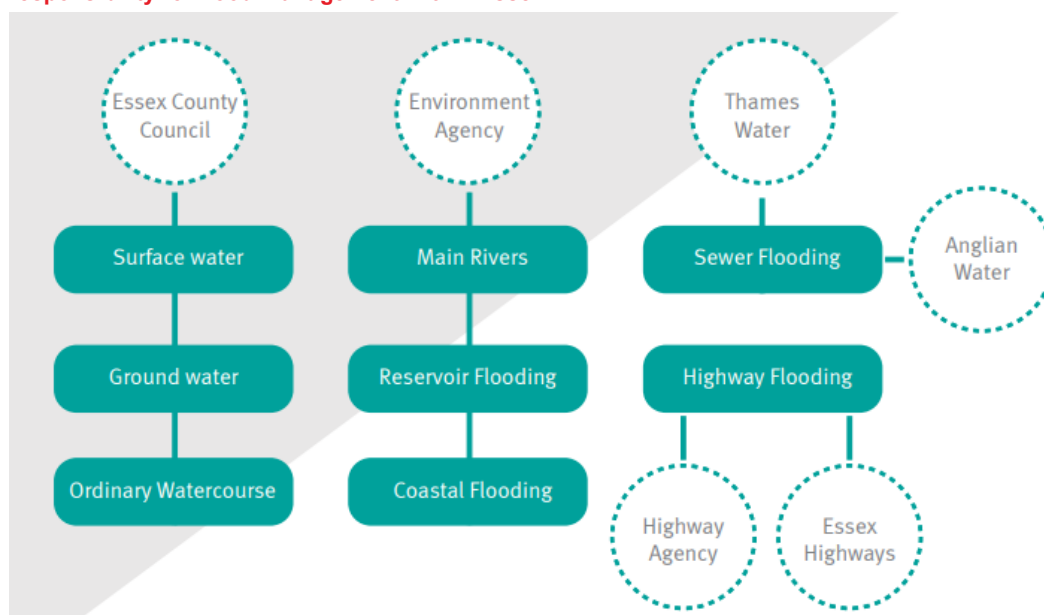
6.2 Flood and Water Management

Policy and Context

Infrastructure provision for flood defence and surface water management includes a range of measures to counteract the risks arising from local flooding. The Flood and Water Management Act (2010) states that local flood risk includes flood risk from surface runoff, groundwater and ordinary watercourses. The management of flood risk in Chelmsford is the responsibility of Essex County Council (ECC), the Environment Agency, Water Companies and Essex Highways.

The diagram below shows which authority is responsible for various types of flooding.

Figure 8. Responsibility for flood management within Essex



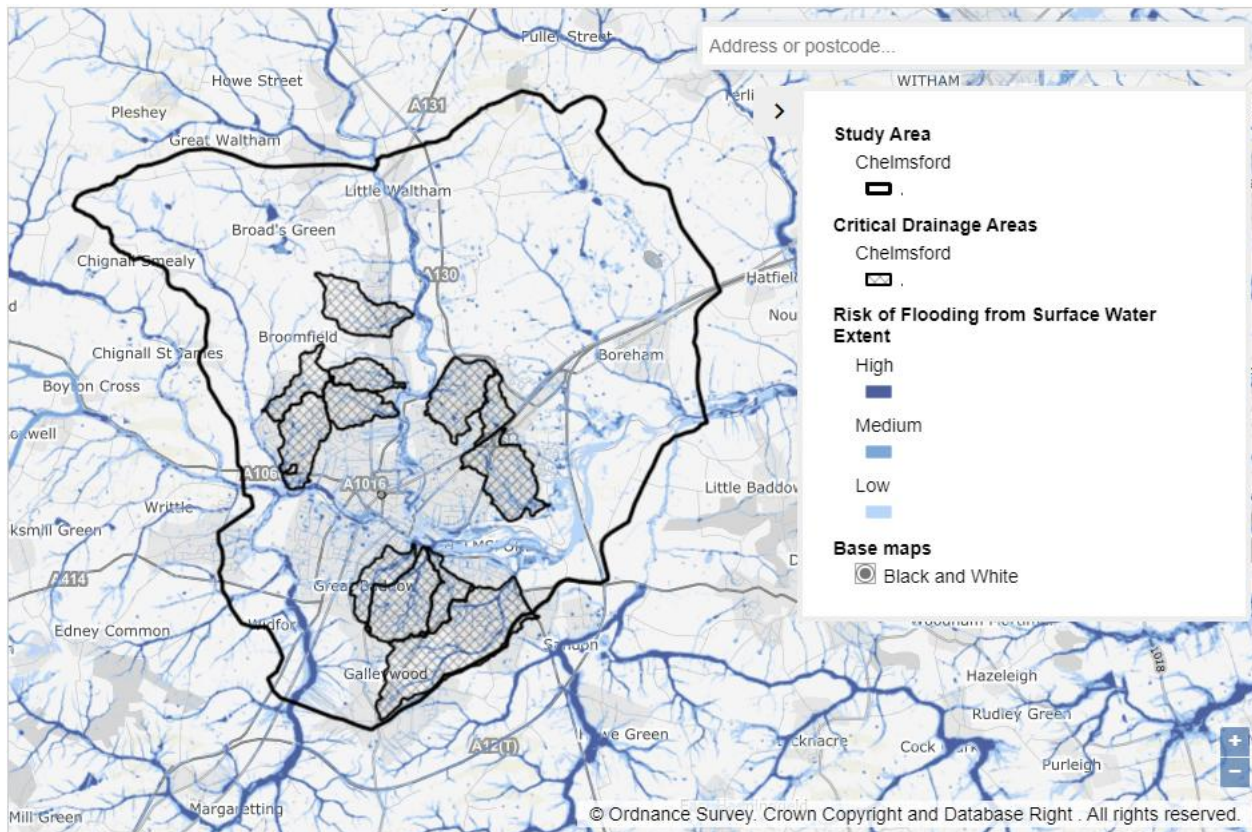
ECC is the Lead Local Flood Authority (LLFA) with responsibility under the Flood and Water Management Act 2010 and Flood Risk Regulations 2009, to lead and co-ordinate local flood risk management in the county. This includes flood risk from surface water run-off, groundwater and ordinary watercourses. They are also responsible for preparing and maintaining a Local Flood Risk Management Strategy and a register of assets that have an effect on flooding. They are also responsible for ensuring that any developments/projects drain run-off in a way which does not increase the risk of flooding anywhere else and responding to major planning application in relation to sustainable drainage systems.

ECC along with key partners including the Environment Agency, Chelmsford City Council, Anglian Water, and Essex Highways, produce Surface Water Management Plans (SWMPs)¹⁶ to identify various flood risks and outline the preferred strategy to mitigate these risks. The SWMPs also identify Critical Drainage Areas (CDAs) which represent the contributing catchment area and features that influence areas of significant

¹⁶ Available at: <https://www.essexdesignguide.co.uk/suds/surface-water-management-plans/chelmsford/>

predicted surface water flooding impacts. The last Chelmsford SWMP (produced in 2014) identified 12 CDAs and approximately 760 residential properties identified as being at risk of surface water flooding during a 1 in 100 year storm. This is estimated to increase to around 1,500 residential properties should the upper limit of 40% be considered to account for future climate change.

Figure 9. Surface water flood risk (Source: Chelmsford SWMP¹⁷)



Anglian Water are the Statutory Sewerage Undertaker for Chelmsford, meaning they are responsible for maintaining the sewer network and therefore minimising effects of sewer flooding.

Current Levels of Provision

The latest Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA)¹⁸ for Chelmsford was published in February and May 2024 respectively, and an addendum for additional sites in October 2025. The Level 1 SFRA states that the main sources of flood risk in Chelmsford are fluvial (rivers), sea and surface water. There are numerous recorded flooding incidents across Chelmsford, predominantly in the vicinity of the City Centre. The main rivers associated with fluvial flooding in Chelmsford are the:

- River Chelmer and its tributaries - this poses a flood risk to Chelmsford City Centre as well as the land to the east of the city and settlements to the north of the city including Little Waltham and Howe Street;
- River Wid and its tributaries - this poses a flood risk to land south west of the city including areas in Writtle;
- River Can - this poses a flood risk to western parts of Chelmsford including land to the west of the city and Roxwell village;
- River Crouch and its tributaries (including Rettendon/Fenn Brooks) which are tidal – this is near to South Woodham Ferrers however the Environment Agency’s 2018 Crouch Coastal Model indicates that the

¹⁷ Available at: <https://www.essexdesignguide.co.uk/suds/surface-water-management-plans/chelmsford/>

¹⁸ Available at: <https://www.chelmsford.gov.uk/media/noukav02/cc001-chelmsford-level-1-sfra-main-report-february-2024.pdf> and <https://www.chelmsford.gov.uk/media/znxhi41t/cc010-chelmsford-level-2-strategic-flood-risk-assessment-sfra-may-2024.pdf>

risk to the town of South Woodham Ferrers is relatively low, with the 0.1% AEP tidal flood extent in the 2125 epoch higher central scenario just reaching the edge of the town and affecting very few properties.

Surface water risk largely follows the topography of smaller watercourses, but there are also additional flow paths and areas of ponding, for example where water is impounded at road or rail embankments. Urban areas are more at risk from surface water flooding. There are a number of settlements where there is surface water flood risk to properties and infrastructure.

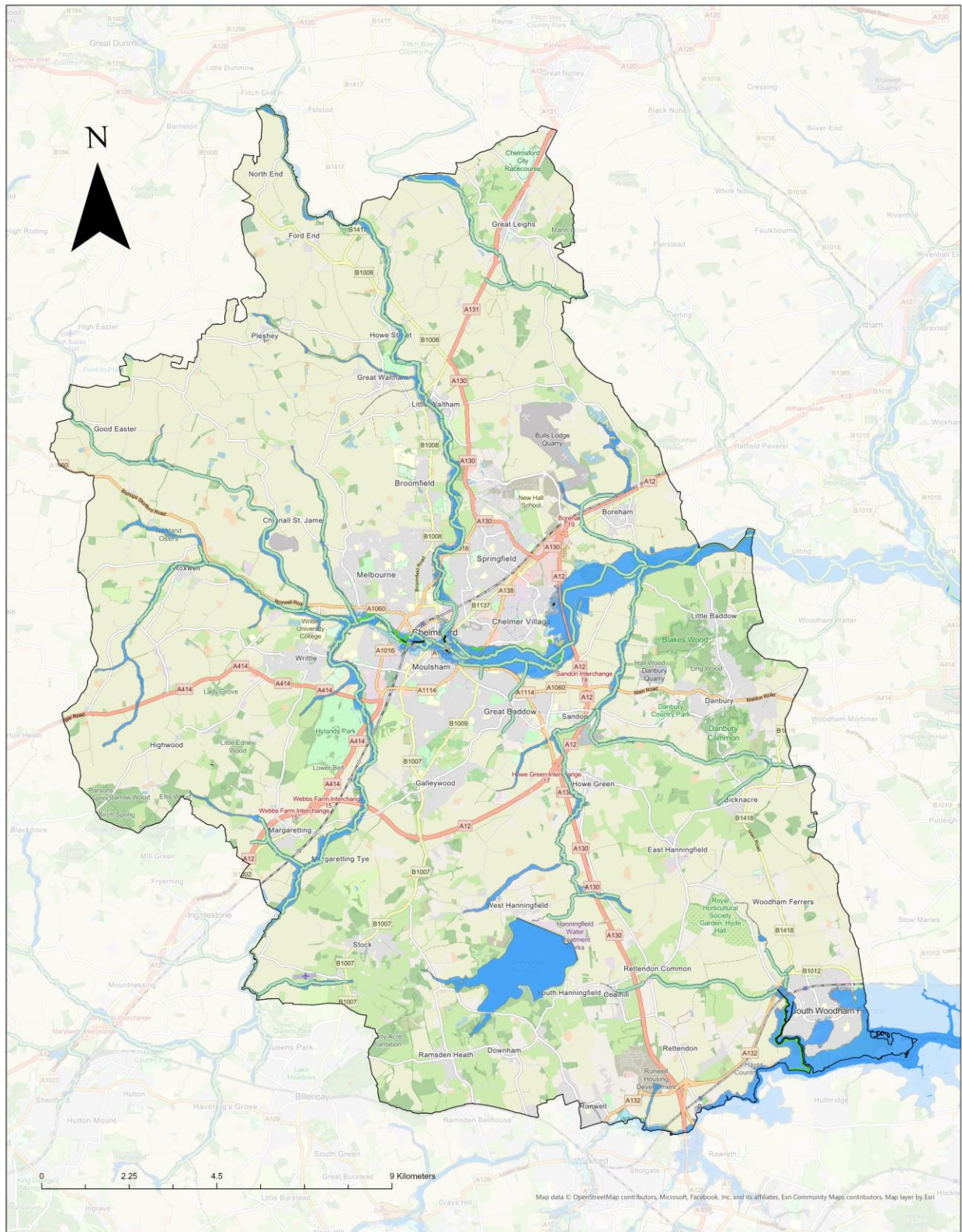
The condition of flood defences within Chelmsford ranges from 1 (Very Good) to 5 (Very Poor). Within the Chelmsford City Administrative Area all flood defences are rated 2 (Good) to 3 (Fair), except along the River Wid where defences are rated 4 (Poor) and at Fenn Brook where areas of the embankment are rated 5.

The EA, LLFA, and Essex Highways own and manage flood mitigation assets¹⁹ within Chelmsford. The LLFA asset register shows over 50 assets within the Chelmsford area.

The figure below shows the locations of Flood Zones 2 and 3, and the flood defences within Chelmsford.

¹⁹ An asset is defined as a structure or feature in a watercourse that can affect the flow or storage of water.

Figure 10. Flood Zones and Flood Defences within Chelmsford



- Legend**
- Flood Zone 2
 - Flood Zone 3
 - Defence Type**
 - - - Demountable Defence
 - Embankment
 - Engineered High Ground
 - Flood Gate
 - Natural High Ground
 - Wall

ARUP
 East West Building, 1 Tolson Way,
 Chelmsford, Essex, CM1 7LW
 T +44 (0) 20 7444 4171
 www.arup.com

Client: Chelmsford District Council

Drawn	Checked	Issued	By	Date

Chelmsford District Council
IDP

Drawing Title:
Flood Defences and Flood Zones in
Chelmsford District Council

Date:	
Subsidiary:	
Appr. Job No.:	297277-00
Drawn:	Draft

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed flood and water management infrastructure requirements within CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

The development strategy for Chelmsford seeks to avoid development in areas which are prone to flooding. Flood risk mitigation will need to be considered on a site-specific basis and respond to the conclusions of the Level 2 SFRA. The Level 2 SFRA includes detailed assessments of the proposed site allocations. In relation to fluvial flooding, the main watercourses associated with fluvial risk to the sites are the River Chelmer, River Can, River Crouch, and Sandon Brook. There are also other smaller watercourses and drainage channels presenting a fluvial risk to sites across Chelmsford - developers are likely to need to undertake detailed modelling to inform site-specific Flood Risk Assessments for these sites. The sites with the most significant area and severity of fluvial risk are CW1a and CW1d (part of Strategic Growth Site (SGS) 1a), SGS1w and Growth Site (GS)1g. In relation to surface water flooding, the degree of flood risk varies with some sites being only marginally affected along their boundaries, whilst other sites are more significantly affected within the site. The sites at most significant surface water risk are: CW1d (part of SGS 1a), SGS1y, GS1v, GS1g, and GS17a.

As part of the Flood Resilience Partnership, CCC and the Environment Agency are working together to devise main river, city centre and catchment-wide measures to safeguard Chelmsford City Centre. A series of flood resilience interventions along the main rivers, within the city centre and wider river catchment area are proposed. The precise locations of interventions are not yet determined however this has been included in the Infrastructure Delivery Schedule and an indicative cost estimate has been identified based on CCC's discussions with the Environment Agency.

New development is likely to increase the risk of surface water flood risk, as the extent of built-up areas and the area of impermeable hard surfacing increases, meaning that mitigation measures such as Sustainable Drainage Systems (SuDS) are essential to reduce and manage the surface water flood risk. Additionally, the increase in runoff may result in more flow entering watercourses, increasing the risk of fluvial flooding downstream. In addition, climate change predictions indicate that the likelihood and frequency of surface water flooding will increase and this increase in risk must be considered when planning for new development within the administrative area. This is particularly important in those locations identified as Critical Drainage Areas. ECC has stated that any site strategy will need to reduce site runoff to greenfield rates and maintain the existing water quality in accordance with the ECC Sustainable Drainage Systems Design Guide.

Consideration should be given to the updated PPG on Flood Risk and Coastal Change (August 2022) and the change to the exception test which now requires development which has to be in a flood risk area to provide wider sustainability benefits to the community that outweigh flood risk. This provides the opportunity to address existing flood risk through new development.

All major development proposals will be required to incorporate sustainable drainage principles and best practice for surface water management. This provides wider opportunity to propose flood alleviation schemes together with SuDS and green infrastructure inclusion to promote further green areas, strong green links to existing environment and benefit the community with use of multifunctional space. There are also opportunities for other measures to be implemented including the widespread use of water conservation measures such as water butts and rainwater harvesting technology, use of swales, permeable paving, bioretention car park pods and green roofs. In addition, there are opportunities to raise community awareness across the Chelmsford area.

6.3 Water Supply

Policy and Context

Potable water in Chelmsford is supplied by Essex and Suffolk Water (ESW). The supply comes predominantly from river sources, plus a bulk import from Thames Water Utilities' reservoirs in the Lea Valley. During dry periods, additional supplies are transferred from Norfolk into Essex via an Environment Agency transfer system, which supports storage in two large reservoirs. ESW also have three boreholes in East London, which draw water from the underground aquifers.

Every five years water companies produce a Water Resources Management Plan (WRMP) which sets out how the company plans to maintain the balance between supply and demand for water for a minimum planning period of 25 years. All water companies also produce a Business Plan covering an Asset Management Period (AMP) detailing the funding requirements for the first five years of the WRMP.

The most recent ESW WRMP24 was published October 2024 covering the period 2025 - 2050.

ESW are part of Water Resources East (WRE), a regional organisation focused on water resources management in the Anglian region, alongside Anglian Water Services, Cambridge Water and Affinity Water, as well as regional Environment Agency representatives and stakeholders from energy, agriculture, environment, and industry sectors. This regional group was tasked by the government with producing a regional water resource plan for the next 25 years and beyond. This was published in December 2023.

Infrastructure upgrades required as a result of development are funded by infrastructure charges set in the water companies business plan and paid for by developers. Where strategic infrastructure upgrades are required, these are also outlined in the business plans but funded by customer bills. This charge is separate to the cost that companies charge developers for the requisition of new mains, which is based on the total cost of the mains off-site pipe work and any necessary upgrades downstream. There are currently no planned changes to how water supply infrastructure is delivered.

Current Levels of Provision

Chelmsford sits within the Essex Water Resource Zone (WRZ). In this WRZ, supply comes from local rivers including the Chelmer, Blackwater, Stour, and Roman rivers which support storage reservoirs at Hanningfield and Abberton and treatment works near Maldon, Stratford St. Mary, Chelmsford, and Colchester. In a drought year, only 33% of the water supplied comes from within the Essex WRZ, with the rest being transferred in from outside the area. This is because the water taken from local rivers and the bulk raw water supply from Thames Water is not enough to meet demand.

ESW use the growth projections in their Water Resource Management Plans to set out how they plan to maintain the balance between supply and demand for water, these are based on Local Authority and Local Plan based data. It is currently forecast that there will be insufficient supplies to meet forecasted demand over the next 25 years and beyond.

It is estimated by WRE in their Draft Regional Plan that there will be a water deficit in Essex of between 15 to 40 megalitres per day by 2050. Additionally, the whole of Eastern England is classified as 'seriously water stressed' by the Environment Agency and the demand for water is growing as this region has one of the highest rates of new housing development in the country.

To ensure there is sufficient supply to meet projected growth, ESW are implementing solutions to reduce demand and increase supply. To reduce demand, ESW are rolling out a smart metering programme, and increasing overall meter penetration, reducing leakage in homes and businesses as well as on the network and promoting water efficiency across their supply area. To increase supply in the Essex WRZ, the WRMP24 includes one new supply scheme - Linford Water Treatment Works, a new water treatment works to treat water from an existing and one or more new boreholes, which is planned to be complete by 2030. This scheme will increase supplies by seven million litres a day into the local water network. In June 2023, ESW received confirmation of accelerated funding of £12.47m from the water regulator, Ofwat, to allow it to start on this infrastructure project.

Additionally, WRE's Regional Plan also includes a number of additional schemes for increasing supply across the region. For Essex, these are desalination, water reuse, smaller resource options, and a new water transfer.

Infrastructure Required to Support Growth

Engagement with ESW has confirmed that there are a number of proposed infrastructure projects to support the level of growth proposed across the Chelmsford area. All of these high growth areas are fed via two key clean water storage reservoirs. In order to meet the level of proposed demand, a project is currently underway to increase resilience and maintain statutory pressures across the network. These plans include an additional clean water storage service reservoir, two new booster pumping stations and significant water

mains upgrades. These interventions apply at a wider strategic scale and therefore they have not been included in the Infrastructure Delivery Schedules (Appendix A).

ESW noted that at present there is limited headroom for the scale of development proposed most notably in the Great Leighs and Chelmsford Garden Community area. This is due to a three-fold increase in demand for water to the north of Chelmsford, where upgrades are required alongside the work described above.

Regular engagement with ESW on the proposed growth will be important to assisting in their planning of short, medium and long-term water supply strategies for network upgrades in the area. At present there is capacity to support the development of South Woodham Ferrers sites.

In response to the Focussed Consultation on Additional Sites, ES Water states that any additional dwellings will place further pressure on the water network, so understanding the timing and phasing of all developments is critical. ESW needs to be regularly informed and updated on housing figures to assess, as early as possible, the sequencing of sites expected to come forward from 2030 onwards, including details on housing types and occupancy levels.

ESW has already planned infrastructure upgrades within the Chelmsford Local Plan area to support future growth, and these works are underway. However, the timing and scope of these upgrades may need to adapt to changes in local demand. ESW will also need to submit planning applications for network improvements and service reservoirs.

ESW's Water Resources Management Plan 2024 (WRMP24), published in October 2024, does not include the increases in dwellings and associated domestic water supply required as a result of the NPPF Government five-year housing plan published in November 2024, nor does it include any new non-household non-domestic supply requests, the quantities of which are currently being confirmed, notably from data centres, that we have received since preparing our WRMP24.

Unlike domestic connections, ESW is not under a statutory obligation to provide water for non-domestic developments. Each application will therefore be assessed individually, taking into account:

- Intended water use
- Available water resource headroom
- Water efficiency measures
- Network capacity
- Feasibility of network reinforcement

To facilitate this process, early engagement with ESW is requested for all non-residential proposals.

6.4 Sewerage

Policy and Context

Anglian Water is the statutory sewerage undertaker for Chelmsford, and therefore for water recycling throughout the foul drainage network. They have a strategic aim to make the East of England resilient to the risks of drought and flooding and enable sustainable economic and housing growth in the UK's fastest growing region. They are also aiming to be a net zero carbon business and reduce the carbon in building and maintaining our estate by 70% by 2030.

Water companies are required to submit Drainage and Wastewater Management Plan (DWMP). The DWMP addresses long-term needs by forecasting growth over a 25 year time horizon to plan investments for meeting the water recycling needs of growing population. Anglian Water's most recent DWMP was published in

May 2023 and covers the period 2025-50. It should be noted that the DWMP was written based on the planned growth identified in the adopted Local Plan.

Current Levels of Provision

Anglian Water currently runs 29 operational sites in Chelmsford. Chelmsford Water Recycling Centre (WRC) has a large catchment area encompassing the city and surrounding settlements. The Chelmsford Water Recycling Catchment has a 2021 population of 147,157 estimated in the DWMP. During stakeholder engagement, Anglian Water confirmed that Chelmsford WRC, which serves the majority of the planned growth areas, has headroom for accepting new foul flows. However, the DWMP states that by 2050, the Chelmsford WRC will require time process optimisation and increased capacity. The figure below shows the location of the WRC and other water and sewerage infrastructure in Chelmsford.

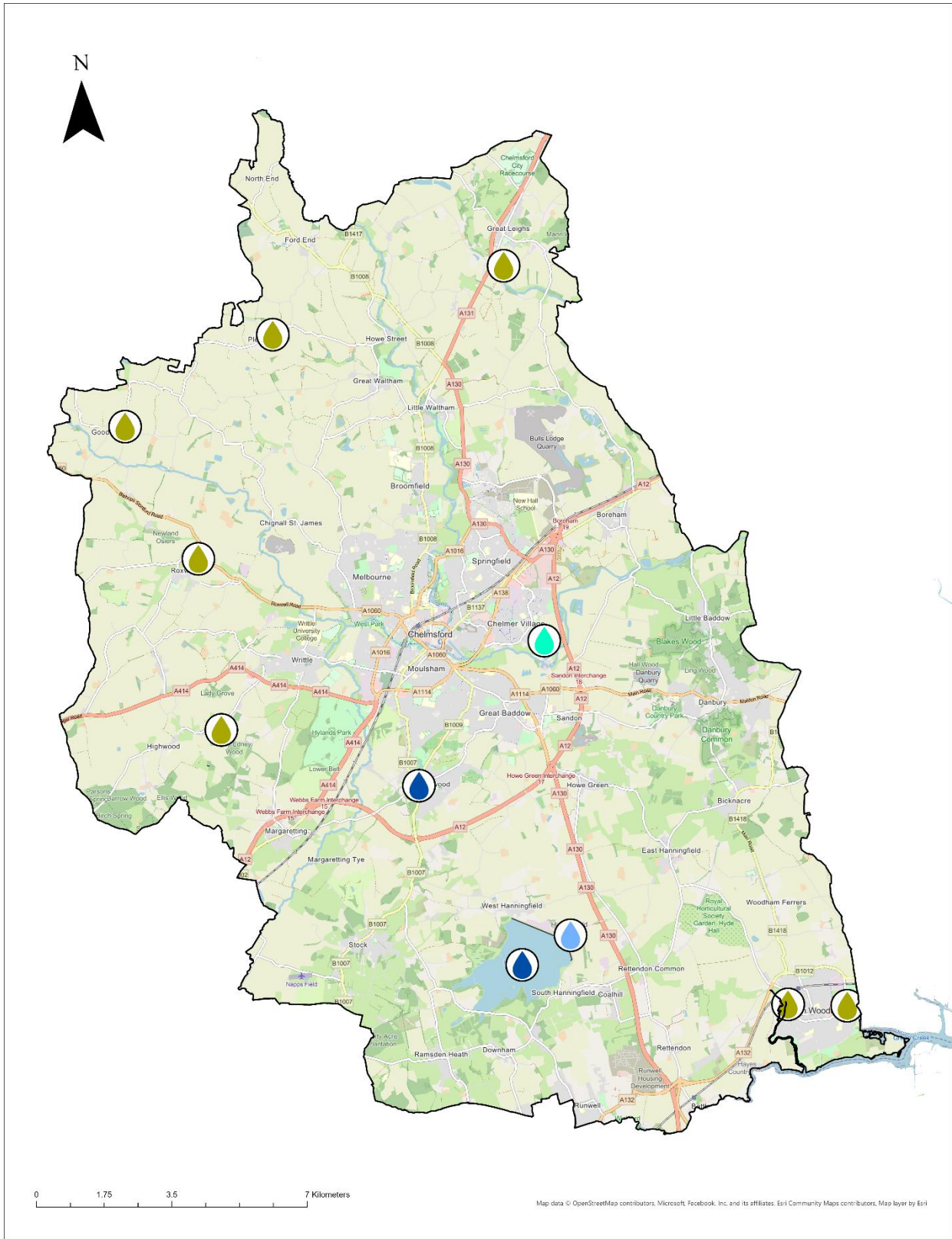
Within their DWMP, Anglian Water has highlighted investment needed over the next five years to facilitate sustainable growth. For Essex, the following have been highlighted as priorities for investment:





- Increase drainage capacity – SuDS and upsizing;
- CSO investigations and improvements;
- Investigative urban creep at WRC; and
- Increase WRC flow & process capacity.

There are no planned investments for upgrades associated with growth for WRCs within Chelmsford. However, there is a planned upgrade to Wickford WRC which is outside of Chelmsford but serves some of the areas within the Local Plan.

Anglian Water also confirmed that there are planned investments to sludge treatment to meet legislative requirements at facilities within Chelmsford, but this is not driven by growth. During the next 5-year investment period, Anglian Water has proposed to invest £4.6 million to increase sludge treatment capacity at Chelmsford WRC. This received Ofwat approval in December 2024.

Figure 11. Water and sewerage infrastructure in Chelmsford



- Legend**
-  Water Treatment Works
 -  Reservoir
 -  Sewage Treatment Works
 -  Water Recycling Centre

ARUP				
<small>Earth and Building, 175 Broad Hill, Chelmsford, Essex, SS1 1NE, UK Tel: +44 (0)202 885 0000</small>				
<small>Unauthorized Use is Prohibited</small>				
Date:	15/02/23	SL	TD	OR
Rev:	001	001	001	001

Chelmsford District Council
IDP
Drawing No:
Water Management in Chelmsford District Council

Rev:	
Scale:	
App. No.:	297277-00
Drawn/Checked:	
Rev:	Draft

Infrastructure Required to Support Growth

Housing and population growth will increase the biological loading of influent to Water Recycling Centres (WRCs). Anglian Water has noted that in high-growth areas, they may need to expand treatment capacity at WRCs to minimise impact on receiving watercourses. Anglian Water have planned £9.8 million investment in improving quality during the next 5-year investment period. This received Ofwat approval in December 2024.

During stakeholder engagement, Anglian Water confirmed that due to the available headroom at Chelmsford WRC (which provides wastewater services for the majority of the growth areas), they should be able to accommodate short-term growth however they will need to use the updated growth numbers to consider the medium and long term strategy for upgrades. Whilst there is sufficient dry weather flow capacity at Chelmsford WRC to accommodate growth proposed in the Local Plan, in terms of wastewater network capacity, developers are advised to engage with Anglian Water at an early stage to assess a sustainable point of connection into the network.

Anglian Water stated that there is some capacity to accommodate growth at South Woodham Ferrers WRC, however it is possible a permit upgrade will be required in order to accommodate planned growth. Anglian Water has planned upgrades to the water capacity at 6 WRCs to accommodate population growth and reduce water infiltration issues. Additional treatment capacity is planned at South Woodham Ferrers. Anglian Water have submitted representations to the Regulation 19 Plan to state that they support the inclusion of the clause which requires any proposal to demonstrate that there is sufficient capacity for wastewater treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network. Anglian Water also highlighted that Great Leigh WRC has limited headroom currently for increased foul flows and is also managing permit tightening with regards to phosphorus levels. As outlined in the Water Cycle Study Detailed Addendum (CC-017) at Table 3-5, the proposed quantum of growth in Great Leighs catchment would exceed the DWF (dry weather flow) permit by the end of the plan period (2041), and therefore a growth scheme would be required to increase the DWF permit to accommodate the proposed allocations. As assessed by the WCS (CC-017) there is some initial capacity to accommodate growth at the WRC in the short term. Anglian Water would assess each application as development proposals come forward, to consider whether there is dry weather flow capacity available. Their data is updated on an annual basis as new dry weather flow data is verified and submitted to the Environment Agency, and high confidence growth data (committed sites) is assessed.

7. Green Infrastructure, Recreation and Leisure

7.1 Overview

This Section considers all forms of green infrastructure, recreation and leisure facilities within Chelmsford. These forms of infrastructure are highly valued and play a key role in the administrative area's sense of place and identity and promoting the health and wellbeing of residents.

This Section will consider the following green infrastructure, recreation and leisure infrastructure types:

- Parks and Gardens;
- Natural and semi-natural greenspaces;
- Amenity Greenspace;
- Provision for Children and Young People;
- Allotments;
- Indoor Sports Facilities; and
- Outdoor Sports Facilities.

At a national level, the NPPF seeks to promote healthy and safe communities. Paragraph 93 states that:

'To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (...sports venues, open space, cultural buildings...) and other local services to enhance the sustainability of communities and residential environments.'

This demonstrates the important role that open space and recreation can contribute in fostering a sense of community and place throughout Chelmsford. The NPPF provides protection to open space and recreational uses in Paragraph 104, outlining that:

'Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'*

As part of the evidence base for the Local Plan Review, the Council has updated technical studies which provide up-to-date information on the green infrastructure, recreation and leisure sites and facilities across the administrative area of CCC. The studies consist of:

- Chelmsford City Council Open Space Study – this covers all types of open spaces and replaces the previous version of the assessment. It includes new open space standards which will replace the previous ones set out in the adopted Local Plan.
- Chelmsford City Council Playing Pitch and Outdoor Sports Strategy – this covers all outdoor sports requirements. The strategy contains two documents including an Outdoor Sports Needs Assessment and an Outdoor Sports Strategy & Action Plan. Sport England's Playing Pitch Calculator and Sports Facility Calculator has been used alongside these strategies to help estimate the demand for indoor sports facilities as well as playing pitches and outdoor sports facilities. The Sports Facility Calculator principally covers indoor sports facilities such as swimming pools, sports halls and indoor bowls halls.

- Chelmsford City Council Indoor Sports Assessment and Strategy – this covers all indoor sports requirements and contains two documents including an Indoor Sports Needs Assessment and an Indoor Sports Strategy & Action Plan. Sport England’s Facilities Planning Model has been used as part of this strategy to arrive at the recommendations.

7.2 Green infrastructure

Policy and Context

This section analyses parks and recreation, natural and semi-natural greenspaces, amenity greenspace, provision for children and young people, allotments, as well as cemeteries, churchyards and other burial grounds.

The December 2024 Open Space Study defines the primary purpose of these typologies as follows:

- Parks and recreation - Parks, formal gardens and recreation grounds, open to the general public. Accessible, high quality opportunities for informal recreation and community events.
- Natural and semi-natural greenspaces - Supports wildlife conservation, biodiversity and environmental education and awareness.
- Amenity greenspace - Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.
- Provision for children and young people - Areas designed primarily for play and social interaction involving children and young people.
- Allotments - Opportunities to grow own produce. Added benefits include the long term promotion of sustainable living, health and social inclusion.
- Cemeteries, churchyards and other burial grounds – Provides burial space but is considered to provide a place of quiet contemplation and is often linked to the promotion of wildlife conservation and biodiversity.

Parks and gardens throughout the administrative area of CCC provide accessible high-quality opportunities for informal recreation and community events.

Natural and semi-natural greenspaces include woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g. down-land, meadow), heath or moor, wetlands (e.g. marsh, fen), wastelands (including disturbed ground), bare rock habitats (e.g. quarries), commons and Local Nature Reserves. These sites are important for wildlife conservation, biodiversity, for environmental and education awareness, and providing accessible open spaces for people to engage with nature.

Amenity greenspaces include informal recreation spaces and other incidental spaces. They are most often found within areas of housing and function as informal recreation space or along highways providing visual amenity.

Provision for children and young people includes areas designated primarily for play and social interaction, such as equipped play areas, ball courts, skateboard areas and teenage shelters. This encourages children and young people to engage with physical activity and the outdoors, supporting the development of social skills.

The provision of allotments provides the opportunity for people to grow their own produce. This helps to promote the long-term aims of sustainability, health and social inclusion. Allotment provision may also include shared ‘urban farms’, but excludes the growing of produce in private gardens. The provision of allotments is as statutory service that the local authority must provide under the 1908 Small Holdings and Allotments Act.

Current Levels of Provision

The 2024 Open Space Study provides an audit of open space provision across the administrative area covering all types of open space. Based on the analysis of supply and demand, the Study then sets out new open space standards which will replace the previous ones set out in the adopted Local Plan.

Parks and Recreation

The 2024 Open Space Study notes that there are 223 sites classified as parks and recreation sites across Chelmsford, resulting in the equivalent of over 223 hectares. The larger parts within the administrative area include Chelmer Park (21.6 ha), Saltcoats Park (15.9 ha), Melbourne Park (15.7 ha) and Springfield Hall Park (15.3 ha). These sites are within the city centre, within the urban areas (identified in this study as east and west of the city centre) and within South Woodham Ferrers.

The study identified two types of sites within the category of parks and recreation. Larger sites, such as Bell Meadow and Central Park and Melbourne Park in the city centre, serve as destination parks offering extensive recreational facilities. In contrast, smaller, more formal sites including Boleyn Gardens in the urban areas provide limited recreational use.

The study notes that the Fields in Trust guidance (2015) suggests a guideline that there should be 0.80 hectares of parks and recreational space per 1,000 population. The study further notes that the administrative area is above this figure overall and each of the sub areas analysed are also above this figure.

Furthermore, the study notes that there is reasonable coverage of parks with suitable access to communities, based on a 9-minute walk time. However, shortfalls in some areas were identified including the city centre, South Woodham Ferrers and urban areas (identified in this study as east and west of the city centre). The study did note however that many of these identified gaps are being served by amenity green space and natural and semi natural greenspace sites, which may not meet the criteria of formal parks and recreation but could provide similar recreational opportunities. The study suggests that it is imperative that the quality of these sites is maintained and enhanced, in addition to exploring the potential for them to be formalised into parks and recreation spaces.

In terms of quality, there are seventeen park and recreation sites with a Green Flag Award across Chelmsford. The study provided quality and value rating for 18 sites, excluding those more recreation style sites. Of the assessed park and recreation sites, over half (55%) rate above the quality threshold. The study highlights the following sites of particularly high-quality:

- Admirals Park
- Bell Meadow and Central Park
- Boleyn Gardens
- Oaklands Park

These sites were highlighted due to the range of green and blue infrastructure they include, such as a considerable number of trees, river and ponds, and wildlife. They also consist of a range of facilities such as play areas, outdoor sports spaces, car parks, litter bins, seating, fencing, and signage. Two sites, John Shennan Playing Field and Jubilee Park were highlighted as being of poor quality due to the lack of seating, security and path maintenance however it was noted that the sites performed well for entrances, fencing, overall maintenance, car parking, litter bins and sports facilities.

The report also explores the value that sites provide to the surrounding area. The study highlights the following as high-value sites:

- Bell Meadow and Central Park
- Admirals Park
- Oaklands Park
- Saltcoats Park and Compass Gardens

These sites were highlighted with their high amenity and social value due to the range of recreational and exercise infrastructure, landscape and visual benefits and ecological benefits they possess.

Natural and semi-natural greenspace

The 2024 Open Space Study notes that there are 218 natural and semi-natural greenspace sites in Chelmsford, equating to over 2,779 hectares. Of these 218 sites, 83 are noted as being accessible.

The rural south area has the most accessible natural and semi-natural provision with a total of over 957 hectares. This makes up over half (54%) of accessible natural/semi-natural provision. The two largest sites in Chelmsford are Hanningfield Reservoir (473 hectares) and Hylands Park (195 hectares). The two make up 37% of the natural/semi-natural provision in Chelmsford.

Fields in Trust guidance suggests 1.80 hectares per 1,000 population as a guideline quantity standard for natural and semi-natural greenspace. Within Chelmsford, there is an overall provision level of 9.80 hectares per 1,000 head of population which exceeds the guidelines. This is also the case for five of the six analysis areas within the study, the exception being the city centre area.

The study identifies notable gaps in access to sites over two hectares in areas with higher population density, including the city centre, urban areas, and South Woodham Ferrers areas. Gaps are also noted for sites over 20 hectares to the west of the city centre and parts of the urban areas, as well as for sites over 100 hectares in both urban areas and South Woodham Ferrers areas. These gaps are generally served by other types of open space, which may provide similar opportunities and access to natural greenspace. There is potential to enhance the secondary function of these spaces by integrating features associated with natural greenspace.

Amenity greenspace

The 2024 Open Space Study notes that there are 163 amenity greenspace sites identified in Chelmsford, all of which are above the 0.15 hectares size threshold, resulting in over 96 hectares. The study notes that an additional 180 amenity greenspace sites do not meet the threshold and are therefore excluded from this figure. The majority of these sites are located within residential areas or along highways.

The report notes that the Fields in Trust guidance (2015) suggests a guideline that there should be 0.60 hectares per 1,000 population for a quantity standard of parks and recreational space. The study further notes that the administrative area is slightly below this figure overall but was found to be above the guidance in the rural areas to the north and west, in addition to the urban areas (identified in this study as east and west of the city centre).

Furthermore, the study notes that there is a good distribution of amenity greenspace with suitable access to communities, based on a 6-minute walk time. However, shortfalls were identified in some areas of greater population density, including to the west of the city centre and to the east and south of South Woodham Ferrers. The study did note however that many of these identified gaps are being served by parks and recreation, and natural and semi-natural greenspace sites rather than amenity greenspaces. The study notes that it is imperative that the quality and access of these sites is maintained and enhanced.

Provision for Children and Young People

The 2024 Open Space Study notes there are 171 sites identified in Chelmsford for children and young people, resulting in nearly 10 hectares of space.

The report notes that the Council policy for supporting the provision of play areas is to promote good quality, ensure access, suitably located across the administrative area, freely available, well-maintained, and without undue hazards. The report notes that the delivery of this policy, with the refurbishment, replacement and improvement of sites across the administrative area has resulted in an overall enhanced offering for communities across Chelmsford.

The report continues to explore the accessibility of sites, with overall a good distribution of sites across the administrative area against 400m and 1000m catchments. It was found that higher density areas were more likely to be within walking distances to a site. However, minor gaps in some areas were identified including the city centre, rural south, South Woodham Ferrers, and urban areas (identified in this study as east and west

of the city centre). The following sites were identified which may be able to address this shortfall provided equipment is introduced or enhanced:

- City Centre:
 - Coronation Park Play Area (ID 280)
 - Lionmede Recreation Ground Play Area (ID 528)
 - Springfield Hall Park Play Area (ID 907)
- Rural South:
 - Potters Close (ID 732)
 - Rumsey Field Play Area (ID 789)
 - Sonters Down Play Area (ID 874.01)
 - South Hanningfield Road Play Area (ID 880.01)
- South Woodham Ferrers:
 - Bree Hill Play Area (ID 136)
 - Crickhollow Play Area (ID 300)
- Urban Areas:
 - Chelmer Village Green (ID 102)
 - Brook End Gardens (ID 142)

The report also explores the quality that sites provide to local communities. 80% of all assessed play sites rate above the quality threshold. The study highlights the following highest scoring sites:

- Saltcoats Park Play Area 1
- Westlands Park Play Area
- Admirals Park Play Area
- Broomfield FC Play Area
- Chelmer Village Green Play Area 1

These sites were highlighted due to specific infrastructure such as litter bins, seating, signage, parking, fencing, good quality play equipment and enhancing the visual attractiveness of the area. Thirty-six sites were also identified as performing less well due to the limited range and quality of equipment and the maintenance of the sites. Lower scoring sites included Colyers Reach Play Space, Howe Street Play Area and Little Baddow Cricket Club.

The report also explores the value that sites provide to local communities. All assessed sites scored above the value threshold. The study highlights the following sites of particularly high value:

- Oaklands Park Play Area 1
- Copperfield Road Play Area
- Chelmer Park Play Area
- East Hanningfield Village Hall Play Area

These sites were highlighted as they are well-maintained with a good range of equipment and access. The four sites also incorporate specific infrastructure such as education features, inclusive equipment, landscaping and natural play equipment.

Allotments

The 2024 Open Space Study notes there are 48 allotment sites in Chelmsford resulting in over 42 hectares. The largest site is Avon Road Allotments totalling 3.88 hectares within the city centre area. The report notes that the National Society of Allotment and Leisure Gardeners suggests a national standard of 20 allotments per 1,000 households, equating to 0.25 hectares per 1,000 populations based on an average plot-size of 250 square metres. This national standard indicates a minimum provision of 45.36 hectares of allotments to meet local community needs, Chelmsford therefore does not meet this requirement with the current provision level of 42.41 hectares of space. The report explains that allotments have not been reassessed as part of the study, however, they should be considered as high value and should be supported and protected.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed open space requirements within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

The 2024 Open Space Study demonstrates shortfalls in quality, accessibility and quantity across Chelmsford for different types of open space. Consequently, the Council will need to ensure new development contributes to the overall provision of open space. The study sets out new open space standards (detailed in the table below) which will replace the existing ones set out in the adopted Local Plan. The new standards are slightly higher than the existing ones in the adopted Local Plan. Sites with extant planning permission will already have been considered against the adopted standards however all other sites will be considered on the basis of the new standards.

Table 13. Proposed open space standards as set out in the 2024 CCC Open Space Study and existing open space standards set out in the adopted Local Plan

Type	New Quantity Standard set out in the 2024 CCC Open Space Study (Ha per 1,000 population):	Existing Quantity Standard in the adopted Local Plan (2020) (Ha per 1,000 population):
Parks & recreation	1.23	1.65
Natural & semi-natural greenspace	1.80	1.00
Amenity greenspace	0.53	0.40
Provision for children & young people	Children	0.05
	Young people	0.05
Allotment	0.30	0.30
Total	3.96	3.45

The Local Plan Review groups allotments, amenity greenspace and provision for children and young people in a category classed as ‘Accessible Local Open Space’. Parks and recreation are referred to as ‘Strategic Open Space’. Natural and semi-natural greenspace forms its own category.

Based on an average occupancy rate of homes in Chelmsford of 2.4 persons per dwelling, the calculation for open space requirements based on the new standards is as follows:

- 1) Number of households per 1000 population: $1000 \text{ people} / 2.4 \text{ people per dwellings} = 417 \text{ dwellings}$.
- 2) Accessible Local Open Space per dwelling: $9,300\text{sqm}^{20} / 417 \text{ dwellings} = 22 \text{ sqm/dwelling}$.
- 3) Strategic Open Space per dwelling: $12,300\text{sqm} / 417 \text{ dwellings} = 29 \text{ sqm/dwelling}$.
- 4) Overall total open space: $22\text{sqm} + 29\text{sqm} = 51 \text{ sqm/dwelling}$.

²⁰ This is the combined total of amenity greenspace, provision for children, provision for young people, and allotment quantity standard multiplied by 10,000 to convert it from hectares to sqm.

5) Natural and semi natural greenspace: 18,000sqm/417 dwellings = 43 sqm/dwelling.

Based on the above calculations, the quantum of open space required to support growth based on a worst-case scenario is set out in Appendix A. Not all development will be expected to provide open space at these standards and the quantity and type of open space required will need to be determined through the planning process on a site-by-site basis. The 2024 Open Space Study notes that in the first instance, all types of provision should look to be provided as part of new housing developments however if this is not considered viable, the existence of a shortfall in the area can assist with informing priorities on the type of open space required. Creating new provision to address shortfalls (particularly any quantity shortfalls) is often challenging (as significant amounts of new forms of provision would need to be created). Often a more realistic approach is to ensure sufficient accessibility and quality of existing provision. Exploring opportunities to enhance existing provision and linkages to these sites is therefore recommended by the study.

It is expected that developers will make land available for open space provision as part of comprehensive masterplanning and the application/Section 106 process, i.e. it is delivered as secondary infrastructure. On smaller sites, the expected approach would be to pool Section 106 contributions to deliver local open space off-site.

The Infrastructure Delivery Schedules (Appendix A) includes estimated costs for mitigation of impacts on designated ecological sites. The Essex Coast Recreational disturbance Avoidance & Mitigation Strategy (RAMs) aims to deliver the mitigation necessary to avoid significant adverse effects from ‘in combination’ impacts of residential development; thus protecting the Habitats (European) Sites on the Essex Coast from the adverse effects of site integrity. For all residential development within the evidenced Zone of Influence where there is a net increase in dwellings numbers a £472 per dwelling RAMs tariff is applied (based on the revised tariff to be applied from Summer 2026). Similarly, consideration of SSSI mitigation is a policy requirement at locations 3a, 3c, 3d, 7a, 7b, 7c, 16a, 11b, 11c and 13. The required mitigation and, where appropriate, contributions will be determined on an individual site basis.

It is noted that three new country parks are proposed as part of the Local Plan Review. These are at Location 3a (East of Chelmsford – Manor Farm), Location 6 (North East Chelmsford (Chelmsford Garden Community), and Location 16a (East Chelmsford Garden Community (Hammonds Farm)).

7.3 Indoor Sports Facilities

Policy and Context

The provision of indoor sporting facilities is not a statutory service that local authorities are required to provide, though it is clear from the wording of the NPPF that provision must still be ensured through the plan-making process for sports and leisure facilities:

‘8. Promoting healthy and safe communities:c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.’

Current Levels of Provision

Based on the findings of the 2024 Indoor Sports Assessment and Strategy, this section discusses the quantity and quality of the existing facilities in Chelmsford that provide for indoor sports activities.

Assessments were undertaken for the following types of facilities:

- Sports halls
- Swimming pools
- Health and fitness suites
- Squash

- Gymnastics and trampolining
- Indoor bowls
- Indoor tennis
- Indoor athletics
- Combat sports
- Ice rinks
- Village/community halls²¹

Sports Halls

The 2024 Indoor Sports Assessment and Strategy identified 53 sports halls of all sizes in Chelmsford, providing 107 badminton courts in total, where some venues are equipped with activity halls for more than one type of sports.

Within the Chelmsford administrative area, 41 sports and activity halls have two or fewer marked badminton courts. The study focused only on sites with three or more courts, as these can accommodate a broader range of sports and offer potential for community use. There are 17 such sports halls in Chelmsford, providing a total of 73 courts. Among these, Riverside Leisure Centre and St John Payne Catholic School each have six courts, Dovedale Sports Centre and King Edward VI Grammar School have five, twelve sites have four courts, and Moulsham High School has three.

In terms of quality, there is one good quality sports hall in the Authority at Riverside Leisure Centre, Nine sports halls are rated above average, while seven fall below average. Generally, residents in the city centre and eastern areas have better access to higher-quality facilities. Most sports halls have received some level of investment or refurbishment within the past 20 years.

Sports halls are generally well distributed across the authority, particularly in more densely populated areas. However, facilities with three or more courts are concentrated in the central area, which serves the highest population density. Provision is more limited in the south and west of the authority, with South Woodham Ferrers notably underserved compared to other large settlements. The study found that 69% of residents live within a one-mile walk of a sports hall, including those with community access, indicating strong overall accessibility. Additionally, 99.95% of the population is within a 20-minute drive of a publicly accessible sports hall with three or more courts or equivalent. However, only two venues, Chelmsford Sports & Athletic Centre and Riverside Leisure Centre, offer daytime (off-peak) community access. Eight further large sports halls in neighbouring authorities are also accessible to Chelmsford residents.

Swimming Pools

According to the 2024 Indoor Sports Assessment and Strategy, a standard 25m pool can provide for training for competition, low-level synchronised swimming, and water polo. These pools can also be made available for competitive events with modest spectator seating. Swimming pools with less than 160m² water space or are located at private member clubs are considered of limited value regarding community use and the delivery of health outcomes.

The assessment identified 18 swimming pools of all sizes at 14 sites in Chelmsford, with the largest pool having 500m² water space and the smallest being 25m². These include nine main pools that consist of more than 160m² water space and are over 20m in length, as well as four learner/teaching pools, one lido, and one diving pool that assists with programming and income generation, particularly at the public leisure centre. In addition, the Riverside Leisure Centre also includes a splash area, which provides flexibility of the water

²¹ Village/community halls are considered in Section 13 of this report.

space. Of the nine main pools, three were assessed as being good quality, two were above average quality, and three were below average quality. One of the main pools was not accessible for assessment. The swimming pools in Chelmsford are well maintained, regularly refurbished, and generally matched by similarly standard changing facilities. Good-quality pools are well distributed across the area, with pay-and-play options available at Riverside and South Woodham Ferrers Leisure Centres.

Swimming pools are found to be well-distributed across central Chelmsford, where the population density is higher. Based on existing population levels, the assessment results suggest that 52.4% of all residents in Chelmsford live within one mile of a swimming pool of 160m² water space or larger that provide some level of community use, and all residents have access to a swimming pool within less than 20-minute drive. When considering only the two pay-and-play pools, access drops to 26.3% of the population. Additionally, five pools in nearby authorities are within two miles of Chelmsford's boundary and are considered accessible to Chelmsford residents.

Health and Fitness Suites

The 2024 Indoor Sports Assessment and Strategy identified 22 health and fitness gyms in Chelmsford, which provide a total of 1,391 stations.

Out of the 22 facilities, 17 were found to have over 20 stations, which is considered as the standard for a sufficiently large community gym. Of these community gyms, five were found to be significant in size with over 100 stations, where Puregym in Chelmsford Meadows is the largest with 220 stations. The smallest gym in Chelmsford locates in Chelmsford County High School for Girls, which consists of five stations. In terms of quality, four sites received a good quality rating, nine were rated above average and three were below average.

The assessment result suggests that the health and fitness facilities are evenly spread out across Chelmsford, where all the main population centres are well served. 56% of residents in Chelmsford can access a health and fitness facility with over 20 stations and community use within 20-minutes of walking distance, whilst 43.6% would likely need to access by car or public transport. All of Chelmsford's population can access a community accessible facility with over 20 stations within 20 minutes of drive. These gyms can generally be accessed with monthly membership schemes, whilst three of them also offer some element of pay and play. In addition, there are twelve facilities within two miles of the Chelmsford administrative area in the neighbouring authorities.

Squash

The 2024 Indoor Sports Assessment and Strategy identified 10 squash courts in Chelmsford across four sites. Three of the 10 courts are glass backed, where one is provided at Club Woodham and two are provided at Hamptons Sports & Leisure Ltd. These two sites were assessed to have an above average quality, whilst the other two have a below average quality due to old-fashioned décor and poor-quality lights.

Approximately 99% of residents in Chelmsford were found to live within a 20-minute driving distance of a squash facility. Residents also have access to five courts at three sites that are located outside of Chelmsford, all within two miles in distance. Dovedale Sports Centre is the only site within Chelmsford that offer pay and play access, whilst the others require membership or offer no community use.

Gymnastics and Trampolining

The 2024 Indoor Sports Assessment and Strategy identified two dedicated facilities in Chelmsford that provide for gymnastics across two sites, namely Chelmsford Gymnastics Club and Swallows Gymnastics Club. The assessment notes that Swallows Gymnastics Club reported ongoing issues with a leaking and corrugated roof which it is in the process of acquiring the funds to address.

Gymnastics facilities generally serve a wider area beyond a local authority boundary. A 30-minutes' drive time catchment was therefore used for the assessment. All population of Chelmsford were found to have access to a dedicated gymnastics facility with less than 30 minutes of drive, demonstrating a good level of

accessibility within the Council area. However, both clubs have reported having capacity issues as a result of outgrowing their current facilities.

Indoor Bowls

The 2024 Indoor Sports Assessment and Strategy identified one indoor bowls facility with eight rinks in Chelmsford, which is the Falcon Bowls Club. The facility was assessed to have an above average quality with an above average condition for changing facilities.

The assessment suggests that based on existing population levels, all residents in Chelmsford live within a 30-minute driving distance from Falcon Bowls Club. The club offers access with membership schemes. Chelmsford residents are also able to access two other indoor bowls facilities in neighbouring authorities within less than a 30 minutes' drive, offering both pay and play option and memberships.

Indoor Tennis

The 2024 Indoor Sports Assessment and Strategy indicates that there are no indoor tennis courts within Chelmsford.

There are 14 facilities located in neighbouring local authorities that can be reached within 30-minute drive from Chelmsford, which could serve all residents within Chelmsford. Of the 14 facilities, 11 require a registered membership to access, with one facility at South Leisure & Tennis Centre offering pay and play provision.

Indoor Athletics

The 2024 Indoor Sports Assessment and Strategy identified one indoor athletics track in Chelmsford at the Chelmsford Sport and Athletics Centre. The centre comprises a six-lane 60 metre Mondo track, as well as a long jump, triple jump pit, pole vault, and high jump area. The track offered at this location is of good quality and has been reported by England Athletics as a track of key regional and national strategic significance. The assessment also found the ancillary facilities in good condition and regularly maintained at this location. However, the indoor long jump pit does not have the correct run offs and discussion is ongoing with England Athletics to resolve this issue.

Chelmsford Sport & Athletics Centre is accessible by all Chelmsford residents with less than 30 minutes of driving time. The site is managed by Chelmsford Council and is bookable on a pay and play basis.

Combat sports

The 2024 Indoor Sports Assessment and Strategy identified four dedicated combat sports venues and eight non-dedicated venues that provides for combat sports activities in Chelmsford.

The assessment reported a good supply of combat sports facilities in the Chelmsford administrative area with fewer facilities in the south of the authority area, however it is noted that this area is more sparsely populated. The whole Chelmsford population can access a combat sports facility with less than 30 minutes of drive. All venues were found to be accessible via pay and play or membership arrangements with the resident club.

Ice Rinks

The 2024 Indoor Sports Assessment and Strategy identified one indoor ice rink with 600 spectator seats in Chelmsford, located at the Riverside Leisure Centre. The ice rink was assessed to have an above average quality.

The assessment suggests that the ice rink at this location presents challenges with keeping the correct temperature and undertaking repair work for the facility, as the rink is located on the second floor of the leisure centre.

All residents in Chelmsford were found to have access to an ice rink with less than 30 minutes of drive. The facility offers pay and play service, club use, and scheduled programmes.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed indoor sports facility projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

At strategic development sites, it is expected that indoor sports facility requirements will be provided on site by the developer. On smaller sites, financial contributions may be required to improve and/or expand existing built facilities to cope with increased demand. Some of the potential initiatives identified will be funded wholly or partly by developer contributions via S106 agreements and/or CIL.

Sports Hall

The 2024 Indoor Sports Assessment and Strategy has identified a sufficient supply of sports halls in Chelmsford as of 2022 with an uneven distribution in their quality and available capacity. Concerning the projected population increase up to 2041, Sport England's Sports Facility Calculator indicates a need for 12.24 additional badminton courts within the administrative area. Sport England's Sports Facility Calculator has been used to calculate the cost of additional badminton courts on a site basis. This is included in Appendix A.

To increase sports hall supply, the assessment recommends maintaining and upgrading existing facilities, securing and extending community access at schools, especially Beaulieu Park School, and considering provision at the two new secondary schools to be located in each of the Garden Communities. The assessment also suggests that one of the proposed schools will include a dual use 4-court community sports hall.

Swimming Pools

The 2024 Indoor Sports Assessment and Strategy suggests that swimming pools within the administrative area meet most of the local demand, but facilities are operating at a high level of used capacity. Levels of unmet demand do not justify provision of a new pool. The extension of availability of pools located on school sites is recommended to alleviate pool capacity issues. The assessment has identified potential sites for extension, including Great Baddow High School, Moulsham High School, and Chelmsford High School for Girls, each with a need for refurbishment due to ageing facilities. It is anticipated that water space in Chelmsford will remain sufficient in 2041, which re-emphasises and strengthens the need to improve the quality of ageing school pools.

Health and Fitness Suites

The 2024 Indoor Sports Assessment and Strategy suggests that the existing health and fitness facilities supply in Chelmsford broadly balance with demands of the area, however, the current demand and utilisation levels are high, particularly at Riverside Leisure Centre. This indicates a potential to increase the scale and quality of fitness provision within the administrative area.

CCC is considering plans to provide additional capacity at Dovedale Sports Centre on the periphery of the City Centre, including the provision of circa 32 stations and accompanying changing facilities. The assessment also identifies potential to increase capacity at South Woodham Ferrers Leisure Centre, which is currently limited to 26 stations and could be extended to 60-80 stations with additional studio space. New provision could also be considered as part of the two new secondary schools at each of the new Garden Communities.

Squash

Findings of the 2024 Indoor Sports Assessment and Strategy suggests that there is insufficient supply of squash courts in Chelmsford, based on Sport England's Squash standard for court per population ratio. The assessment identifies a need for an additional five courts to 2041, however, as the existing courts are currently underutilised with booking levels being low this does not directly translate to additional need and further work is required to understand future requirements based on the proposed level of growth.

Gymnastics

The 2024 Indoor Sports Assessment and Strategy identified no unmet demand for gymnastics and trampolining within Chelmsford. However, it is advised that investment is needed to fix the roof of Swallows Gymnastics Club as leakage was found at the facility. Both existing clubs are at capacity and British Gymnastics has confirmed the need to support increase in participation and expand provision within the administrative area.

Indoor Bowls

The 2024 Indoor Sports Assessment and Strategy noted an increasing number of elderly people in the area, which is likely to lead to an increase in local demand.

Indoor Tennis

The 2024 Indoor Sports Assessment and Strategy found that there are no indoor tennis facilities in Chelmsford and most of the accessible venues located in neighbouring areas are to the south of the administrative area. The Lawn Tennis Association has identified Chelmsford as an investment priority for an indoor venue. The assessment recommends that the two Garden Community locations to the north and east of the city centre to be explored as viable options for new provision.

Indoor Athletics

The 2024 Indoor Sports Assessment and Strategy identified no requirement to increase indoor athletics provision in Chelmsford.

Combat Sports

The 2024 Indoor Sports Assessment and Strategy observed high participation levels of combat sports within Chelmsford. However, a lack of suitable facilities for combat sports was reported by several clubs. The potential to offer alternative routes into sports and physical activities at the existing and future facilities should be recognised and supported.

Ice Rinks

Findings of the 2024 Indoor Sports Assessment and Strategy suggests that the needs of Chelmsford's population for ice skating are currently met by the ice rink in Riverside Leisure Centre.

7.4 Outdoor Sports Facilities

Policy and Context

It is clear from the wording of the NPPF that playing fields should be protected. If a playing pitch is proposed to be disposed one of three criteria above need to be met. Paragraph 104 of the NPPF states that:

'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'*

Current Levels of Provision

This section reports on the quantity and quality of the existing outdoor sports facilities in Chelmsford, based on the findings of the Council's 2024 Playing Pitch and Outdoor Sports Strategy (PPOSS).

Assessments were undertaken for the following types of facilities:

- Football
- Third Generation Artificial Grass pitches (3G pitches)
- Cricket
- Rugby
- Netball
- Hockey
- Tennis
- Bowls
- Athletics
- Golf
- Cycling
- Outdoor Water Sports
- Other Grass Pitch Sports

Football

The 2024 PPOSS identified 179 football pitches in Chelmsford, located across 68 different sites. Apart from unavailable pitches located at education sites, 151 pitches are available at some level for community use, spreading across 48 sites. These sites are generally well-distributed across Chelmsford, with the most concentrated in the city centre and urban areas to the east and west of city centre.

According to the study, 56 of the accessible football pitches across 13 sites in Chelmsford were rated as good quality and 43 were rated as standard quality, whereas 53 across 24 sites were assessed to have poor quality. Pitches with poor quality scores were generally found to have issues relating to natural drainage problems, basic maintenance regimes, and signs of wear and tear. In addition, there are five sites found to have poor quality ancillary facilities, serviced by dated facilities that require improvement or replacement. Whilst the study considers Youth 11v11 football as the most prominent football activity in the area, there are only 26 accessible Youth 11v11 pitches in Chelmsford. Adult pitches are the most common type of football pitches in Chelmsford compared to pitches of other sizes, which accounted 69 in total. The rest of the accessible pitches include 22 Youth 9v9 pitches, 19 Min 7v7 pitches, and 15 Mini 5v5 pitches.

Third Generation Artificial Grass pitches (3G pitches)

The 2024 PPOSS identified four full size 11v11 3G pitches in Chelmsford across four sites, which are all equipped with sports lighting and are available for community use. In addition to the full-size pitches, there are 13 small sided 3G pitches in Chelmsford, located across eight sites. Seven of which consists of sports lighting and are available for community use.

Of the four full-size 3G pitches, the study rated two as good quality and two as standard quality pitches. Two of the available small sided 3G pitches were assessed as good quality, five were assessed as standard quality, and four were assessed as poor quality. The largest pitch has a size of 106m x 79m, whereas the smallest pitch is 31m x 24m. All areas apart from the rural area to the west (include Chignal, Good Easter, Highwood, Margaretting, Mashbury, Pleshey, Roxwell) of Chelmsford are served with at least one 3G pitches, with most pitches located in the city centre and urban areas to the east and west of city centre.

Cricket

The 2024 PPOSS identified 31 grass wicket squares across 23 sites in Chelmsford, all apart from one of which are available for community use. There are also 12 non-turf pitches (NTPs), which support training and help reduce overplay on grass wickets when used for matches. Three of the NTPs accompany grass wicket squares and the remaining nine are standalone wickets.

Of the available grass wicket squares, 12 were rated as good quality, 13 as standard and one as poor quality. All are serviced by ancillary pavilions with varied quality conditions. NTP provision is generally of a good or standard quality rating, except for a poor quality NTP at Chelmer Park. All areas apart from the rural area to the north of Chelmsford are served by grass wicket squares, with the most located in the urban areas to the east and west of city centre and in the rural area to the south of Chelmsford.

Rugby

The 2024 PPOSS identified 31 grass rugby union pitches located across 15 sites, where 27 pitches are available for community use at 13 sites. These include 26 senior pitches and one smaller age grade pitch. The remaining pitches are all located at New Hall School, which are unavailable for community use.

The study assessed the pitches available for community use and resulted in six considered as good quality, 16 as standard quality, and five as poor quality. Pitches at New Hall School were assessed to have two as good quality and two as standard quality. Most available pitches were found in urban areas to the east and west of Chelmsford city centre, whereas rural areas to the north and west of Chelmsford are not served by any existing pitch.

Netball

The 2024 PPOSS identified 82 netball courts in Chelmsford, located across 18 different sites. A total of 56 courts were found to be available for community use, which are spread across 14 sites. The remaining 24 courts are all provided at education sites and are unavailable for community use.

Out of all courts available to the community, 18 were assessed to have a good quality, 18 have a standard quality, and 20 have a poor quality. The unavailable courts at education sites provide 8 more good quality courts, but also include 12 courts of poor quality. The study also notes that ancillary provision and access are limited. All the netball courts assessed in the study meet the size of a standard netball court, which is 30.5m x 15.25m or over. There are also some undersized courts within Chelmsford that can be used in addition to the stand courts, but they are not considered for this study. The majority of the courts available for community use are located in urban areas to the east and west of Chelmsford city centre, whereas rural areas to the north and west of Chelmsford are not served by a netball court.

Hockey

The 2024 PPOSS identified five full-size artificial grass pitches (AGPs) in Chelmsford that are suitable for hockey playing, located across four sites. Two of the pitches are located at New Hall School, each has water-based surface and are supported by sports lighting but are not available for community use. The other three pitches are available for community use, which all have sand-based surface and are equipped with sports lighting. In addition, there are two smaller size pitches suitable for hockey, both of which are serviced by sports lighting and are available for community use.

The study assessed one of the full-size AGPs in Chelmsford as good quality, three as standard quality, and one as poor quality. The largest pitch is located at Chelmer Park, which is 106m x 60m in size. The other full-size provisions do not significantly differ from this measurement. All of the pitches are located in city centre and urban areas to the east and west of city centre.

Tennis

The 2024 PPOSS identified 142 traditional tennis courts in Chelmsford across 30 sites, 83 of which are equipped with sports lighting. Of these courts, 121 across 26 sites are available for community access, with 21 unavailable courts at four education sites.

Sixty-seven of the tennis courts available for community use were assessed to have a good quality, 21 were assessed to have a standard quality and 33 had a poor quality. The unavailable sites provide further 8 good quality courts, alongside 10 poor quality courts. Most courts are serviced by good or standard quality ancillary facilities. The majority of the courts are located in Chelmsford city centre and urban areas to the east and west of the city centre, with none provided in the rural areas to the north of Chelmsford.

Bowls

The 2024 PPOSS identified 15 flat bowling greens in Chelmsford located at 14 sites, all of which are available for community use. One of the flat greens have an artificial grass playing surface, with all remaining greens having a grass surface. However, no greens within Chelmsford are currently equipped with sports lighting.

All 14 greens are assessed to have good quality and none assessed as standard or poor. Ancillary provisions at these sites generally meet a satisfactory level. Most flat bowling greens are located in urban areas to the east and west of Chelmsford city centre, whereas rural areas to the north and west of Chelmsford are not served by flat greens.

Athletics

The 2024 PPOSS identified two full-size purpose-built outdoor athletics track within Chelmsford, located across two sites. Both sites provide an 8-lane synthetic 400-metre track serviced by sports lighting, but only one site is available for community use.

One of the sites were assessed to have good quality, with the other assessed as standard. No issues were reported regarding the quality or accessibility of ancillary provision. The two sites are located in the city centre and urban areas to the east of the city centre respectively.

Golf

The 2024 PPOSS identified three golf sites within Chelmsford that meet the definition provided by Sport England. Two of which provide standard golf courses with 18 holes, and one site provides for a 9-hole course. The study also notes that two of the sites supply a traditional driving range in addition to their standard hole courses, amounting to 43 driving range bays in total.

Golf courses within the administrative area are generally considered to have good quality with no significant issues. The longest golf course was found to be 6,198 yards, with the shortest being 2,894 yards. The three sites are located in the city centre, the rural areas to north and to the south of Chelmsford respectively.

Cycling

The 2024 PPOSS identified one purpose-built outdoor cycling facility within Chelmsford, which is located in the urban areas to the east of Chelmsford city centre. The facility provides for a pump track and is of standard quality.

Outdoor Water Sports

The 2024 PPOSS identified key water features within Chelmsford that provide a large area for a wide range of water sports, including the rivers Chelmer, Can, Wid and Crouch. These sites support activities including bell boating, canoeing, dragon boating, kayaking, motor boating, rowing, sailing and stand-up paddle boarding.

Other Grass Pitch Sports

The 2024 PPOSS identified one dedicated baseball pitch within Chelmsford and is used by Essex Reback Baseball Club. The pitch is well maintained and in good condition, whereas its ancillary changing and shower facilities were rated as poor quality.

There are currently no dedicated American football, rugby league, or lacrosse pitches within the administrative area. The nearest American football pitch is located in Colchester at Corporal Budd VC Gymnasium and at the University of Essex Sports Centre, and the nearest rugby league pitch is at Northern Gateway Sports Park in Colchester. The nearest lacrosse pitch is located in Buckhurst Hill Lacrosse Club in Epping Forest.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed outdoor sports facility projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

At strategic development sites, it is expected that outdoor sports facility requirements will be provided on site by the developer. On smaller sites, financial contributions may be required to improve and/or expand existing built facilities to cope with increased demand. Some of the potential initiatives identified will be funded wholly or partly by developer contributions via S106 agreements and/or CIL.

Each of the different types of outdoor sports facilities is considered in turn below.

Football

The 2024 PPOSS indicates a shortfall in the current and future provision of football pitches, as follows:

- Adult pitches – taking into account the existing shortfall and factoring in future demand from population growth, the overall shortfall is 24 match equivalent sessions per week. This shortfall could potentially be eradicated by improvement of existing facilities to create more capacity.
- Youth 11v11 pitches - taking into account the existing shortfall and factoring in future demand from population growth, the overall shortfall is 25 match equivalent sessions per week. Improvement to existing facilities could potentially reduce the shortfall to eight match equivalent sessions per week but would not be sufficient to resolve existing capacity issues.
- Youth 9v9 pitches - taking into account the existing shortfall and factoring in future demand from population growth, the overall shortfall is nine match equivalent sessions per week. This shortfall could be reduced with improvements to existing facilities and potentially resolve capacity issues.
- Mini 7v7 pitches – these pitches are currently operating at capacity with no spare capacity or overplay identified however when factoring in future demand from population growth, the overall shortfall is 3.5 match equivalent sessions per week. With improvement to existing facilities, this shortfall could potentially be reduced to 0.5.
- Mini 5v5 pitches - these pitches are currently operating at capacity with no spare capacity or overplay identified however when factoring in future demand from population growth, the overall shortfall is 3.5 match equivalent sessions per week. This could be resolved by improvement of existing facilities.

Ten grass pitch sites were identified as strategic sites and are prioritised for improvements. These sites include 28 adult pitches, five youth 11v11 pitches, 10 youth 9v9 pitches, 10 mini 7v7 pitches, and nine mini 5v5 pitches. Improvements to the quality of these sites are expected to create an additional 24 equivalent sessions of capacity per week. Investment and improvement to these sites will be led by appropriate operators or owners, with potential support and funding from the County Football Association (CFA) and Football Foundation (FF).

The study also identified two disused sites at Chetwood Fields and Sandford Mill Land which could be brought back into use in the future. The sites each consist of an adult pitch and bringing them back into use would create an additional one match equivalent session per week of peak time capacity. It is recommended that further feasibility of this option be considered, in comparison with the potential option to re-configure the adult pitches into existing mini pitches.

The study concludes that bringing back disused pitches, securing community use and improving capacity is unlikely to offer significant capacity gains. A strategic provision on new pitches is therefore considered necessary to address the scale of shortfall and meet future demand. Alternative options such as increasing access to 3G pitches and new football pitch provision through new developments (Beaulieu development and Warren Farm and Hammonds Farm developments) are also considered.

3G Pitches

The 2024 PPOSS has identified an overall need for 12 11v11 size 3G pitches, resulting in a shortfall of 7.75 pitches required in addition to existing level of provision. Currently, the most apparent shortfalls (3.75) are within the urban areas to the east and west of Chelmsford city centre. When taking into account future demands based on the proposed growth as well as club aspirations, the additional requirement could increase to 9.25 11v11 3G pitches in total across Chelmsford and 5.75 in the urban areas. This forecasted demand could be further increased to 10.75 based on historic trends.

A planning application for a new 11v11 3G pitch provision at Great Baddow High School has been submitted and a smaller size 3G pitch at Runwell Sports & Social Club has been granted permission. Reducing the shortfall by 2.25 in total. In addition, there is a requirement for one 11v11 size 3G pitch to be provided as part of each of the proposed Garden Communities, which could contribute to reducing shortfalls if successfully delivered.

Taking into account the potential to move football match play demand to 3G pitches, a total of 30 11v11 3G pitches would be required, which is considered impractical and unsustainable. The study considers an alternative approach to transfer all mini football from grass to 3G pitches, which would result in an overall need of six 11v11 3G pitches and would only require the development of two additional 11v11 size 3G pitches.

Cricket

The 2024 PPOSS has identified an insufficient supply of cricket squares in Chelmsford with overplay at 10 sites across 11 squares. The study recommended a reduction in play to mitigate overplay at existing sites and avoid detrimental effects on quality over time. This could be achieved by encouraging utilisation of artificial provisions for junior teams and installing non-turf pitches at existing sites. It is also suggested that improvements of quality could alleviate the unmet demand.

The study identified a potential requirement of five additional cricket squares to meet future shortfalls. So far, a future grass pitch provision is expected as part of a residential housing scheme at Warren Farm, alongside a planned provision of two new squares as part of the Chelmsford Garden Communities via the sporting hubs. In addition, the study identified hybrid wickets as a potential alternative to increase playing capacity, once they become more readily available for community cricket clubs. It is recommended that the existing quantity of cricket squares be protected, while considering the need for allocating land for new pitches outside of the residential housing allocations.

Rugby

The 2024 PPOSS has found a shortfall of rugby union pitches in Chelmsford and suggests that new provision is required to reduce overplay. The current shortfall is identified as 10.25 match equivalent sessions, whereas the future shortfall comprises of 12.25 match equivalent sessions per week. The study found that these figures could be reduced significantly to 2.25 and 4.25 respectively through improvement of maintenance and drainage solutions at existing facilities with maximum benefits.

The study suggests one additional good quality pitch would each need to be provided at Coronation Park and Willowbrook Sports & Social Club to meet the current demand. Shortfalls at Coronation Park could be eradicated through provision of additional sports lighting, however, one additional pitch would be required for each pitch that is not suited for quality improvement. The study also explored options to accommodate Rugby play onto the proposed new full size 3G pitch, which could reduce the overall need for new provision.

Netball

The PPOSS has concluded that the current supply of netball provision in Chelmsford is likely to be sufficient with a large number of courts in place. Nevertheless, it is suggested that community use agreements need to be secured at certain sites and improvements to sports lighting could be made to better meet the needs for future growth.

A new multi-court MUGA is expected to be delivered accompanying a new secondary school at Chelmsford Garden Communities, which provides potential opportunity to meet future demands for netball.

Hockey

The 2024 PPOSS identified a sufficient existing supply of artificial grass pitches within Chelmsford that are suitable for hockey. However, the study found that there have been access and quality issues at New Hall School and Chelmsford County High School for Girls that need to be resolved for the current local demand. A future shortfall has been identified based on match play and training demand.

The study suggests that the shortfall could be alleviated through an additional full size hockey suitable pitch, alongside the provision of new 3G pitches across the authority area and quality improvements to the existing facilities. All existing pitches have been used extensively for hockey and should be protected for future hockey usage.

Tennis

The 2024 PPOSS has identified capacity issues at the four tennis clubs within Chelmsford and suggests additional provision is needed to fully accommodate the current and future needs. A new floodlit multi-court MUGA is expected to be delivered as part of a new secondary school development at North East Chelmsford Garden Community, which could cater for tennis.

The study also suggests quality improvements and installation of sports lighting are required across the authority area to encourage participation. Investments have been in place for three sites containing 13 courts, which are used to provide for recreational demand. It is recommended that such investment to be replicated at three additional sites where quality is poor.

Bowls

The 2024 PPOSS states that there is currently no specific need for an additional bowling green to accommodate existing or future demand. There is therefore no identified requirement for additional green space, however, support is needed to maintain the current level of provision.

Athletics

The 2024 PPOSS states that requirement for athletics provision is anticipated due to the forecasted population growth at the Chelmsford Garden Communities development. The study recommends provision as part of a secondary school development or sporting hub site, particularly within the North East Chelmsford Garden Community with some provision as part of the East Chelmsford Garden Community. Alternative options of new athletics provision are also being explored, designs include Play Track, Compact Track, Mini Track and Active Track.

Golf

The 2024 PPOSS has not identified any suitable scenarios for golf provision and has recommended that the existing golf provision to be protected, alongside improvements to ancillary facility quality. Opportunities to provide other forms of golf provision could be further explored.

Cycling

The 2024 PPOSS has not identified any suitable scenarios for cycling provision and has recommended that the existing provision to be protected, alongside consideration for the creation of a Cycling Network that connects school and park sites.

Outdoor Water Sports

The 2024 PPOSS has not identified any suitable scenarios for outdoor water sports provision and has recommended that the existing provision to be retained with sufficient quality for supporting facilities.

Other Grass Pitch Sports

The 2024 PPOSS has not identified any suitable scenarios for other grass pitch sports provision and has recommended that continued access to existing sites are maintained and ancillary facilities at Melbourne Park to be improved. The study also suggests that a dedicated American football pitch should be considered a priority for providing dedicated space for activity and meeting potential demand.

8. Digital Infrastructure

8.1 Overview

This section covers the provision of broadband services to residents and businesses. It is recognised that digital services are important for resident's digital inclusion, participation in society and in democratic processes, whilst providing necessary connectivity for businesses to drive the economy.

8.2 Broadband Coverage

Policy and Context

Connection to gigabit capable broadband services are delivered through commercial roll-outs within Chelmsford by:

- BT Openreach, which is currently the principal provider of infrastructure. Openreach operates as a wholly owned subsidiary of British Telecom (BT), providing the network through which other commercial providers can offer services.
- Virgin Media, which own a fibre cable system which has wide coverage in Chelmsford. There is no other provider access through the Virgin cable network. Virgin's focus is on increasing usage/customers for their system.

In addition, other commercial operators such as Hyperoptic and County Broadband are building full fibre networks offering a gigabit service to new and existing premises across Chelmsford. Hyperoptic, which operate its own fibre network and focuses on delivering full fibre-to-the-premises (FTTP) to new builds and existing apartment blocks. Hyperoptic is therefore predominantly available within Chelmsford City Centre.

In 2018, to meet future demands of consumers and businesses, the Government announced a new policy for the UK's telecoms industry to provide gigabit-capable infrastructure to 50% of premises by 2025 and nationwide coverage by 2033.

In March 2021, the Government launched Project Gigabit. This is a flagship £5 billion programme to enable hard-to-reach communities to access gigabit-capable broadband with an updated target of ensuring at least 85% of the country has gigabit connectivity coverage by 2025. The Government proposes that some £1.2bn of the overall allocation will be committed for investment by 2025 and achieve superfast speeds at all premises in the County. Building Digital UK (BDUK)²² is the executive agency sponsored by the Department for Digital, Culture, Media and Sports who is responsible for implementing Project Gigabit. Currently, BDUK is assessing whether additional investment is necessary in Essex as part of Project Gigabit to support remote rural areas, with specific locations to be determined by BDUK. A decision is anticipated by December 2024.

In addition, BDUK administers the Gigabit Voucher scheme (GBVS) to qualifying households, offering grants of up to £4,500 to rural dwellings and businesses (with potential expansion to urban areas under consideration) to facilitate the installation of gigabit-capable broadband (1Gbps) ISP services. It is important to note that premises identified by BDUK for potential further investment under Project Gigabit are ineligible for this grant. BDUK's investments in Project Gigabit and other initiatives are continuously evolving.

Essex County Council (ECC) published the Digital Strategy for Essex²³ in June 2022. The strategy has a strong focus on promoting digital equality. This includes providing equal access to good connectivity and equipment, affordability, as well as support for developing digital skills of individuals to ensure no one is excluded.

²² Available at: <https://www.gov.uk/government/organisations/building-digital-uk>

²³ Available at: [New Digital Strategy for Essex | Essex County Council](#)

The Strategy sets the following infrastructure delivery targets to boost digital connectivity by 2025:

- Superfast speeds available at all premises in Essex;
- Gigabit-capable services available at more than 85% of premises in Essex;
- 4G services available at over 99% of the Essex geography; and
- 5G services available at all key employment locations and in identified priority areas.

Digital Essex is the rebranded superfast Essex programme led by Essex County Council. Digital Essex has a current investment of £1.9m until March 2026. The programme is funded by Essex County Council, Central Government and Openreach and Gigaclear, as well as some funding contributions from local councils. The programme seeks to ensure that new, faster services, delivered by gigabit-capable or 5G technology, reaches everyone in Essex. Currently it's forecasted that the commercial rollout of gigabit-capable broadband will only reach 80% of Essex leaving behind the hardest-to-reach areas. Digital Essex helps to support commercial rollouts and develop projects to help reach rural homes and businesses in the hardest-to-reach areas of the county.

All new residential, commercial developments and other appropriate developments / uses must be served by a gigabit broadband connection to the premises and 4G / 5G mobile connectivity. Connection should include the installation of appropriate cabling within the homes or business units (or other buildings) as well as a fully enabled connection of the developed areas to at least two open access network provider, enabling future occupiers to subscribe to gigabit broadband services without the need for further engineering work. Where connectivity is not currently available suitable ducting that can accept gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

The Essex Design Guide²⁴ emphasises that developers should undertake early and regular engagement/pre-application discussions with the LPA to ensure alignment with the Digital Strategy and to speed up the delivery process. Factors affecting the siting, the appearance, and network services should all be assessed. The Design Guide notes that it is the LPAs responsibility to make clear to applicants and developers of what is required regarding digital connectivity for new developments and request for detailed provision at an early stage of the planning process, anticipating an imminent change in planning legislation to make the provision of gigabit infrastructure mandatory for new developments.

Current Levels of Provision

As part of the Government's Superfast Broadband Programme, ECC established the Superfast Essex programme in 2013, working with Openreach and Gigaclear. Since 2013, Superfast Essex has upgraded one in every six addresses across the county to fibre broadband.²⁵

The Digital Strategy for Essex notes that at the end of 2021, the Superfast Essex programme was on track to reach 99% of all premises having access to Superfast speeds (30 Mbps or greater) in Essex by 2023.

However, around 8,000 premises in very hard-to-reach areas of the county still have poor broadband speeds and no current upgrade plans. For those areas which are not currently covered, Digital Essex is collaborating with the Government through a programme called Project Gigabit. This is a national plan to deliver gigabit capable broadband across the country, initially focusing on the hard-to-reach communities and expanding to all areas, it is expected 99% of premises to have access to a gigabit-capable connection by 2032d

The Digital Strategy for Essex stated that by 2023, around 80% of Essex premises would have access to gigabit (1000 Mbps) broadband speeds. This was actually achieved in May 2024 (Source: Think broadband). To reach the national target of 85% coverage, effective public intervention was needed to reach a further 5% of Essex with gigabit speeds. The Strategy noted that ECC would work in close collaboration with public sector partners and commercial broadband networks to put plans in place

²⁴ Available at: <https://www.essexdesignguide.co.uk/supplementary-guidance/planning-for-5g/the-essex-approach/>

²⁵ Source: <https://www.essex.gov.uk/running-council/plans-and-strategies/digital-essex>

to achieve and exceed this target of 85% coverage by 2025. The target was achieved in March 2025 (Source: Think broadband).

As of March 2026, superfast broadband coverage (≥ 30 Mbps), across Chelmsford has risen to 98.99% which surpasses the UK's average of 98.49% coverage. Chelmsford's Full Fibre FTTP coverage is 83.90% which is higher than the UK average of 83.04% coverage. Gigabit (DOCSIS 3.1 or FTTP) coverage in Chelmsford is 90.61% which is also higher than the UK average of 90.19% coverage (Source: Think broadband).

According to the ECC Digital Essex Rollout map³⁰, most premises across Chelmsford are labelled as 'Commercial operator – broadband available/planned', with around 15 clusters of 'Superfast Essex – broadband available'. These clusters are either commercial/industrial sites or small residential areas and this is most developed near Chelmsford city centre. Finally, a few scattered properties show no broadband available or planned.

Infrastructure Required to Support Growth

No planned or proposed digital infrastructure projects to support the Submission Local plan, have been identified other than the programs identified above which are already being implemented by Digital Essex. However, proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable 5G mobile and broadband connectivity, as required by Strategic Policy S9 – Infrastructure Requirements.

As part of the Government's plans to end 'no bar blues' and accelerate 5G coverage nationwide, reforms to planning laws allow new and existing masts up to five metres taller and two metres wider than current rules permits, facilitating telecommunication providers to upgrade existing infrastructure. These changes were delivered via legislation through the Product Security and Telecommunications Infrastructure Act 2022.

ECC expects new build developers to liaise with telecommunications suppliers for mobile and broadband connections early in the development process. ECC's Design Guide incorporates the Essex Planning Officers Association (EPOA) Planning Guidance for Digital Connectivity.²⁶ This sets out a protocol to guide pre-application (and planning application) process where planning permission is required for new infrastructure and equipment. The Essex Design Guide contains supplementary planning guidance for Planning for 5G and Planning Guidance for digital connectivity focused on fixed line broadband connections.

²⁶ Available at: <https://www.essexdesignguide.co.uk/supplementary-guidance/epoa-planning-guidance-for-digital-connectivity-focused-on-fixed-line-broadband-connections/> and <https://www.essexdesignguide.co.uk/supplementary-guidance/epoa-planning-guidance-for-digital-connectivity-focused-on-fixed-line-broadband-connections/national-planning-policy-requirements/>

9. Minerals and Waste Planning

9.1 Overview

This Section will consider the following minerals and waste planning infrastructure:

- Mineral Planning
- Waste Planning

9.2 Mineral Planning

Policy and Context

Minerals are heavily relied upon to support our daily lives, supporting travel, communication, and technology infrastructure. The UK Critical Minerals Strategy, updated in 2023, sets out the importance of mineral management and planning to ensure current and future mineral needs are met²⁷. The strategy outlines the following objectives to guide future policy and action:

- Accelerating the UK's domestic capabilities
- Supporting collaboration with international partners
- Enhancing international markets.

Current adopted national mineral policy is set out in the NPPF which sets out in paragraph 222 that it is essential to ensure sufficient supply of minerals to support infrastructure and developments. Similarly, paragraph 223 outlines that planning policies are required to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place. Policies should safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material. Responsible authorities are required to prepare an annual assessment of current and future forecasted mineral need to ensure a steady and appropriate supply of mineral resources, with proactive action taken to work collaboratively with neighbouring authorities, maintain stock of current reserves and sites and to ensure future safeguarding of mineral resources and associated infrastructure.

ECC acts as both the Mineral and Waste Planning authority (MWPA) and the Waste Disposal Authority (WDA) for Essex, who is required to perform statutory functions under the Environmental Protection Act 1990. ECC manages minerals through the adopted Minerals Local Plan (2014²⁸). This Plan outlines the long-term plan and policies for mineral management and identifies current and future sites for mineral development across Essex.²⁹

Essex County Council has commenced a review of the Minerals Local Plan (MLPR) to extend the plan period from 2029 to 2040.

The MLPR has completed four stages:

- a Regulation 18 consultation in March/April 2021
- a 'Call for Sites' in February/March 2022
- a second 'Call for Sites' in September 2022
- an informal engagement on Policy S6 of the Minerals Local Plan in February/ March 2022.

²⁷ Resilience for the Future: The UK's Critical Minerals Strategy - GOV.UK (www.gov.uk)

²⁸ [essex-minerals-local-plan-adopted-july-2014.pdf](#)

²⁹ Minerals and waste planning policy: Minerals Local Plan | Essex County Council

A second Regulation 18 public consultation was undertaken between 6 February and 9 April 2024 with the consultation being extended until 24 July due to an unintentional omission of a candidate site. An additional Regulation 18 consultation will be undertaken in Summer 2026. The Plan includes strategic priorities for minerals development, climate change, safeguarding mineral resources, extraction sites and relevant infrastructure and access and transportation.

The Chelmsford Local Plan area includes land within a Mineral Safeguarding Area (MSA) due to the presence of unworked sand and gravel deposits and Mineral Consultation Areas (MCAs) given there are active quarry sites in Chelmsford which are subject to a Minerals Safeguarding policy (MLP Policy S8).

The adopted MLP designates Mineral Consultation Areas (MCAs) at a distance of 250m around active quarries, other mineral infrastructure and areas allocated or permitted for mineral extraction. ECC must be consulted on all non-minerals and waste related development proposed within these Consultation Areas that meet the tests set out in Policy S8 or its successor policy, including the scoping of any Minerals Resource Assessment and Minerals Infrastructure Impact Assessment.

Exploratory work has been undertaken within the County to explore the potential of shale gas and hydraulic fracturing. However, it has been found that it is unlikely that this will take place within Chelmsford and Essex.³⁰

Current Levels of Provision

There are six permitted aggregate sites, one mineral transshipment site and five aggregate recycling sites within Chelmsford. These are outlined in the tables below.

Table 14: Permitted Primary Aggregate Sites at 31 December 2024³¹

Alresford Creek, Alresford, Essex	Royal Oak, Danbury, Essex
Asheldham Quarry, Southminster, Essex	Sheepcotes, Essex
Birch Quarry, Birch, Essex	St Cleres Pit, Danbury, Essex
Blackley Quarry, Great Leighs, Essex	Fingringhoe Quarry, Fingringhoe
Bradwell Quarry, Silver End, Essex	Alton Park, Clacton, Essex (DORMANT)
Brightlingsea Quarry, Essex	Hambro Hill, Rayleigh, Essex (DORMANT)
Bulls Lodge Quarry, Boreham, Essex	Hodgnells Farm, Essex (DORMANT)
Colchester Quarry (aka Stanway Quarry), Essex	Straits Mill, Bocking, Essex (DORMANT)
Colemans Quarry, Essex	Salts Green Quarry, Chalk End, Essex
Crown Quarry, Ardleigh, Essex	Wivenhoe Quarry (Sunnymead Extension), Wivenhoe, Essex
Curry Farm, Bradwell-on-Sea, Essex	Crumps Farm, Great Canfield, Essex
Elmstead Hall, Essex	Dansand Quarry, Orsett, Thurrock
Highwood Quarry, Little Easton, Essex	Medina Farm, Thurrock
Lufkins Farm, Essex	Orsett Quarry, Stanford Le Hope, Thurrock
Martells Quarry, Ardleigh, Essex	Limestone Pit, Buckingham Hill Road, Linford, Thurrock, SS17 0PR

³⁰ Minerals and waste planning policy: Minerals Local Plan | Essex County Council

³¹ Greater Essex Local Aggregate Assessment – January 2026

Rayne Quarry, Braintree, Essex	
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Table 15 Permitted Mineral Transshipment Site at 31 December 2024³²

Ballast Quay, Fingringhoe, Essex	Port of Tilbury, Berth 40A, Thurrock
Port of Harwich, Parkeston, Essex	Purfleet Wharf, West Thurrock, Thurrock DA2 6QP
Berth 1, Tilbury Docks, Tilbury, Thurrock, RM18 7JT	Thurrock Wharf, Thurrock Marine Terminal, Oliver Close, West Thurrock RM20 3EE
Berth 7, DP World, Thurrock SS17 9DY	Tilbury Wharf, (Tilbury 2) Fort Road, Tilbury, Thurrock RM18 8UJ
Port of Tilbury, Berth 36/38, Thurrock	

Infrastructure Required to Support Growth

No planned or proposed minerals planning projects have been identified in relation to the Submission Local plan however a number of the proposed allocations are located within a Minerals Safeguarding Area therefore a Minerals Resource Assessment will need to be undertaken to assess if the site contains a viable minerals resource which would require extraction prior to development (Sites 3a – d; 7a – c; 8; 16a, 16b and 18a).

Strategic Growth Sites 1ddx (Former Kay Metzeler Premises, Brook Street), and 1y (Land between Hoffmanns Way and Brook Street (Marriage’s Mill)), 9a (Waltham Road Employment Area, Boreham) and 9c (South of Main Road and Dukes Wood Close, Boreham) are located within a Minerals Consultation Area. Given their proximity to an ~~the~~ existing strategically important transshipment site at Chelmsford Rail Sidings (MLP Site F2) and Bulls Lodge Quarry, a Minerals Infrastructure Impact Assessment will need to be undertaken to ensure that development does not compromise these sites. MLP Policy S9 requires MLP, F2 to be safeguarded from development which would compromise its continued operation. Strategic Growth Sites 9a (Waltham Road Employment Area, Boreham), 9c (South of Main Road and Dukes Wood Close, Boreham) and 16a (East Chelmsford Garden Community) are located within a Waste Consultation Area. Given their proximity to Chelmsford Waste Water Treatment plant (Site 16a) and Boreham Metal Recycling at Bulls Lodge Quarry (Site 9a and c) a Waste Infrastructure Impact Assessment will need to be undertaken to ensure the development does not compromise WLP Policy 2.

As part of enabling works for the Chelmsford North East Bypass a new multi-modal bridge north of Beaulieu Parkway has been completed. The bridge will enable the continued operation of the Bulls Lodge mineral quarry during construction and operation of the bypass. In the future, it will be modified to provide an east-west link across the bypass for all modes of transport, including pedestrians and cyclists. This will enable access to the new Chelmsford Garden Community and existing communities to the west of the bypass.

The phasing of the minerals extraction in both Boreham Airfield and Park Farm areas will enable the phased development of CGC. Following the completion of minerals restoration activities the landform within part of the Boreham Airfield area will be utilised to deliver the destination park known as Duke’s Wood Nature Park, including a lake.

³² Greater Essex Local Aggregate Assessment – January 2026

9.3 Waste Planning

Policy and Context

During the past few years, controls and restrictions over waste management has tightened across the UK, as more attention was given to the arising environmental crises. The Government updated their Waste Management Plan in 2021³³, following the publication of their 2018 Resources and Waste Strategy³⁴.

These policies set out Government's overall approach to move away from the current linear economic model and towards a more circular economy, which keeps resources in use for longer and reaches their maximum value. The main purpose of the agenda is to encourage reduction and reuse of waste, including strategies such as introducing a waste hierarchy and a tax on plastic packaging. Businesses and Local Authorities are given the responsibility to improve urban recycling rates and working arrangements.

ECC acts as both the Mineral and Waste Planning authority (MWPA) as well as the Waste Disposal Authority (WDA) for Essex. ECC is the waste planning authority (WPA) for Essex with specific responsibility for strategic and local waste land-use planning policy. This includes the preparation of the Waste Local Plan and the determination of planning applications for the management of waste and for ensuring compliance with planning permissions.

Meanwhile, CCC is the Waste Collection Authority for Chelmsford City and has a statutory responsibility to provide a waste collection service to householders and local businesses. From 2003, Waste Collection Authorities (WCAs) are also under a duty to collect at least two types of recyclable waste separately when collecting household wastes.

ECC, as WDA, has a statutory obligation to arrange for the treatment and/or disposal of controlled waste collected by the waste collection authorities (LPAs) and to provide Household Waste Recycling Centres (HWRCs) where the residents may deposit their household waste, and to arrange for the disposal of this waste. ECC is also required to secure, maintain and operate other waste management infrastructure, including Waste Transfer Stations and operational depots. ECC is also responsible for the long-term management and monitoring of thirteen closed and restored former landfill sites.

The Waste Strategy for Essex 2024-2054 (WSfE), adopted by ECC together with the twelve Essex WCAs, details the vision for the management of Local Authority Collected Waste (LACW) in Essex. The strategy outlines our approach to minimising the impact of waste on the environment by embracing a more circular economy, applying the waste hierarchy and supporting residents and businesses to reduce waste and increase the proportion reused, recycled and composted. The strategy commits the partnership to stretching targets to reduce waste, increase reuse and recycling, and to recover energy and materials from waste that can't be recycled: Our targets:

- ensure all residents have access to recycling services for food, plastic, paper, card, metal, glass and garden waste
- by 2026 ensure that all residents have access to recycling services for plastic film by 2027 • stop using landfill by 2030
- reuse, recycle or compost 65% of waste by 2035 with an ambition to achieve 70% or more
- halve the amount of residual waste per person per year by 2042
- reduce our greenhouse gas emissions and contribute to achieving net zero by 2050

The WSfE will be subject to continual review during the lifetime of this guide to reflect national policy and legislative changes resulting from the continuing adoption of the government's circular economy policy, the most significant of which is the Environment Act 2021. The Environment Act 2021 and its associated

³³ Available at: <https://www.gov.uk/government/publications/waste-management-plan-for-england-2021>

³⁴ Available at: <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

regulation will impact on the type and amount of waste being handled and requires councils to offer enhanced recycling services to residents.

The current Waste Local Plan (WLP),³⁵ adopted in 2017, aims for Essex and Southend-on-Sea to achieve net self-sufficient in waste management by 2032. Policy 2 of the plan seeks to ensure existing and allocated waste sites and infrastructure are protected from inappropriate neighbouring development that may prejudice their continued efficient operation or ability to carry out their allocated function in the future. Policy S2 designates Waste Consultation Areas (WCAs) within 250m of safeguarded sites or within 400m of a Waste Recycling Centre. ECC, as the MWPA, must be consulted on all non-waste related development within a WCA, that meet the tests set out in Policy 2 (except for exceptions defined in Appendix C of the WLP), to ensure that the proposed development would not adversely impact on their existing or future operation, along with the scoping of any Waste Infrastructure Impact Assessment (WIIA).

A Site Waste Management Plan is also required to maximise the recovery of minerals from construction, demolition and excavation wastes. This will be promoted by on-site re-use/recycling, or if not practical or environmentally acceptable to do so, through re-use/recycling at nearby aggregate recycling facilities in proximity to the site.

Current Levels of Provision

In 2020/21, CCC collected 82,186 tonnes of waste in total, where approximately 95% was generated from households, and only 41% of which was sent for either recycling, composting, or reuse. Although this was improved from the 35% recycling rate in 2007/08³⁶, it was still below the national average of 44.1%³⁷.

From discussions with the City Council, their current waste depot, storage and transfer station facility is currently at capacity. Additional throughput capacity will be required at the site to meet anticipated current demand and planned future growth. The site currently being used has historically been expanded and is now constrained, being unable to increase capacity any further. The preferred approach for CCC is for the acquisition of a site where a new, larger facilities can be constructed to manage both current anticipated demand and planned future growth. The Council noted that this facility will be required within the next five years.

According to the most recently published Authority Monitoring Report, as of December 2020³⁸ in total, there were 286 operational waste management facilities in Essex. Of these 106 were waste transfer facilities. The estimated capacity for waste transfer in Essex and Southend-on-Sea was 1.67Mt in 2020. The figure below illustrates the distribution of different waste management facilities across the county.

³⁵ Available at:

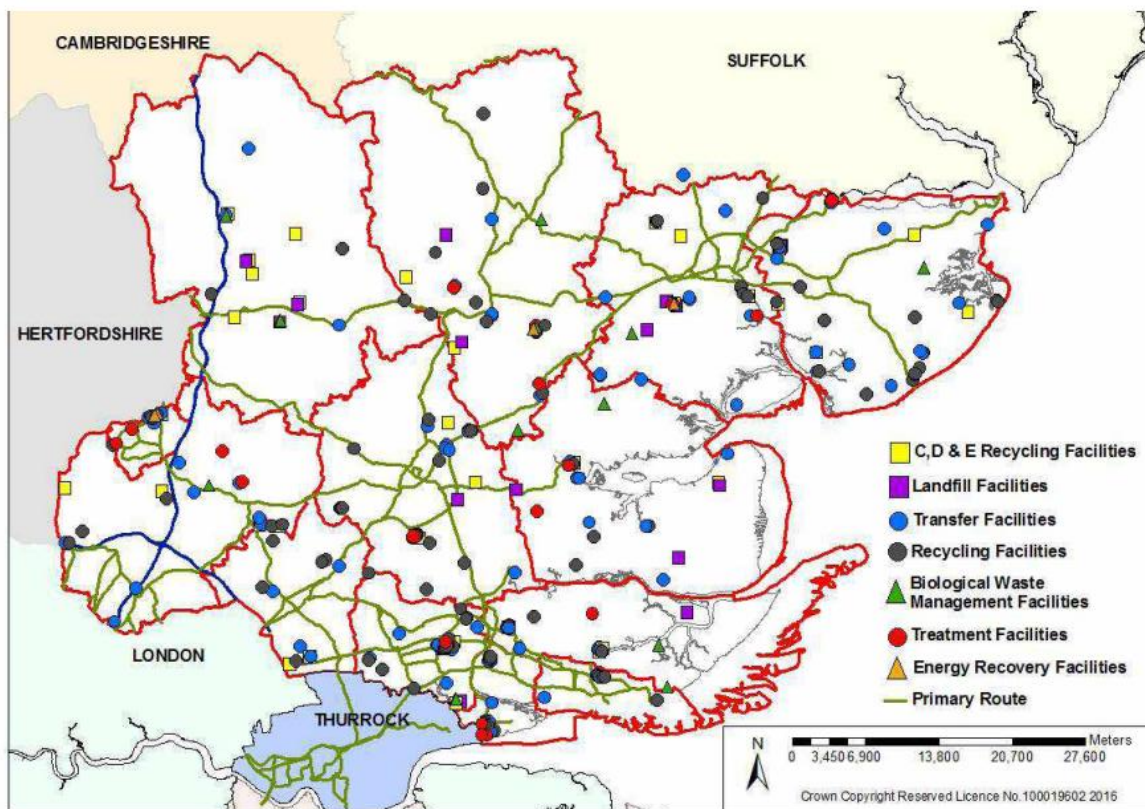
https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/5MMZ5nNFmOC1pF56igb0Jc/e6f7ab4cba4ed1198c67b87be7b375e7/waste-local-plan-2017-compressed.pdf

³⁶ Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

³⁷ Available at: <https://www.gov.uk/government/statistical-data-sets/env23-uk-waste-data-and-management>

³⁸ Available at: <https://www.essex.gov.uk/sites/default/files/2023-06/Minerals%20and%20waste%20authority%20monitoring%20report.pdf>

Figure 12. Operational Landfill Facilities (31 December 2020)



According to the Minerals and Waste Authority monitoring report 2018-2021³⁹, Chelmsford currently operates 13 materials recycling/recovery sites, seven waste transfer sites, one energy recovery facility and six construction, demolition and excavation (CD&E) waste facilities and two inert landfills operating as of 31 December 2020. A list of each type of facility can be found in the tables below. The main Household Waste Recycling Centres (HWRC) are located in Chelmsford is Drovers Way, North Springfield and in South Woodham Ferrers.

Table 17 Operational Materials Recycling/Recovery Throughput/Capacity at 31 December 2020

Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Arrow Salvage & Spares Ltd,	Temple Farm Industrial Estate Ship Road West Hanningfield Chelmsford Essex CM2 8XB	End of Life Vehicles	Permanent	No	N/A
Brentwood Auto Spares Ltd	Pooles Lane, Highwood, Chelmsford, Essex, CM1 3QL	End of Life Vehicles	Unknown - Not permitted by ECC	No	2,123
Car Busters	Unit 11 Temple Farm Industrial Estate, Ship Road, West Hanningfield, Chelmsford, Essex, CM2 8XB	End of Life Vehicles	Unknown - Not permitted by ECC	No	N/A

³⁹ Available at: <https://www.essex.gov.uk/sites/default/files/2023-06/Minerals%20and%20waste%20authority%20monitoring%20report.pdf> (Note: the next iteration of the monitoring report is due to be published in December 2024).

Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Essex Auto Recovery	Morelands Industrial Estate Tile Works Lane Rettendon Common Chelmsford CM3 8HB	End of Life Vehicles	Not permitted by ECC	No	1,000
Stevens V W Dismantlers	Drakes Lane Industrial estate Drakes Lane Boreham Chelmsford CM3 3BE	End of Life Vehicles	Unknown - Not permitted by ECC	No	255
Stock Auto Breakers	Temple Farm Industrial Estate Ship Road West Hanningfield Chelmsford Essex CM2 8XB	End of Life Vehicles	Permanent	No	N/A
Brand & Howes Environmental	Unit B, 39, Robjohns Road, Chelmsford, CM1 3AG	Metal Recycling	Permanent	Yes	25,000
Centre Point Salvage	Temple Farm Industrial Estate Ship Road West Hanningfield Chelmsford Essex CM2 8XB	Metal Recycling		No	N/A
Chase Autos	Windsor Road Windsor Trading Estate Downham, Billericay CM11 1QE	End of Life Vehicles	Permanent	No	614
Temple Farm, Slessor	Temple Farm, West Hanningfield Chelmsford Essex CM2 8XB	Metal Recycling	Not permitted by ECC	No	N/A
The Boreham Recycling Centre	Unit 15 Boreham Industrial Estate Waltham Road Boreham Essex CM3 3AW	Metal Recycling		No	333,529
Dunmow Skips	Dunmow Waste Management Essex Regiment Way, Broomfield, Chelmsford, CM3 3PA	Non Hazardous Materials Recycling / Recovery Facility	Permanent	Yes	150,000

Table 18 Operational Transfer Throughput/Capacity at 31 December 2020

Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Templewood Collection Service	Unit 2a Templewood, Stock Road, West Hanningfield, Essex CM2 8LA	Tyre Recycling	Permanent	No	
Drovers Way	Freighter House, Drovers Way, Boreham, Chelmsford, Essex, CM2 5PH	Hazardous Waste Transfer	Permanent	No	1,916
Chelmsford Transfer &	Units 11 & 12 Boreham Industrial Estate Waltham	Non Hazardous	Permanent	No	41,457

Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Recycling Facility	Road, Boreham, Chelmsford, Essex, CM3 3AW	Waste Transfer			
Compounds P & Q,	Templewood Estate Stock Road West Hanningfield Chelmsford Essex CM2 8LP	Non Hazardous Waste Transfer	Permanent	No	255
SB Skip Hire	Templewood Depot, Stock Road, West Hanningfield, Chelmsford, Essex, CM2 8LP	Non Hazardous Waste Transfer	Permanent	Yes	1,888
WDA (LACW) Winsford Way, Chelmsford	Land west of Winsford Way, Chelmsford CM2 5AA	Non Hazardous Waste Transfer	Permanent	Yes	90,000
Drovers Way HWRC	Drovers Way Springfield Chelmsford Essex, CM2 5PP	Recycling Centres for Household Waste	Permanent	Yes	11,459
South Woodham Ferrers HWRC	Ferrers Road South Woodham Ferrers Essex, CM3 5XH	Recycling Centres for Household Waste	Permanent	Yes	4,587

Table 19: Operational Construction, Demolition/Inert Facility Throughput/Capacity at 31 December 2020

Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Chelmsford Combined Heat & Power Plant	Chelmsford Water Recycling Centre, 129 Brook End Road, Chelmsford, Essex, CM2 6NZ,	Energy from Waste	Permanent	no	
Bulls Lodge	Bulls Lodge Quarry, Generals Lane, Boreham, Chelmsford, CM3 3HR	Aggregate Recycling Centre	30/06/2030	Yes	100,000
C A Blackwell (Contracts) Ltd	The Works, Stock Road, West Hanningfield, Chelmsford, Essex, CM2 8LA	Aggregate Recycling Centre	Permanent		

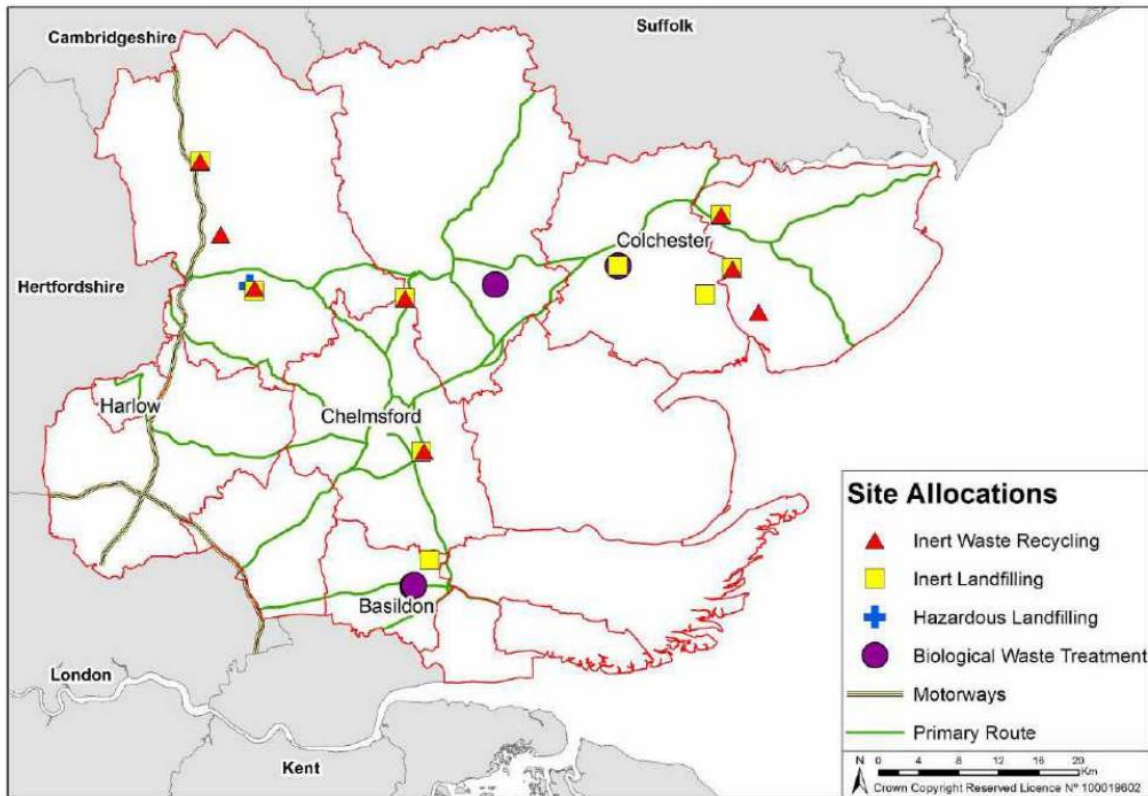
Site Name	Address	Specific Facility Type	End Date (When relevant)	Safeguarded (Y/N)	Safeguarded (if applicable Capacity)
Ashtree Farm	Unit H, Ashtree Farm, Boyton Cross Chelmsford CM1 4LP	Aggregate Recycling Centre	Permanent	Yes	10,000
Compounds P & Q	Templewood Estate Stock Road West Hanningfield Chelmsford Essex CM2 8LP	Unspecified Recycling / Recovery / Treatment	Not permitted by ECC	0	188
Dunmow Skips	Dunmow Waste Management Essex Regiment Way, Broomfield, Chelmsford, CM3 3PA	Unspecified Recycling / Recovery / Treatment	Permanent	Yes	300,000
Sandon Quarry	Sandon Quarry, Southend Road, Sandon, CM2 7TE	Aggregate Recycling Centre	31 Dec 2026		
Sandon	Sandon, Chelmsford, Essex CM2 7RL	L05 – Inert Landfill	2026	Yes	161,627

The adopted WLP Policy 3 allocates waste management development at Strategic Site Allocations (SSAs) which will be permitted where the proposals align with the requirements identified in relevant site development principles. There are two SSAs in Chelmsford for waste management which are shown on the figure below. These both function as inert waste recycling and inert landfill sites:

- Blackley Quarry, Gt Leighs, Chelmsford⁴⁰
- Sandon East, Chelmsford

⁴⁰ Since the WLP was adopted, Blackley Quarry has permission for sand and gravel extraction, inert landfill and inert waste processing. Extant permission ESS/42/17/CHL (Outstanding S73 ESS/96/21/CHL). Mineral extraction started, but no inert waste processing and no landfill to date.

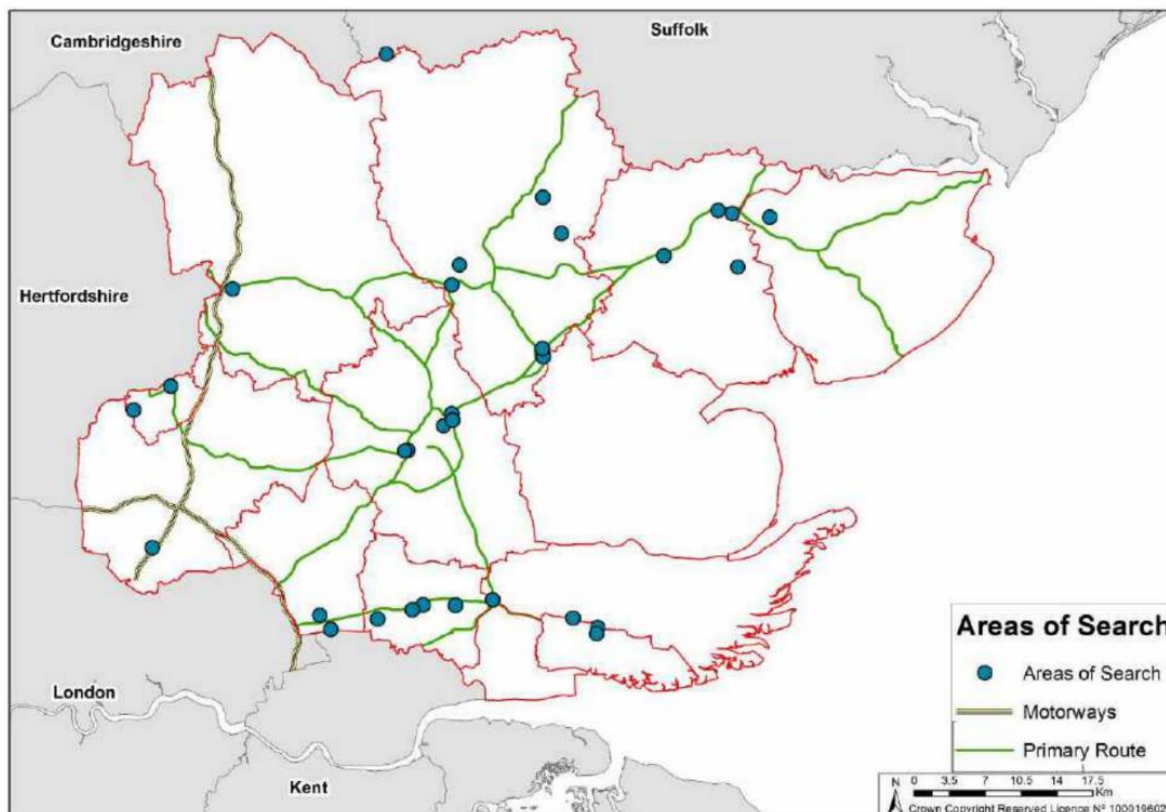
Figure 13: Strategic Site Allocations for waste management



In addition, the figure below indicates locations for the Areas of Search across Essex and Southend-on-Sea. Proposals for waste management development in these areas will be supported where the design and use of the facility is compatible with existing uses in the employment area. There are five Areas of Search within Chelmsford:

- Drovers way
- Dukes Park Industrial Estate
- Westways
- Widford Industrial Estate
- Springfield Business Park

Figure 14. Areas of Search



Infrastructure Required for Future Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed waste planning projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

To support the ongoing management of waste, CCC has identified that within the next five years the City Council will require a new waste depot, storage and transfer station facility to meet anticipated current demand and planned future growth.

ECC has not identified any planned or proposed waste planning projects to support the Submission Local Plan. Development will increase the amount of LACW which will place operational pressure on infrastructure. The major centralised waste treatment facilities have been developed with appropriate capacity to accommodate growth, however larger developments are likely to necessitate additional investment in the local public facilities and logistics infrastructure. The local infrastructure that may require investment to increase capacity are the public facilities such as the Recycling Centre for Household Waste (RCHW) and recycling bring bank sites, and the local logistics infrastructure such as vehicle depots and waste transfer stations.

Although there is capacity across the RCHW network, there are pressure points at specific sites. Work is underway to quantify this and understand what is needed to alleviate the issues and the impact on waste flows and service demand as a result of impending regulatory changes. Currently the RCHW at Springfield, Chelmsford operates at or above its design capacity during peak times. Additional growth in this area is therefore likely to further exacerbate issues at this site. Further work is underway by ECC to understand the necessary requirements to unlock additional capacity to meet growth projections.

Although growth is also likely to place additional pressure on the Waste Transfer station network, ECC considers that this would be mitigated by the reduction in residual waste planned for through the delivery of the WSfE.

The cost of waste disposal is affected by waste composition, disposal technology and geography. The typical cost of disposing of residual waste is currently in excess of £150 per tonne. Waste disposal costs are expected to rise in the future as more stringent environmental waste standards come into force. A typical Essex household produces over a tonne of waste per annum of which approximately half is recycled, and the remainder is sent for disposal.

ECC Developers' Guide to Infrastructure Contributions provides an overview of the Infrastructure need for the provision of waste treatment and logistics developed for the treatment of LACW to support delivery of the Waste Strategy for Essex, and the assessment of development contributions, noting development will increase the amount of LACW which will place operation pressure on infrastructure. The requirement for contributions will be assessed on a case-by-case basis following evaluation of existing infrastructure capacity within the locality prior to development, and an operational needs assessment. This could generate a request for a contribution where there is a waste infrastructure deficit, and insufficient capacity to accommodate waste and recycling produced by new development. The cumulative impact of neighbouring developments will be taken into account when assessing the impact of development on infrastructure in the area. Contributions for infrastructure to support strategic, large scale and complex developments like new garden communities will be bespoke to the needs of the new community. Developer contributions will be used towards the following:

- Reconfiguration of waste infrastructure, RCHW and WTS alterations;
- Provision of new plant and equipment;
- Extensions and/or redevelopment of existing RCHWs and WTS;
- Construction of a new RCHW and WTS;
- Provision of reuse facilities;
- Increasing capacity for waste segregation;
- Provision of new logistical infrastructure, depots, vehicles and containers;
- Provision of new waste treatment facilities;
- Activities that support waste minimisation, reuse, and recycling.

On the whole, development should seek to reduce waste and increase reuse and recycling in accordance with the waste hierarchy. Early engagement with waste disposal authorities is recommended to ensure that onsite waste management is designed appropriately.

Strategic Growth Sites 9a (Waltham Road Employment Area, Boreham), 9c (South of Main Road and Dukes Wood Close, Boreham) are also located within a Waste Consultation Area. Given their proximity to Boreham Metal Recycling at Bulls Lodge Quarry a Waste Infrastructure Impact Assessment will need to be undertaken to ensure the development does not compromise WLP Policy 2

10. Provision of Energy

10.1 Overview

This section covers the following infrastructure types relating to the provision of energy:

- Gas supply
- Electricity supply

10.2 Gas Supply

Policy and Context

National Gas used to operate as part of National Grid (a multinational gas and electricity company) however it is now a separate company in its own right. National Gas is responsible for operating and owning Great Britain's high pressure gas transmission network. Their network enables gas to move from entry terminals and storage facilities to exit offtake points, which then directs the gas to distribution networks, allowing it to be delivered to domestic, commercial, and industrial end-users.

National Grid's Future Energy Scenarios (FES) articulate long-term customer needs and are produced annually to identify credible future scenarios until 2050, the most recent FES report was published in 2023. The Gas Ten Year Statement (GTYS)⁴¹ is based on the FES and is a resource that National Gas publishes annually, providing updated insights into connection possibilities and capacity. The GTYS serves as a roadmap, outlining National Gas's key projects, strategies, and developments, with the objective of enhancing transparency in the investment decision-making process by publishing the stages of their network development process. The most recent version of the GTYS was published in 2023 and covers a 10-year period extending until 2033.

Cadent serves as the regional distribution network operator (DNO) responsible for the East of England gas network. Chelmsford falls within the East Anglia local distribution area.

Cadent is required to provide Ofgem with a regional business plan⁴² that outlines their initiatives to enhance and upgrade their current gas supply infrastructure. Ofgem mandates that DNOs submit a five-year strategy that details their intended approach and the expected outcomes of their actions. These plans are critical in securing funding from Ofgem to execute proposed actions and projects.

The DNO's Long Term Network Development Plan (LTDP)⁴³ is a valuable supplement to these business plans as it provides a comprehensive overview of the network's future projections and necessary investments to ensure a secure supply. Cadent's latest LTDP, published in 2023, offers insights into the evolution of the network and the required investments to meet changing demands. This LTDP highlights a shift in demand for network capacity due to an increase in housing development connection requests and gas-fuelled power generation sites expected over the medium-term.

Gas DNOs will not install infrastructure on a speculative basis to serve potential developments. Provision of on-site gas distribution is the responsibility of the developer. Therefore, it is noted that providing Cadent with information on scale, phasing and location of developments is crucial to ensure supply can be facilitated. There are currently no planned changes to how gas supply infrastructure is delivered.

It is noted that the Government's decarbonisation policy is likely to have an impact on gas demands in the future. The Future Homes Standard comprises regulations set to take effect in December 2026, with a 12 month transitional period, and full adoption in 2028. It aims to reduce carbon emissions from new homes.

⁴¹ GTYS 2023, National Gas. Accessed 3 July 2024. <https://www.nationalgas.com/insight-and-innovation/gas-ten-year-statement-gtys>

⁴² East of England Business Plan Highlights, Cadent Gas. Accessed 3 July 2024. https://cadentgas.com/nggdwsdev/media/Downloads/business-plan/BP_East-of-England_FINAL.pdf

⁴³ LTDP 2023, Cadent Gas. Accessed 3 July 2024. [Long-term-development-plan-2023-Final.pdf \(cadentgas.com\)](https://cadentgas.com/long-term-development-plan-2023-final.pdf)

On 15 June 2022, a set of interim amendments of the Future Homes and Buildings Standard came into force. Since this date, all newly built properties have been required to deliver carbon emissions savings of 31% against existing standards. Two main methods are currently utilised to achieve this: installing modern, energy efficient heating systems in new-builds, and ensuring new minimum standards of building fabrics are used.

The Future Homes Standard will complement the Building Regulations to ensure that all new homes built from 2026 produce 75-80% less greenhouse gas emissions than homes built under the old building regulations. It was originally announced that as part of this, traditional gas boilers would be banned in all new homes from 2025 with properties instead having modern, energy efficient heat pumps or be connected to heat networks. However, the Government's approach to this changed when it published its Heat and Buildings Strategy in October 2021 which stated that it planned to consult on 'whether it is appropriate to end gas grid connections to homes constructed from 2025, in favour of alternative low-carbon heat sources'. On 20 September 2023, the former Prime Minister Rishi Sunak delivered a speech setting out a new approach to Net Zero in light of the cost-of-living crisis. This confirmed that all new homes built after 2035 can no longer install gas boilers and will have to use an alternative heating system. The sale of new gas boilers will be banned in 2035 therefore homeowners who need to replace their existing boilers after 2035 will need to use alternative systems such as ground source heat pumps or other, greener methods. This policy will be means-tested, so lower income households will not be required to upgrade their boiler even if it is after 2035.

Current Levels of Provision

According to the Cadent LTDP, the East Anglia local distribution zone is expected to maintain a relatively stable peak gas demand over the next ten years. Between April 2021 and April 2024, annual gas demand decreased due to the spike in energy prices. However, with a recent drop in gas prices, demand might start to increase slightly.

It is important to note that energy prices are not the only factor influencing demand trends; low temperatures and prolonged winters can also cause spikes in demand.

The LTDP also highlights that the most significant challenges faced by the network stem from large developments occurring outside its existing infrastructure and power generation facilities. Housing projects on the outskirts of the network have seen substantial growth in recent years.

In their latest summary of the East of England Business Plan (2021), Cadent outlines a significant investment of £25 million in steel pipes to enhance the gas network. Steel is the optimal material for efficiently transporting large gas volumes to widely scattered towns and cities. Additionally, Cadent is allocating £14 million to boost the performance of their assets that cater to multi-storey buildings, with the aim of reducing the risk of supply disruptions.

Based on the Major Projects list provided by Cadent during consultation, there are currently no reinforcement or upgrade projects underway within the administrative area's gas supply network, nor are there any glaring red flags/constraints on the network within the Chelmsford area.

Infrastructure Required to Support Growth

Cadent has not identified any specific infrastructure projects necessary to meet the future growth proposed as part of the Submission Local Plan given that no network constraints were identified. Cadent noted that North Chelmsford is closer to the Independent Gas Transporter (IGT) distribution network, which is a domestic gas transportation network that also connects to industrial and commercial premises. As such, engagement with IGT may therefore be beneficial to understand any potential network constraints in this location.

Network connections to the sites will be required and Cadent generally caution that when quoting for connections onto the network, capacity is assessed on a first-come first served basis, and so capacity quoted when a development is originally planned may not necessarily be available when a development is complete.

10.3 Electricity Supply

Policy and Context

National Grid operates the electricity transmission network in the Great Britain, which connects power stations to the broader transmission grid. To better understand the long-term needs of its customers, National Grid has developed Future Energy Scenarios (FES) which serve as the foundation for the annual Electricity Ten Year Statement (ETYS)⁴⁴. By using data from the FES, National Grid identifies areas on the transmission network where additional capacity is necessary to maintain a reliable supply of electricity. The most recent ETYS also includes a voltage screen report outlining the transmission network requirements over the next decade.

The Chelmsford area's regional distribution network is both owned and operated by UK Power Networks (UKPN), a designated Electricity Distribution Network Operator (DNO) responsible for transmitting electricity from the national grid to residential, commercial, and industrial consumers. UKPN's strategy does not involve proactively fortifying the electricity network; instead, it considers present and projected increases in electricity demand resulting from planned developments.

DNOs are mandated to publish their annual Network Development Plan (NDP)⁴⁵, which outlines network development intentions for the upcoming decade. This plan is complemented by the Network Headroom Report⁴⁶, containing data illustrating the available unused network capacity at primary substations. The NDP provides insight into the available unused network capacity for both demand and generation up to 2050, focusing on Bulk Supply Points and Primary substations. It identifies areas where additional substation reinforcement or procurement of flexibility services may be necessary if the energy system evolves as indicated in the FES. The most recent NDP was published in 2024 and does not highlight any issues to the capacity available in the Chelmsford area.

The NDP is based on findings published in UKPN's Long Term Development Statement (LTDS), which is published at the end of May and November each year. The LTDS provides a forward-looking view of load forecasts and network developments for the next five years. The latest LTDS and full NDP reports were published in May 2024.

Current Levels of Provision

Electricity generation is in a state of transformation currently, due to the push for Net Zero, to improve energy security and reduce fossil fuel use. In 2022, Ofgem announced the Accelerated Strategic Transmission Investment (ASTI) framework to support the accelerated delivery of strategic electricity transmission network upgrades needed to meet the Government's 2023 renewable electricity generation ambitions. Therefore, it is noted that the way electricity infrastructure is delivered, and the scale of demand, is going through a period of change and so it will be crucial to stay up-to-date with emerging policies and DNO's plans.

As part of 'The Great Grid Upgrade,' National Grid is proposing to build a new electricity transmission infrastructure spanning approximately 183km from Norwich to Tilbury. This infrastructure would include overhead lines, pylons, underground cables, and 400kV substations. The purpose of this reinforcement is to support the offshore wind projects along the East Coast of England and the upcoming nuclear power station, Sizewell C.

Additionally, the UK Electric Vehicle Infrastructure Strategy,⁴⁷ published in March 2022, sets out the UK Government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK. The report also shows estimated demand on the electricity system and its relationship to EV charging. The report

⁴⁴ ETYS 2023, National Grid. Accessed 3 July 2024. <https://www.nationalgrideso.com/research-and-publications/electricity-ten-year-statement-etys>

⁴⁵ EPN Network Development Plan, UKPN. Accessed 3 July 2024. https://ukpowernetworks.opendatasoft.com/pages/ltds_ndp_landingpage/

⁴⁶ EPN Network Headroom Report, UKPN. Accessed 3 July 2024. <https://ukpowernetworks.sharepoint.com/:x/s/OpenDataPortalLibrary/EZnIVxP2FPtEmHQGPNv2Rx0Bz6D0W1r-gMeyZoxTwMzFJg?e=Ilbrny>

⁴⁷ <https://assets.publishing.service.gov.uk/media/6245ba40e90e075f15381cf0/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf>

estimates that road transport could represent approximately 15% of the total electricity demand in 2050 compared to less than 1% of demand, when it was published.

Within Chelmsford's local authority boundary, there are ten primary substations and two grid substations. Additionally, there are a number of substations located outside Chelmsford's jurisdiction that still provide service to parts of the area.

UKPN's Service Area dataset uses a 'Red, Amber, or Green' (RAG) status to assess each service area based on the demand headroom of the primary substations. Demand headroom indicates the available spare capacity to meet demand without requiring additional reinforcement.

In Chelmsford, all primary substations have a capacity of more than 5%, indicating that there are no capacity issues in the area. Additionally, there are no published plans for infrastructure upgrades specifically within the Chelmsford area as indicated in the UKPN LTDS Proposal Summary document for May 2024.

There are a number of planning applications for solar farms with Chelmsford, some of which have been consented and are in the process of being implemented⁴⁸. In addition, Longfield solar farm which is a nationally significant infrastructure project was granted development consent by the Secretary of State in June 2023 and has secured a grid connection agreement allowing the importing and exporting of up to 500MW of electricity to and from the National Grid.

Infrastructure Required to Support Growth

UKPN has not identified any specific infrastructure projects necessary to meet the future growth proposed as part of the Submission Local Plan given that no network constraints were identified.

Network connections to the sites will be required. When quoting for connections, capacity is assessed by UKPN on a first-come first served basis, and so capacity quoted when a development is originally planned may not necessarily be available when required. For example, should another new development request to be served by the same distribution network and capacity issues are identified, UKPN's protocol dictates that the first application is given priority to utilise the existing capacity and the second application may need to fund major infrastructure upgrade works to create additional network capacity. Applicants can secure available capacity by paying a fee to UKPN to forward fund the new connection. UKPN has advised that provided there is appropriate notice of the new connections required and an appropriate level of phasing when dealing with larger developments, there should be no issues with regards to having sufficient capacity or obtaining a connection.

⁴⁸Longfield Solar Farm, EDF Renewables, Accessed 3 July 2024. What is Longfield? – Longfield Solar Farm

11. Early Years, Childcare and Education

11.1 Overview

This section covers the following infrastructure types:

- Early years provision
- Primary and secondary education
- Special Educational Needs
- Post 16 Education

ECC is the lead authority for education including early years and childcare, Special Education Needs, and Post 16 education.

11.2 Early Years

Policy and Context

Early years and childcare provision in Chelmsford comprises a range of private, voluntary and independent nurseries including full day care nurseries, pre-schools, childminders, school run provision, and wrap around care (which includes breakfast clubs, after-school care and holiday clubs).

ECC as the lead authority for education has a duty to ensure that there are sufficient early years' places for children living in the County and has an obligation to meet national standards of provision in terms of Funded Early Education Entitlement (FEEE). The funding for early years education is provided by Central Government. ECC are responsible for assessing the strategic issues affecting childcare and formulating appropriate action plans to respond to identified issues. As part of this, ECC is obligated to put in place arrangements to ensure that all providers offering free places meet the regulations set by Government and in turn receive the appropriate funding for these places, according to the national funding formula.

Government legislation sets out that all 3 to 4 years olds in England are entitled to 570 hours of funded early education of childcare per year⁴⁹ formed of 15 hours a week for 38 weeks of the year. FEEE provision also allows disadvantaged 2 year olds to access 570 hours funded childcare (currently around 40% of children). The Extended Funding Entitlement offer (EFE) allows eligible working families to access an additional 570 hours funded childcare for 3 to 4 year olds.

From April 2024, Early Years Entitlements expanded, in addition to the above, to:

Funded early education entitlement for working parents of babies aged from 9 months or over.

Nine-month-old children of eligible working parents can get funded early educational entitlement (FEEE) hours from the term after they turn 9 months old. Children will get up to 570 funded entitlement hours over the year. This is for 15 hours per week for 38 weeks if parents meet the eligibility criteria. From September 2025 this entitlement increases to 30 hours per week for 38 weeks if parents meet the eligibility criteria.

Funded early education entitlement funding for 2-year-olds:

Parents of some two-year-olds can access funded childcare provided they are living in England and in receipt of some additional forms of government support. Eligible children are entitled to 15 hours of funded early education for 38 weeks of the year (or up to a maximum of 570 hours per financial year).

Funded early education entitlement for working parents of two-year-olds.

Two-year-old children of eligible working parents can get funded early education entitlement (FEEE2W) hours from the term after they turn two. Children will get up to 570 funded entitlement hours over the year. This is

⁴⁹ Source: <https://www.gov.uk/help-with-childcare-costs/free-childcare-and-education-for-2-to-4-year-olds>

for 15 hours per week for 38 weeks if the parents meet the eligibility criteria. From September 2025 this entitlement will increase to 30 hours per week for 38 weeks if parents meet the eligibility criteria.

Funded early education entitlement for 3- and 4-year-olds:

All children from the term after they are three until they start reception are entitled to 15 hours of free early education for 388 weeks of the year (or up to a maximum of 570 hours over a financial year).

30 hours funded childcare for 3- and 4-year-olds:

Working parents who meet national criteria as set by central government are entitled to an additional 15 hours of free childcare in addition to the 15 hours of funded early education entitlement funding (or up to an additional 570 hours over a financial year).

Working families with children up to 14 years old (18 with special education needs and/ or disability)

All working families with children up to the age of 14 (18 for children with special education needs and disability) can expect the local authority to ensure there are sufficient childcare places available for their children to ensure they are able to continue to work.

The cost per place for Early Years and Childcare places is set out in Section 5.1 of the ECC Developers Guide to Infrastructure Contributions (Updated 2024). The costs in Appendix A have been updated to the latest available costs, namely the DfE May 2025 scorecard costs as set out below:

- Early Years and Childcare new facility cost per place: £24,416 (index linked to May 2025).
- Early Years and Childcare Expansion of existing facility cost per place: £20,450 (index linked to May 2025).

These updated costs have been used to inform those sites that have not been subject to the granting of planning permission and/or a consultation response issued to the city council prior to the publishing of the update.

In order to mitigate the impact of proposed developments of 20 or more dwellings, as set out in Section 5.1 of the ECC Developers Guide to Infrastructure Contribution, both financial and non-financial contributions are required:

- financial contributions are based on the child yield factor per dwelling (0.045 per qualifying flat and 0.09 per qualifying house) multiplied by the cost per child place.
- Land for a new facility will in most cases be provided by the developer to ECC at a nominal cost (usually £1), as 'consideration' must be given to form a legal contract of sale.

The Developers Guide has been further updated and should be used with regards future master-planning of site allocations and planning applications

Proposals for smaller developments will be exempt unless their co-location with other sites necessitates a holistic assessment of their cumulative impact on the demand for child places. Developer contributions are only required where there is a current or forecast lack of provision in the immediate area of the proposed development, primarily the same ward, as advised by the ECC EYCC Team. ECC's preferred approach is to provide a new 56 place nursery co-located with a new two form entry primary school on 2.1 hectares of suitable land, where there is such demand. Alternatively, provision can be provided through a stand alone 56 place nursery on 0.13 hectares of suitable land. A minimum 30 place nursery may be sought depending on local need, particularly where 0-5 year old year round provision is required, as opposed to term time places for 3 and 4 year olds.

The Essex County Council Developers' Guide to Infrastructure Contributions was updated and published in February 2026, which included updated child yield factors for houses and flats and land requirements for new

early years and childcare nurseries. These will need to be used in the future masterplanning of site allocations and subsequent planning applications.

Current Levels of Provision

ECC Early Years and Childcare service undertake a sufficiency provider termly return, which assists in the regular review of provision and demand for childcare facilities across Essex. Sufficiency data enables the service to understand where there is a need for additional high quality, sustainable early years and childcare provision to meet the needs of the community.

The Essex Childcare Sufficiency Assessment Summary (Summer 2025) states that there are 245 childcare providers in Chelmsford, offering a maximum of 5,632 early years childcare places. Providers in Chelmsford are predominantly made up of childminders (39%), followed by day nurseries (18%) and pre-schools (16%). The ratio of funded providers to non-funded providers (59.8%) is lower than the county average (64.0%).

A new requirement of the January school census is that schools provide details of the wraparound care they are associated with, either directly or delivered on their sites by a third party. In Chelmsford there are currently 1704 places offered by schools that have indicated that they have availability. Of these 788 are offered in Breakfast clubs and 712 places in After school provision. There are also 3 schools offering Holiday clubs with a total of 94 places.

Chelmsford has a total of 743 vacancies, at a rate of 13.2% which is 5th out of the 12 districts for vacancy rate. The vacancy rate has decreased on the same period last year (13.7%). This compares with an overall Essex vacancy rate of 12.9%

Chelmsford has an overall 2 year old take up rate of 74.2% for families in receipt of additional support (FRAS). This represents a decrease of 19.9% on the same period last year. The large decrease in FRAS families accessing funding on the previous year is due to the introduction of FEEE2W - Working parent entitlement for 2-year-olds in April 2024. FEEE2W - Working parent entitlement for 2-year-olds is Funded Early Education Entitlement available for eligible working parents of 2 year olds. In September 2025 this entitlement will increase to 30 hours and it seems like parents are switching to the new FEEE type with this in mind.

Chelmsford currently has 40.7% of FEEE1W - Working parent entitlement for 1-year-olds take-up. Chelmsford has an overall rate of 96.9% of families making use of FEEE3&4 - Universal funded hours for 3 & 4-year-olds entitlement. This represents an increase of 1.9% on the same period last year. Takeup % - 2yo FRAS 106.3% 94.2% 74.2% Takeup % - 2yo FEEE2W - Working parent entitlement for 2-year-olds 46.1% 49.2% Chelmsford has an overall rate of 38.9% of families making use of FEEE3&4 - Universal funded hours for 3 & 4-year-olds Extended Free Entitlement (EFE). This represents an increase of 4.4% on the same period last year.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed early years and childcare projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Where specific projects have been identified by ECC, these have been included in the Infrastructure Delivery Schedule. This may include a new standalone 56 place early years and childcare nursery, a new primary school with co-located early years and childcare nursery, or financial contributions towards the extension of existing facilities to accommodate additional places. Where the financial contributions have already been requested through the planning application process, these have been included in the Infrastructure Delivery Schedule. For all other sites where the housing mix is unknown, financial contributions will be sought in accordance with Policy S10 once the detailed housing mix is known. The ECC Developers' Guide to

Infrastructure Contributions (2024)⁵⁰ confirms that no contributions will be sought on sites below 20 dwellings and on sites which include student and elderly accommodation.

The estimated costs/contribution set out below and in the Infrastructure Delivery Schedule have been provided by ECC based on the costs set out in the ECC Developers Guide to Infrastructure Contributions (Updated 2024) but updated to be consistent with the DfE May 2025 scorecard costs per place for expansion and new build. The apportionment of financial contributions to new nursery provision has been undertaken by the City Council based on the number of places generated and whether they contribute to an expansion or new build scheme. These will be reviewed as specific planning applications come forward setting out more details on housing mix etc. Appendix A considers the early years and childcare provision requirements by location.

11.3 Primary and Secondary Education

Policy and Context

Under Section 14 of the 1996 Education Act, local authorities must secure sufficient school places to serve their area. The available schools must be sufficient in number, character and equipment to provide all pupils with the opportunity of an appropriate education. Section 2 of the 2006 Education and Inspections Act further places ECC, as the appropriate local authority, under a duty to secure diversity in the provision of schools and increase opportunities for parental choice. Subsequent legislation (2011 Education Act part 5.37) encourages the development of a more diverse range of education providers, particularly academy trusts and free schools, a number of which now operate within the county.

CCC also has a role to play in that process, with Paragraph 100 of the NPPF requiring local authorities to take a proactive, positive and collaborative approach in meeting education requirements – and allowing development that will widen choice in education. The NPPF expects local authorities to give great weight in decision making, to create, expand or alter schools – and of relevance to this Infrastructure Delivery Plan, to “*work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted*” (paragraph 100).

The Academies Act 2010 reflected the Government’s desire to develop a more diverse and more locally accountable school system, supported by a wider range of providers than in the past – particularly academy trusts and other organisational sponsors. Academies and free schools operate under a contract with the Secretary of State for Education, rather than being directly maintained and overseen by the local authority. Since the introduction of the Academies Act, a number of schools in the administrative area have converted to academies.

In its role as lead local authority for Education, ECC publishes a ‘10 Year Plan: Meeting the demand for mainstream school places in Essex’ of which the latest iteration covers the period **2026-2035**⁵¹ which sets out:

- The demand for mainstream school places in the next 10 years (from academic year 2026/27 to academic year 2035/36) for each of the pupil place planning areas.
- Solutions already in the pipeline that will meet the forecast demand for school places.
- Potential options to address medium to long term forecast demand for school places.
- The context in which the Essex School Organisation Service operates to ensure there are sufficient school places.

For the purposes of planning school places, ECC organise schools by quadrants, districts and planning groups. Chelmsford is included within the ‘Mid Essex’ quadrant, alongside Braintree and Maldon. Planning groups are groups of schools, defined by geography and admission patterns, wherein a sufficiency of places

⁵⁰ Available at: <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

⁵¹ Available at: 10 year plan for Essex school places 2026 to 2035

across the group will generally ensure every child can access a local school place, even if some schools are oversubscribed. Planning groups provide the basis for the annual SCAP (School capacity survey) return, which determines the level of 'Basic Need' funding ECC is allocated.

The ECC 'Developers' Guide to infrastructure contributions (2024)⁵² sets out ECC's demand forecast per dwelling (houses/flats and discounted units), as set out in Table 4 of the Guide and set out below.

The Department for Education (DfE) Guidance 'Securing Developer Contributions for Education' (Aug 2023) states that all new primary schools should be co-located with new nursery provision where there is capacity to do so. In addition, the Education and Skills Funding Agency currently looks to establish two form entry primary schools (420 places), to ensure financial viability. ECC supports this approach and requires any new 420 place primary school to be co-located with a 56 place early years and childcare nursery on 2.1 hectares of suitable land. A new 420 place primary school is likely to be generated by approximately 1,400 new houses or a mixed development of approaching 2,000 dwellings. ECC will look to establish a new secondary school only where demand for six forms of entry (900 places) has been established (from approximately 4,500 new or existing houses). New schools at this scale are able to offer a wider curriculum to their community; cheaper to build on a per place basis; and are more resilient to fluctuations in demand that could challenge financial viability.

Table 20. ECC's demand forecast per dwelling

Age	House	Flat	Discounted Unit
Primary	0.3	0.15	0
Secondary	0.2	0.1	0

The cost per place for Primary and Secondary places is set out in Section 5.1 of the ECC Developers Guide to Infrastructure Contributions (2024). The costs in Appendix A have been updated to the latest available costs, namely the DfE May 2025 scorecard costs as set out below:

- Primary education new facility cost per place: £24,416 (index linked to May 2025).
- Primary education Expansion of existing facility cost per place: £20,450 (index linked to May 2025).
- Secondary education new facility cost per place: £29,579 (index linked to May 2025).
- Secondary education Expansion of existing facility cost per place: £28,127 (index linked to May 2025).
- Post 16 education at £28,127 (index linked to May 2025)
- Sixth Form Places includes commensurate sixth form provision added at 20% (For example a 8FE school accommodates 1,200 pupils and 1,440 including sixth form).

In relation to large scale housing developments and new garden communities, ECC's 'Garden Communities and Planning School Places Guide'⁵³ sets out the approach to delivering new schools and ensuring there are sufficient pupil places.

The Education Act 1996, as amended by Part 6 of the Education and Inspections Act 2006, places a duty on Local Authorities to make suitable travel arrangements free of charge for eligible children as they consider necessary to facilitate their attendance at school.

Walking distance is defined by S444(5) of the Education Act 2006 at two miles for those aged under eight and three miles for those eight years and above. These distances are measured by the shortest available walking route. An 'available route' is one which a child, accompanied as necessary, may walk with

⁵² Available at: <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

⁵³ Available at: https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/7iszxZwkA9GUxU0MDMm5vM/6b2d38458f0270eb03b631a21932f283/Garden-Communities-and-Planning-School-Places-Guide.pdf

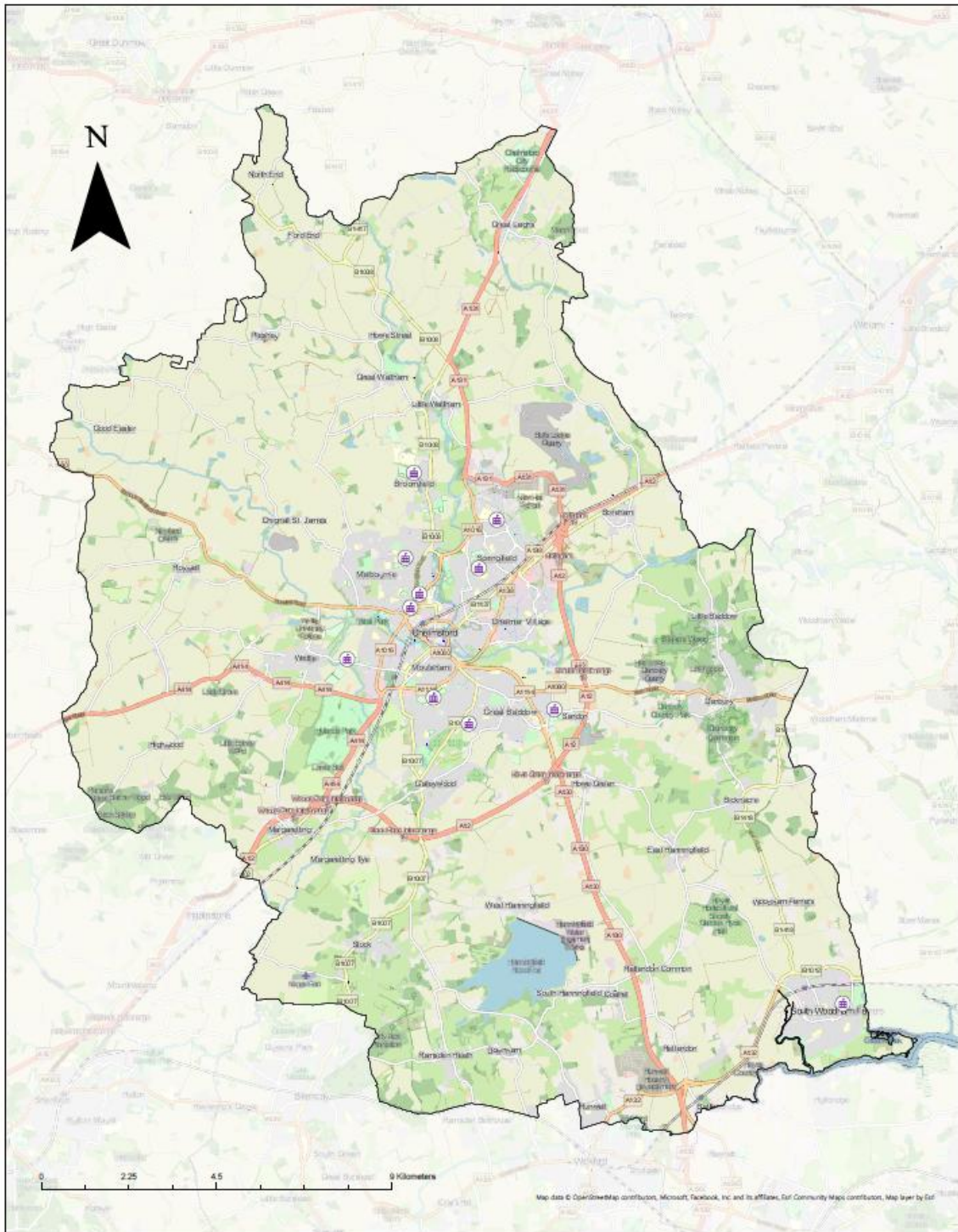
reasonable safety to school. In excess of these distances ECC has to fund 'free' school transport. Where development is proposed in locations that may require ECC to provide school transport, developer contributions are sought to fund provision for a minimum of seven years for primary and five years for secondary pupils.

The cost of transporting a primary school child to school is £19.98 per day (return) (April 2023). The corresponding cost for secondary school transport is £6.26 (April 2023). This is due to economies of scale – secondary school children are transported to a fewer number of school sites. The calculation of school transport contributions is based on 190 days per year over 7 years for primary school children, and 190 days per year over 5 years for secondary school children. The two garden communities will require a school transport contribution, for both primary and secondary school places until an agreed point in time. This is subject to negotiation with the Developer Consortium and will be incorporated into relevant S106 agreements. ECC will consider the need for school transport costs at the planning application stage once there is a clearer picture of the site layout and wider linkages in order to identify the shortest available route to school.

Current Levels of Provision

The figure below shows the geographical distribution of the existing primary schools in Chelmsford, excluding independent (private) schools.

Figure 16. Secondary schools across the administrative area



Legend
 Secondary Schools

ARUP
 100 Brook Hill Drive
 Boston, MA 02125
 Tel: +1 617 261 1200
 Fax: +1 617 261 1201
 www.arup.com

Chelmsford District Council
 IDP
 Planning
 Education - Secondary Schools in
 Chelmsford District Council

Map No.	
Scale	
Date	28/2/27-26
Author	Draft

The table below sets out the project pipeline for primary and secondary schools which ECC is considering to mitigate any forecast need for additional school places.

Table 21. ECC Project pipeline for primary and secondary schools

Quadrant	School	Year	Description	Places
A. North (Walthams)	<p>New Primary School</p> <p>An education site to accommodate a new primary school is included in Chelmsford’s Local Plan as part of a housing allocation in the Great Leighs area. This forecast also includes housing from the initial phase of the Northeast Chelmsford Garden Community, which will provide new schools to meet forecast demand.</p>	29/30	2 form entry new primary school	60/420
B. City northwest (Melbourne)	<p>Chelmsford’s Local Plan allocates land for education use as part of the ‘West of Chelmsford’ housing development. A new school is dependent on the rate of delivery of new housing and forecasts will be monitored closely.</p>			
E. City Centre	<p>There is additional capacity of 30 places per year within existing accommodation of the schools in this group to mitigate the forecast demand for places. Longer term, expansion may be required.</p>			
F. East (Danbury)	<p>This group includes pupils from the proposed East Chelmsford Garden Community (Hammonds Farm). New schools to serve this development are included in Chelmsford’s emerging Local Plan.</p>			

I. Southeast (Woodham Ferrers)	Chelmsford’s Local Plan allocates land for education use north west of Hamberts Farm, which could facilitate a new primary school if required.			
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Source: ECC, ‘10 Year Plan: Meeting the demand for mainstream school places in Essex 2026-2035’ (January 2024)⁵⁴

It is noted that Beaulieu Park Secondary School does not have any expansion plans in the pipeline however it was built with additional capacity to enable it to expand when required (as the Chelmsford Garden Community build out and local demand increases).

The Woodham/Burnham Secondary School Planning Group includes Ormiston Rivers Academy (which is in the district of Maldon) and William de Ferrers School in South Woodham Ferrers.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed primary and secondary education projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Where specific projects have been identified by ECC, these have been included in the Infrastructure Delivery Schedule. This includes a new primary schools; co-located with a 56 place nursery on 2.1 ha of land, a new all through school including secondary primary and early years on 12.15 ha, a new secondary school with primary school and early years on 12.2 ha, a financial contribution towards the expansion of existing schools and/or financial contributions towards school transport costs.

Where the financial contributions have already been requested through the planning application process, these have been included in the Infrastructure Delivery Schedule. For all other sites where the housing mix is unknown, financial contributions will be sought in accordance with Policy S10 once the detailed housing mix is known. The ECC Developers’ Guide to Infrastructure Contributions (2024)⁵⁵ confirms that no contributions will be sought on sites below 20 dwellings and on sites which include student and elderly accommodation.

The estimated costs set out below and in the Infrastructure Delivery Schedule have been provided by ECC based on the costs set out in the ECC Developers Guide to Infrastructure Contributions (Updated 2024) as detailed above⁵⁶ but updated to be consistent with the DfE May 2025 scorecard costs per place for expansion and new build. The apportionment of financial contributions to new primary and secondary school provision has been undertaken by the City Council based on the number of places generated and whether they contribute to an expansion or new build scheme. These will be reviewed as specific planning applications come forward setting out more details on housing mix etc.

Appendix A considers the primary and secondary education provision requirements by location.

⁵⁴ Available at: 10 year plan for Essex school places 2026 to 2035

⁵⁵ Available at: <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

⁵⁶ Available at: <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

11.4 Special Educational Needs

Policy and Context

Under Section 14 of the Act, local authorities must secure sufficient school places to serve their area. The available schools must be sufficient in number, character and equipment to provide all pupils with the opportunity of an appropriate education (including those with Special Educational Needs).

The Children and Families Act 2014 places a statutory requirement upon ECC as the appropriate body for provision in Chelmsford, to use best endeavours to secure special education provision. This includes the designation of an appropriate member of staff within a state-maintained school or nursery as a Special Education Needs and Disability (SEND) coordinator, responsible for pupils with those needs. The Equalities Act 2010 further requires that schools do not discriminate current or prospective students on grounds of their disability and seeks to ensure that reasonable adjustments are made by education providers where possible to allow children with disabilities to participate in education.

Some of the children generated by the development of new dwellings will have special educational needs (SEN). ECC consulted on a draft is currently preparing a Special Education Needs and Disabilities (SEND) Sufficiency Plan Strategy between December 2023 and February 2024 and the draft plan can be viewed [here](#). It set out how ECC and partners will ensure that there is sufficient high-quality specialist provision, in both mainstream and special school settings, to meet the future needs of children and young people with SEND in Essex. The consultation seeks to ensure that the intentions set out in the plan align with current experiences and thoughts about what needs to change.

Forecasting requirements for school provision for children with special needs is more complex than projecting mainstream places. This is because the needs of these children often do not manifest themselves until the child has been in the school system for some time. The additional needs presented are varied and include visual impairment; hearing impairment; physical disability; moderate learning difficulties; severe learning difficulties; and autism or social emotional and mental health needs. Some children have more than one need to be met. ECC therefore seeks to ensure that provision is available to meet a range of needs in each geographic area of the County. SEN schools may be met in a mainstream school, a specially resourced or enhanced provision within a mainstream school or in a special school depending upon the level of need.

The Essex SEND Five Year Strategy 2022-2027⁵⁷ sets out five strands which collectively form ECC's SEND strategy:

- My Voice, My Choice - Every child and young person's views, feelings and wishes are always considered and taken seriously in all matters that affect them.
- My Health and Wellbeing - Every child and young person has the best possible health and wellbeing.
- My Education & Training - Every child and young person develops their personality, talents and abilities to the full, through their education and training.
- My Community - Every child and young person is connected to, and plays an active part, in their local community.
- My Life, My Opportunities - Every child and young person has the education, care and support they need to lead a full and purposeful life with dignity and independence.

Current Levels of Provision

The SEND population has grown significantly in Essex with the greatest growth taking place in the statutory Education, Health and Care Plan (EHCP) category, which sets out a child or young person's special educational, health and social needs and how these should be met. The increase in children and young people with an EHCP has been a factor in the steady rise in the growth in numbers in Essex's special schools.

Despite an ambitious SEND capital programme the number requiring places has outgrown the capacity of provisions in Essex, resulting in a greater number with higher needs children and young people being

⁵⁷ Available at: <https://send.essex.gov.uk/sites/default/files/2023-01/SEND%20Strategy%202022%20to%202027.pdf>

accommodated in mainstream schools and more parents using the appeal process for a special school place. In addition, there has been continued growth in the number of children and young people placed in independent special schools on 38 week day placements, which has placed a strain on SEN funding via the High Needs Block.

ECC’s SEND Sufficiency Plan will set out the current landscape, issues, demand, capacity required (type, destination and volume) and the vision for how these will be addressed. Table 22 identifies existing SEND schools within Chelmsford.

Table 22. Existing SEND schools within Chelmsford

School Name	School Type	Age Group
Thriftwood School	Academy special converter	5-19
Columbus School and College	Academy special converter	3-19
Ramsden Hall Academy	Academy special sponsor led	10-16
The Belsteads School	Other independent special school	10-16
Clarity Independent School	Other independent special school	6-16
Octavia House Schools, Essex	Other independent special school	5-14
The Hawthorns School	Free schools special	7-16

Two new schools will be provided on Strategic Growth Site 1b (former St Peters College). The Hawthorns School opened in January 2023 providing 70 places with complex autistic needs. The Sir Geoff Hurst Academy providing 64 places for Social, Emotional and Mental Health (SEMH) children will be an all-through school for children from ages 7 to 16. It will include a building providing residential accommodation for 15 students. The Sir Geoff Hurst Academy is due to open in January 2025.

Although both schools are located on the same site, they are separate schools which cater to children with different needs and will have clear boundaries between them. Sir Geoff Hurst Academy forms part of The Beckmead Trust which currently has nine other educational settings in the UK specialising in SEMH issues, autism and challenging behaviour. The Hawthorns School forms part of the same Free School Trust (the SEAX Trust) which operates Thriftwood School.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed special educational needs projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Some of the children generated by the development of new dwellings will have SEN. It is extremely difficult to predict the number of SEN places required in any given planning area for each type of need. However, the number of children likely to present with SEN can be roughly calculated based on the following statistics applied at the 2020 SEN2 return to the DfE:

- 15% of the Essex school population has some sort of SEN.
- 3.4% of the child population currently has an Education, Health and Care Plan (this is now closer to 3.9%), and of this, 2.1% has a plan and are educated in mainstream schools, including specialist SEN units in mainstream schools, and 1.3% are educated in a special school.

These percentages are subject to fluctuation, although the trend has been upwards in recent years. Applying these figures would result in 7 SEN places per 1000 dwellings.

All new school sites within new developments will be considered for the provision of special needs facilities and appropriate bespoke contributions will be requested if a need is identified.

Where specific projects have been identified or financial contributions have already been requested by ECC through the planning application process, these have been included in the Infrastructure Delivery Schedules in Appendix A.

11.5 Post 16 Education

Policy and Context

Post 16 education provision encompasses all post-school education, outside of the higher education (universities) sector. While this includes education for the 16-19 year age group, post 16 education provision also includes adult and lifelong learning. It includes a diverse range of specialist, vocational and lifelong learning, from essential core skills through to highly complex technical skills. Provision is the responsibility of the Education and Skills Funding Agency (ESFA) which is part of the DfE.

The provision of post 16 education services covers pupils over the age of 16, who are studying a course in a further education college, training provider or within their local community. ECC has a duty to secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an education, health and care plan is maintained. To fulfil this, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve gaps in provision.

Post 16 education plays a key role in skills development. The Essex Developers' Guide to Infrastructure Contributions recommends that any large-scale development is expected to provide for the needs of post 16 education generated by its development. This is through an employment and skills strategy or plan, which facilitates the upskilling of local residents to enable them to access employment opportunities generated. This should include (but is not limited to) plans for delivery of apprenticeships, training, work placements and school engagement. In addition to a potential financial contribution to facilitate this and to address an identified strategic priority.

In terms of further education and skills provision, this comprises the following types of learning:

- Education and training covering further education learning delivered mainly in a classroom, workshop or through distance or e-learning;
- Apprenticeships which are paid jobs that incorporate on- and off-the-job training leading to nationally recognised qualifications; apprenticeships are not just for school leavers and young people; there is no upper age limit and if you're over 16, living in England and not in full-time education then you're eligible to become an apprentice;
- Workplace learning which covers a broad range of training including basic skills, Level 2, Level 3 and higher-level skills as well as industrial placements which form a key part of T level courses. This training is mainly delivered in the workplace (but excludes Apprenticeships);
- Community Learning which funds a wide range of non-accredited provision, ranging from creative and cultural learning, modern foreign languages, personal development, IT courses, employability skills, family learning and activities to promote health and wellbeing civic engagement and community development.

In 2015, the Government announced a rolling programme of local area reviews, covering all general further education and sixth form colleges in England. These were particularly targeted at ensuring the financial stability of colleges in the long term, their efficient operation, and ability to meet future needs (both of students themselves and employers). The review covering the Greater Essex Area⁵⁸ was published in 2017 and seeks to put colleges on a stronger financial footing whilst also enabling them to better meet the economic and education needs of students and employers for the long term.

Higher education relates specifically to universities and other organisations that provide education to degree level and above.

⁵⁸ Available at: https://assets.publishing.service.gov.uk/media/5a82364d40f0b62305b9313b/Greater_Essex_Area_Review_Report_FINAL.pdf

Current Levels of Provision

Within the County, there are 53 School 6th Forms funded by the ESFA to deliver training to 16-18 year olds. There is also some special school Post 16 provision. There are also a number of independent schools in Essex offering Post-16 courses.

The following post-16 providers deliver further education and skills services in Essex:

- **General Further Education Colleges:** There are 6 FE colleges based in Essex delivering training to young people and adults (Chelmsford College, Colchester Institute, Epping Forest College, Harlow College, USP College and South Essex College of Further and Higher Education (including Prospects College of Advanced Technology). In addition, a number of colleges based outside of the county deliver training to Essex residents, including Hertford Regional College, Cambridge Regional College and Havering College of Further and Higher Education plus a number of colleges further afield delivering training through distance learning or subcontracting arrangements.
- **Sixth Form Colleges:** The Sixth Form College Colchester delivers training to 16-19 year olds.
- **Local Authority FE Providers:** Adult Community Learning (ACL) Essex, part of ECC, receives funding to deliver training in Essex and is the largest provider of adult education courses in the county. Through ACL Essex, Chelmsford residents and business are entitled to access post 16 apprenticeships and 19+ funded skills, qualifications and employment training programs such as GCSE's English, Maths and digital skills, vocational courses and skills bootcamps. The ACL Strategic Plan 2022-25 supports lifelong learning outlining who ACL is supporting, where they are doing it, and how courses are being delivered.
- **Higher Education Institutions:** The three Higher Education Institutions in Essex (Writtle University College, University of Essex and Anglia Ruskin University) receive funding allocations from the ESFA to deliver further education provision.

Although it is recognised that residents are likely to use facilities both within and outside of the administrative area, the following colleges and higher education facilities are located within Chelmsford:

- **Chelmsford College** – This is a further education college based in Chelmsford with two main campuses, one original site at Moulsham Street and a second in Princes Road. It is a medium-sized college offering 16-19 study programmes, apprenticeships, and courses for adults.
- **Anglian Ruskin University (ARU) Writtle** – In February 2024, ARU and Writtle University College merged to become ARU Writtle. ARU is an innovative global university with students from 185 countries. It was named as one of the top 40 universities in the UK in the Times Higher Education World University Rankings 2023. ARU has campuses in Chelmsford, London, Cambridge and Peterborough. The Chelmsford campus is located by the riverside in the city's University and Innovation Quarter. It includes state-of-the-art facilities, including Essex's first School of Medicine which opened in September 2018. The campus also includes one of the largest business schools in the East of England, based in the award-winning Lord Ashcroft Building. Specialist study facilities within the campus include mock hospital wards and medical science SuperLabs. ARU has been a leader in the field of health and social care since 1992, when nursing training was transferred from local health authorities to ARU. As well as having three highly regarded nursing courses, ARU trains midwives, paramedics, operating department practitioners and social workers. ARU has expanded their areas of expertise beyond the original areas of arts and education to offer courses in computing and technology, engineering, law, business, economics, life sciences and more. Writtle university college is a leading provider of land-based, animal, environmental, design and sport education. It achieved University College status in 2016. The university college is set on a 150ha estate close to Chelmsford city centre with landscaped gardens, animal units, working farm, sports facilities, research laboratories and design studios, in addition to many other specialist teaching facilities. The college provides further education, short courses and apprenticeships relating to agriculture, animal studies, conservation (Land and Wildlife), equine, floristry, horticulture (Gardening and Landscaping), and sport. It also teaches undergraduate and postgraduate degrees in subjects including art, agriculture, animal science, animal management, canine therapy, equine, horticulture, sport and exercise science, and veterinary physiotherapy. Over the next five years, ARU will invest £10million to improve the Writtle campus estate, near Chelmsford, and develop and extend the education and research opportunities at ARU Writtle.

Within the County, there are a number of private sector providers offering education and skills training, including:

- **Independent Training Providers:** A wide range of training providers deliver training in Essex. A number are based in Essex (such as The LightBulb Ltd, LifeSkills Solutions Ltd, SEETEC Business Technology Centre) but there are also a number of regional and national providers operating in the county.
- **Employers:** A number of large employers are funded directly by the Education and Skills Funding Agency to deliver training programmes – employers delivering training in Essex in 2016/17 included MITIE, BT and Virgin Media. In addition, South Essex Advanced Technical Skills (SEATS) is an employer led not for profit company limited by guarantee, and is supported by several major employers across Essex and the local authorities in South Essex.
- **Specialist Colleges:** Typically, these are colleges with a specialist curriculum offer. This also includes the Workers Educational Association, the UK's largest voluntary sector provider of adult education which delivers a significant volume of training in Essex.

Infrastructure Required to Support Growth

ECC has not identified any specific post 16 education schemes necessary to meet the future growth proposed as part of the Submission Local Plan.

In relation to ECC's adult education provider ACL Essex, it is noted that inclusive access to ACL is important to enable the delivery of a range of courses to adults whether to upskill, gain qualifications or pursue hobbies and interests. ECC prefer the co-location of ACL with other community facilities and a dedicated space to deliver courses is not often necessary. However, access is necessary to multifunctional, flexible and inclusive meeting rooms with ancillary facilities (reception area, office space, kitchen, toilet etc). Such locations include the shared community buildings being proposed at North East Chelmsford Garden Community and similar facilities would be sought at the proposed East Chelmsford Garden Village (Hammonds Farm).

12. Healthy and Safe Communities

12.1 Overview

This section will consider the following healthy and safe communities infrastructure types:

- Primary Healthcare
- Secondary Healthcare
- Specialist and Supported Housing
- Ambulance Services
- Police Services
- Fire Services

12.2 Primary Healthcare

Policy and Context

Primary healthcare encompasses all day-to-day healthcare and is generally the first port of call for an individual's healthcare needs. It principally encompasses GP and nurse provision at health surgeries. Primary healthcare provision also includes other frontline services such as pharmacists, opticians and dentists – however, because these are provided on a commercial basis in response to demand they are not covered within this IDP.

Chelmsford is served by the Mid and South Essex Integrated Care System (ICS) which provides health and social care to 1.2 million residents across Braintree, Maldon, Chelmsford, Castle Point, Rochford, Southend, Thurrock, Basildon and Brentwood. The ICS was established on 1 July 2022 as a result of the Health and Care Act 2022, replacing the five Clinical Commissioning Groups (CCGs) which previously covered Mid and South Essex.

The ICS is made up of two main committees:

- Mid and South Essex Integrated Care Board (ICB): A statutory NHS organisation responsible for developing a plan to meet the health needs of the population, managing the NHS budget, and arranging for the provision of health services in Mid and South Essex. The establishment of the ICB resulted in the CCGs being closed. NHS England is responsible for supporting the development of the ICB and ensuring that they are fit for purpose. Mid and South Essex ICB will cease to exist from 31 March 2026. Essex ICB will be established on 01 April 2026 and will be responsible to the whole Essex area, including Chelmsford.
- Mid and South Essex Integrated Care Partnership (ICP): A statutory committee jointly formed between the ICB and the upper-tier local authorities. The ICP brings together a broad alliance of partners concerned with improving the care, health, and wellbeing of the population, with membership determined locally. The ICP is responsible for producing an Integrated Care Strategy on how to meet the health and wellbeing needs of the population in Mid and South Essex.

The ICS also includes the following organisations:

- The three upper tier local authorities (Essex County Council, Southend-on-Sea City Council and Thurrock Council);
- The seven district Councils (Basildon Borough Council, Braintree District Council, Brentwood Borough Council, Castle Point Borough Council, Chelmsford City Council, Maldon District Council, and Rochford District Council);
- One acute hospital provider (Mid and South Essex NHS Foundation Trust);

- Mid and South Essex Community Collaborative (Essex Partnership University NHS Foundation Trust, North East London NHS Foundation Trust, and Provide);
- One ambulance service provider (East of England Ambulance Service NHS Foundation Trust);
- Primary care (27 Primary Care Networks covering 180 GP Practices);
- Three local independent watchdog bodies (Healthwatch Essex, Healthwatch Southend, and Healthwatch Thurrock);
- Nine community voluntary services (Basildon, Billericay and Wickford CVS; Brentwood CVS; Castle Point Association of Voluntary Services; Chelmsford CVS; Community 360 (covering Braintree); Maldon and District CVS; Rayleigh, Rochford and District Association for Voluntary Services; South Association of Voluntary Services; and Thurrock CVS); and
- Other partners (Essex Police, Essex County Fire and Rescue Service, parish and town councils, local medical committee, local university and colleges, and community and faith organisations).

The Mid and South Essex ICP published the Integrated Care Strategy 2023-2033⁵⁹ in March 2023. This sets out a shared vision for health and care over the next ten years including shared priorities and the direction of travel. The strategy reflects the findings of the upper tier local authorities' Joint Strategic Needs Assessment and aligns with their Joint Health and Wellbeing Strategies. In addition, the Joint Forward Plan 2023-2038⁶⁰ describes how the NHS partners across mid and south Essex will work together over the next five years to meet the needs of local people. The plan describes how the NHS will play a key part in delivering the objectives of the Mid and South Essex Integrated Care Strategy.

The Mid and South Essex ICS Quality Strategy (April 2021-2024)⁶¹ sets out the three-year strategic plan for quality in mid and south Essex. The strategy is accompanied by an annual implementation plan.⁶² The Mid and South Essex ICB is currently developing an infrastructure strategy that is due to be published in late 2024.

As an upper tier local authority, ECC has a responsibility for public health and wellbeing, to achieve lifestyle enhancements and behavioural change within the local community.

The Essex Joint Strategic Needs Assessment 2022⁶³ sets out an evidence base to inform decisions on health and wellbeing priorities across the county. It is an ongoing, iterative process presented as a suite of resources which is updated regularly as new analysis and insight becomes available. provides an overview of the health and wellbeing needs across Essex.

The Essex Joint Health and Wellbeing Strategy 2022-2026⁶⁴ sets out how ECC, alongside its partners, aims to improve the health and wellbeing outcomes for people of all ages. The strategy identifies five strategic priorities:

1. Improving mental health and wellbeing
2. Physical activity and healthy weight
3. Supporting long-term independence

⁵⁹ Available at: https://www.midandsouthessex.ics.nhs.uk/content/uploads/2022/12/Integrated-Care-Strategy-2022-2033-30_3_23.pdf

⁶⁰ <https://www.midandsouthessex.ics.nhs.uk/about/jfp/>

⁶¹ Available at: <https://www.midandsouthessex.ics.nhs.uk/wp-content/uploads/2022/08/Mid-and-South-Essex-ICS-Quality-Strategy-April-2021-2024-1.pdf>

⁶² Available at: <https://www.midandsouthessex.ics.nhs.uk/wp-content/uploads/2022/08/Mid-and-South-Essex-ICS-Quality-Strategy-Implementation-Plan-Full-year-2022-2023-2.pdf>

⁶³ Available at: <https://data.essex.gov.uk/explore-jsna-data/>

⁶⁴ Available at: https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/dW4ULQt3z0drmsJ44BkPT/4e1087574de56130bf7c82374758b5d5/Essex-joint-health-and-wellbeing-strategy-2022-2026.pdf

4. Alcohol and substance misuse
5. Health inequalities and the wider determinants of health.

Current Levels of Provision

The Mid and South Essex ICB Annual Report 2024/25⁶⁵ provides the most up-to-date information regarding the performance of Chelmsford’s health and social care system and improvements needed to the local health service.

Mid and South Essex ICB covers an area with 27 Primary Care Networks (PCN) covering 180 GP Practices. The Mid and South Essex ICB Annual Report states that for the population size, the Mid and South Essex ICB has far fewer GPs than other ICBs. There are also additional challenges in Mid and South Essex due to areas of high deprivation and where health outcomes are well below the national average. The Annual Report states that an estimated 133,000 people live in the 20% most deprived areas nationally, this is 10.5% of the whole mid and south Essex population.

As detailed in the Mid Essex CCG Annual Report 2022/23, the CCG previously covered the communities of Chelmsford, Braintree and Maldon district. The CCG included 39 member GP practices serving a registered population of 405,344 patients as of 1 April 2022. The practices were formed into nine PCNs across mid Essex from 1 July 2019. Of these nine PCNs, three cover Chelmsford, two cover Maldon and Chelmsford and one covers Braintree and Chelmsford. The geographies in which the PCNs operate do not align with local authority boundaries. The table below sets out the PCNs which cover Chelmsford.

Table 23. PCNs covering Chelmsford within Mid Essex CCG

Primary Care Network	Number of Practices	Registered Patient Population as at Jan 2024
Aegros	3	51,050
Chelmer	4	36,656
Chelmsford City	4	41,547
Chelmsford West	3	38,934
Dengie and South Woodham Ferrers	2	20,950

Source: Engagement with Mid and South Essex ICB (2024)

PCNs are expected to deliver services at scale for their registered population, whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care. This is placing increasing pressure and demand on local GP practices as more services are brought out of a secondary healthcare setting and into the community. This means that, even where some capacity exists in existing surgeries, it is likely to be taken up as a result of these shifts.

The table below sets out the PCNs and associated GP practices which serve Chelmsford. This reflects the geographies and catchments in which the PCNs and GP practices operate, which do not align with local authority boundaries. The figure below shows the locations of these GP practices.

Table 24. PCNs and associated GP practices serving Chelmsford

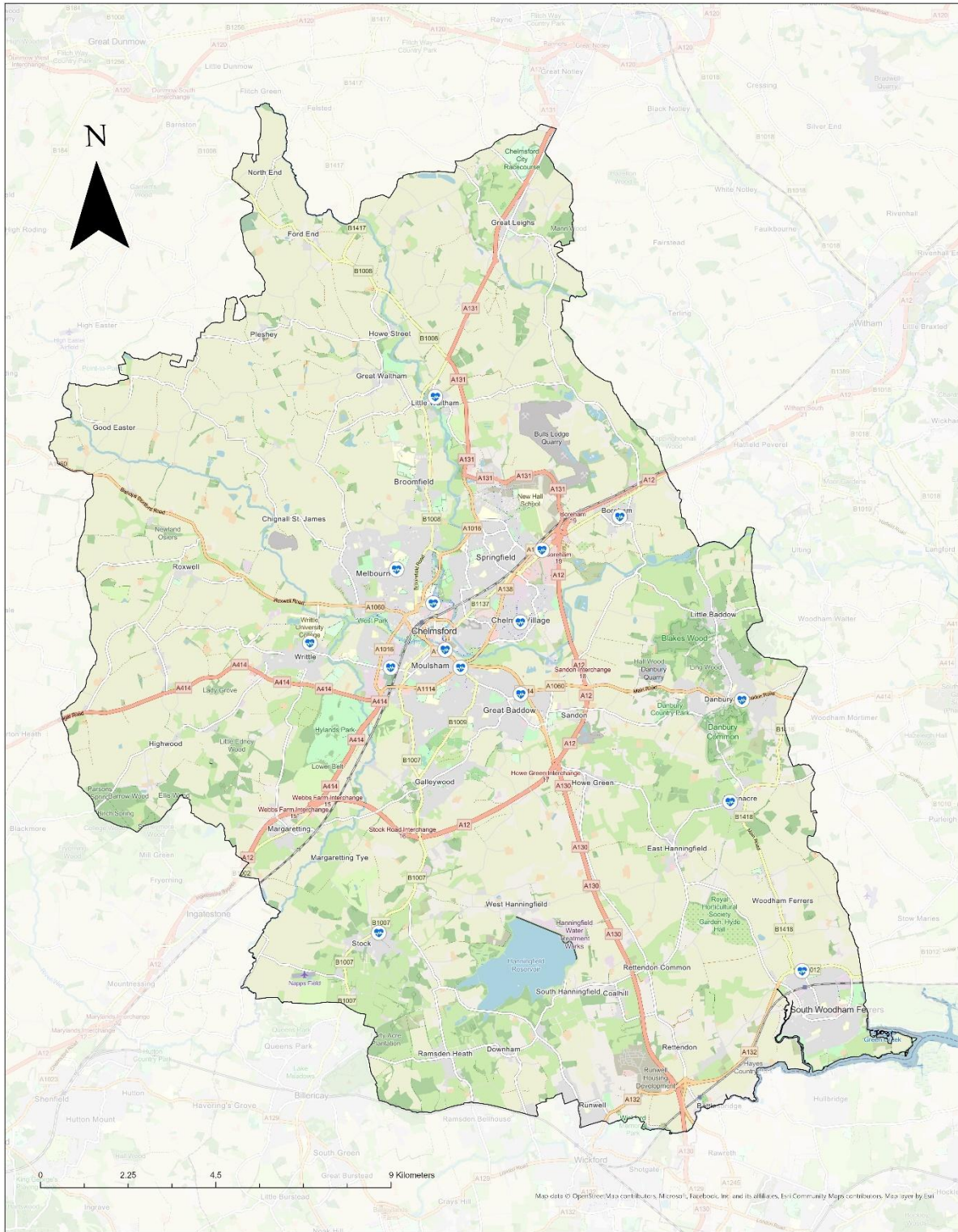
Primary Care Network	Practice	Area Served
Aegros	Beacon Health Group	Chelmsford and Danbury
	Little Waltham and Great Notley Surgery	Little Waltham and Great Notley
	The Laurels Surgery	Boreham
Chelmer	Chelmer Village Surgery	Chelmer

⁶⁵ Available at: Mid and South Essex ICB Annual Report and Accounts April 2024 to March 2025 - Mid and South Essex Integrated Care System

Primary Care Network	Practice	Area Served
	North Chelmsford Healthcare Centre	Chelmsford
	Rivermead Gate Medical Centre	Chelmsford
	Sutherland Lodge Surgery	Chelmsford
Chelmsford City Health	Baddow Village Surgery	Great Baddow
	Beauchamp House Surgery	Chelmsford
	Stock Surgery	Stock
	Whiteley House Surgery	Chelmsford
Chelmsford West	Chelmer Medical Partnership	Western Chelmsford
	Writtle Surgery	Writtle
Dengie and South Woodham Ferrers	Kingsway Surgery	South Woodham Ferrers
	Wyncroft Surgery	South Woodham Ferrers

Source: Engagement with Mid and South Essex ICB (2024)

Figure 17. GP practices serving Chelmsford



Legend
 Primary Healthcare

ARUP	
100 Brook Hill Drive, Suite 100 Chelmsford, Essex, SS1 1LH Tel: 0206 300 000 www.arup.com	
Project:	Chelmsford IDP
Quantity:	248 of Cases
Start:	1/2/2024
End:	31/12/2024
Rev:	1.0
By:	ARUP

Chelmsford District Council
IDP

Date:	
Drawn by:	
Project No:	297277-00
Drawn by:	Draft

There are no nationally mandated standards by which the capacities of GP practices are measured. In terms of planning standards (i.e. how GP provision is determined), the Mid and South Essex ICB uses the following metrics to determine GP provision:

- Additional Population Growth (based on dwellings): Calculated using the (relevant District's) average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
- Additional floorspace required to meet growth (m²): Based on 120m² per 1750 patients (this is considered the current optimal list size for a single GP within the Mid & South Essex STP). Space requirement aligned to Department of Health guidance within 'Health Building Note 11-01: facilities for Primary and Community Care Services'.
- Capital required to create additional floor space (£): Based on NIA: GIA conversion @ 10% & BCIS cost multiplier (£4,575) for new build and extensions to health centres and hospitals.⁶⁶

The table below sets out the capacity of the GP surgeries serving Chelmsford within each of the PCNs. This is based on the weighted list size and the existing and required net internal area occupied by the surgery. It shows that primary care capacity is currently below the accepted national standards at the majority of practices operating in the administrative area of CCC. The deficit of capacity is modest in some cases and substantial in others leading to an overall significant deficit compared to the standard. The most significant deficit is in Chelmsford West, followed by Chelmer. Only two of the 15 GP surgeries serving Chelmsford currently have spare capacity – The Laurels Surgery (Aegros Health PCN) and Rivermead Gate Medical Centre (Chelmer PCN).

Table 25. GP Registered Patient Capacity in Chelmsford

	Surgery Name	PCN	Weighted Patients ⁶⁷ (Jan 2024)	Net Internal Area ⁶⁸ (NIA) m ²	NIA Needed ⁶⁹ (m ²)	Capacity ⁷⁰ (m ²)
1	Beacon Health Group	Aegros Health	22,684	1,319	1,555	-236
2	Little Waltham & Gt Notley Surgery - Little Waltham	Aegros Health	17,955	852	1,231	-379
3	The Laurels Surgery	Aegros Health	10,411	793	714	79
Aegros Health Sub-total			51,050	2,964	3,500	-536
1	Chelmer Village Surgery	Chelmer	3,909	177	268	-91
2	North Chelmsford NHS HCC	Chelmer	11,263	250	772	-522
3	Rivermead Gate Medical Centre	Chelmer	12,194	913	836	77
4	Sutherland Lodge Surgery	Chelmer	9,290	520	637	-177
Chelmer Sub-total			36,656	1,860	2,513	-653
1	Baddow Village Surgery	Chelmsford City Health	12,125	808	831	-23
2	Beauchamp House	Chelmsford City Health	11,424	539	783	-244

⁶⁶ This uses gross internal floor area to calculate building costs. It has been rebased for Essex and rounded to the nearest £100.

⁶⁷ The weighted list size of a GP practice is based on the Carr-Hill formula; this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.

⁶⁸ This is the current Net Internal Area occupied by the Practice.

⁶⁹ This is the capacity needed for the current weighted list size and is based on 120m² per 1750 patients (this is considered the current optimal list size for a single GP within the Mid and South Essex STP). The space requirement is aligned to Department of Health guidance within 'Health Building Note 11-01: facilities for Primary and Community Care Services.'

⁷⁰ This is the spare capacity (NIA m²) based on the existing weighted list size (converted to GIA by =10% in Appendix 1 for calculations).

	Surgery Name	PCN	Weighted Patients ⁶⁷ (Jan 2024)	Net Internal Area ⁶⁸ (NIA) m ²	NIA Needed ⁶⁹ (m ²)	Capacity ⁷⁰ (m ²)
3	Stock Surgery	Chelmsford City Health	4,741	292	325	-33
4	Whitley House Surgery	Chelmsford City Health	13,257	842	909	-67
Chelmsford City Health Sub-total			41,547	2,481	2,848	-367
1	Chelmer Medical Partnership	Chelmsford West	30,884	1,285	2,118	-833
2	The Writtle Surgery	Chelmsford West	8,050	320	552	-232
Chelmsford West Sub-total			38,934	1,605	2,670	-1065
1	Kingsway Surgery	Dengie and South Woodham Ferrers	11,707	798	803	-5
2	Wyncroft Surgery	Dengie and South Woodham Ferrers	9,243	539	634	-95
Dengie and South Woodham Ferrers Sub-total			20,950	1,337	1,437	-100
CHELMSFORD TOTAL			189,137	10,247	12,968	-2,721

Source: Engagement with Mid and South Essex ICB (2024).

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed primary healthcare projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Mid and South Essex ICB has identified additional primary healthcare infrastructure and investment required to support delivery of the Submission Local Plan. These projects have been set out in the Infrastructure Delivery Schedule. Within Growth Area 1, there is an existing deficit of primary care capacity, and this will be increased by proposed growth. The additional capacity required in Growth Area 1 cannot be provided by reconfiguration or extension of existing primary care premises and so there is likely to also be a requirement for a new build facility within this Growth Area.

Within Growth Area 2, there is an existing deficit of primary care capacity, and this will be increased by proposed growth. New build facilities are proposed at Location 6 (North East Chelmsford Garden Community) however this is subject to a separate IDP. At Location 7a (Great Leighs – Land at Moulsham Hall), a 1000m² medical centre is proposed as part of the hybrid planning applications which are pending on the site (Ref: 23/01583/OUT and 23/01583/FUL). The ICB has confirmed that the proposed facilities at Location 6 and 7a should provide the capacity to accommodate increases in patient growth in Growth Area 2 resulting from development.

Within Growth Area 3, there is an existing deficit of primary care capacity, and this will be increased by proposed growth. The additional capacity required in Growth Area 3 cannot be provided by reconfiguration or extension of existing primary care premises and so there is likely to also be a requirement for a new build facility within this Growth Area. This will be partly required to support the development at Location 16a – East Chelmsford Garden Community (Hammonds Farm)) although it is noted that the scale of development at Hammonds Farm wouldn't alone require a complete new 'full size' (1000m² surgery) but the demand it would create could not be accommodated at existing surgeries.

It should be noted that the growth areas set out in the emerging Local Plan Review do not relate neatly to the geography of primary care service provision and therefore whilst the information provided gives a good

indication of the likely requirements, it cannot be precise. Further discussions between the Council and the ICB will be required to identify suitable mitigation for the growth proposed as the Local Plan progresses.

12.3 Secondary Healthcare

Policy and Context

Secondary healthcare encompasses more specialist healthcare provision, with patients generally referred into secondary healthcare from an initial contact with a primary healthcare professional. By virtue of its specialised nature, secondary healthcare is generally provided on a more centralised basis by NHS Trusts. NHS Trusts are responsible for running and managing individual hospitals, as well as having responsibility for providing mental health, community health and sexual health services across the country.

Local secondary care providers work closely alongside primary care providers and with Mid and South Essex partner organisations and beyond, with the aim of providing seamless care for patients in line with the Mid and South Essex Integrated Care Strategy 2023-2033 described above.

Plans for secondary care are also informed by the 2019 NHS Long Term Plan, which provides a national overarching strategy to improve health and health outcomes describing how the NHS will be more joined-up and coordinated in its care, more proactive in the services it provides and more differentiated in its support to individuals. The NHS Long Term Plan describes five key anticipated changes across the NHS that impact on secondary healthcare provision:

1. To boost ‘out-of-hospital’ care, and finally dissolve the historic divide between primary and community health services.
2. To redesign and reduce pressure on emergency hospital services.
3. To provide people with more control over their own health, and more personalised care when they need it.
4. To enable digitally enabled primary and outpatient care to go mainstream across the NHS.
5. To enable local NHS organisations to focus on population health and local partnerships with local authority-funded services, through Integrated Care Systems.

Mid and South Essex NHS Foundation Trust (MSEFT) is the main provider of hospital services in Mid and South Essex. It was formed April 2020 following the merger of three existing NHS Trusts: Basildon and Thurrock University Hospitals NHS Foundation Trust, Mid Essex Hospital Services NHS Trust and Southend University Hospital NHS Foundation Trust.

In relation to other secondary healthcare services, Essex Partnership University NHS Foundation Trust (EPUT) provides community health, mental health and learning disability services to support more than 3.2 million people living across Luton and Bedfordshire, Essex and Suffolk. The Trust was formed on 1 April 2017 following the merger of North Essex Partnership University NHS Foundation Trust (NEP) and South Essex Partnership University NHS Foundation Trust (SEPT). The EPUT NHS Strategic Plan 2023-2028 sets out the Trust’s priorities and commitments for the next five years.

Private healthcare providers, outside of the NHS, also have a role in the delivery of secondary healthcare.

Current Levels of Provision

MSEFT provides acute healthcare services to residents of Mid and South Essex, as well as a range of more specialist services to a wider population. MSEFT operates three main acute hospital sites, providing services to the population of circa 1.2 million. All three acute sites are already constrained, with an increasing amount of backlog maintenance and growth in demand on the services provided.

- Basildon University Hospital in Basildon – this provides elective and emergency services to a local population of 450,000 living in and around the southwest Essex area. Medical wards include general medicine, gastroenterology, endocrinology and diabetes, palliative medicine, cardiology, acute medicine, dermatology, respiratory, renal, neurology, rheumatology, geriatric medicine and oncology. The Essex Cardiothoracic Treatment Centre (CTC) is based at the Basildon Hospital site. The CTC offers a range

of services for people who need specialist treatment for heart and lung conditions, treating a greater range of patients by having direct access to renal support therapy, vascular surgery and surgical trauma teams in the general hospital.

- Broomfield Hospital in Chelmsford – this provides local elective and emergency services to people living in and around the administrative areas of Chelmsford, Maldon and Braintree. Medical wards include acute monitored and renal, elderly care, acute medical assessment, general medicine, stroke, respiratory, gastroenterology and liver, active home unit for patients medically fit for discharge and frailty assessment day unit. Broomfield Hospital is also home to the internationally renowned St Andrew's Centre for Plastic Surgery and Burns, which provides a supra-regional burns service to a population of 9.8 million people.
- Southend University Hospital in Southend-on-Sea – this provides local elective and emergency services to people living in and around the district of Southend. Medical wards include elderly care, acute medical assessment, general medicine, stroke, respiratory, gastroenterology, renal, endocrinology and cardiology. Southend is the specialist site for Cancer services.

MSEFT also runs the following community hospitals and clinics within Mid and South Essex:

- Braintree Community Hospital in Braintree – this provides inpatient and outpatient services including day surgery and endoscopy.
- Orsett Hospital in Orsett – this provides outpatient services to the locality as well as pathology, ophthalmology, clinical haematology, pain, trauma and orthopaedics. There is also a Minor Injuries Unit on site, run by the North East London Foundation Trust (NELFT), which treats minor injuries that do not need a visit to A&E.
- St Michael’s Hospital in Braintree – this provides a birthing centre and also offers a range of therapy services including blood tests.
- St Peter’s Community Hospital in Maldon – this provides inpatient stroke rehabilitation and has a birthing unit however the hospital is temporarily shut with beds having been relocated pending a decision on its future. Outpatient services are still running from the site.

In relation to other secondary healthcare services, the table below sets out the community health, mental health and learning disability services provided by EPUT within Mid Essex.

Table 26. Services provided by EPUT within Mid Essex

Service	Location	Type of Provision
Acute Adult Inpatient Service, Chelmsford	The Linden Centre, Pudding Wood Drive, Chelmsford, Essex CM1 7LF	Mental Health Service
Adult Mental Health Teams: Access and Assessment, Chelmsford	The Linden Centre, Pudding Wood Drive, Chelmsford, Essex CM1 7LF	Mental Health Service
Children's Immunisation and Vaccination Services: Witham	Mid Essex Immunisation Team, Witham Health Centre, Mayland Road, Witham, CM8 2UX	Community Health Service
Early Intervention Psychosis Service - Mid Essex	C&E centre, New London Road, Chelmsford, CM2 0GH	Mental Health Service
Essex Health & Justice Service	C&E centre, New London Road, Chelmsford, CM2 0GH	Mental Health Service
Essex Learning Disability Partnership	Lexden Hospital, London Road, Colchester, CO3 4DB	Learning Disability Service
Family Group Conference Service	Mental Health FGC Service for Adults, Chelmsford and Essex Centre, New London Rd, Chelmsford, CM2 0QH	Mental Health Service

Service	Location	Type of Provision
Forensic Low Secure Inpatient Service, Chelmsford	Edward House, The Linden Centre, Pudding Wood Drive, Chelmsford, Essex CM1 7LF	Mental Health Service
Open Arts Mid Essex	The Art House, 19 High Street Hadleigh, Essex SS7 2PA	Mental Health Service
Perinatal Mental Health Service, Chelmsford	The Linden Centre, Pudding Wood Drive, Chelmsford, Essex CM1 7LF	Mental Health Service
Rainbow Mother & Baby Unit	The Linden Centre, Pudding Wood Drive, Chelmsford, Essex CM1 7LF	Mental Health Service
Specialist Mental Health Recovery Service, Chelmsford	C&E Centre, New London Road, Chelmsford, CM2 0QH	Mental Health Service
St Aubyn Centre	St Aubyn Centre, Larkwood Ward and Longview Ward, Boxted Road, Mile End, Colchester, CO4 5HG	Mental Health Service
Together with Baby	Cherry Trees, St Peters Hospital, Maldon, CM9 6EG	Mental Health Service

EPUT includes the Mid and South Essex Community care unit which provides adult primary and community mental health services in Mid and South Essex. Within their Strategic Plan⁷¹, the Community care unit identifies a number of challenges including high vacancy rates across Mid and South Essex mirroring national workforce shortages. This creates additional pressure on the team to meet service demand.

Similarly, the Urgent Care and Inpatient care unit provides urgent and emergency and inpatient mental health services across Essex, Southend, and Thurrock. Their Strategic Plan⁷² states that demand for inpatient stays has exceeded inpatient capacity leading to high levels of out of area placements. Referrals to liaison and crisis teams has remained relatively constant since the end of 2021, and demand remains slightly below pre-pandemic levels. The Strategic Plan notes that urgent care and inpatient services at EPUT are very challenged with key indicators for quality and safety being met but indicators for performance, workforce and culture, and finance not currently being met, with many not met over some time.

The Specialist Service care unit provides a varied range of specialised services across Essex and the wider East of England region including forensic psychiatric services, drug and alcohol misuse services, the Veterans Service, as well as community and Tier 4 secure inpatient services. They also provide inpatient Children and Adolescent Mental Health Services (CAMHS) as part of the East of England Provider Collaborative. Their Strategic Plan⁷³ identifies key challenges for the unit including a lack of eating disorders beds in the region and a lack of sufficient workforce with a shortage of key workers including learning disability nurses.

Provide CIC is a Community Interest Company (social enterprise) which delivers a broad range of health and social care services in the community throughout Essex, Cambridgeshire, and East Anglia. Provide CIC work from a variety of community settings, such as community hospitals, community clinics, nursing homes, and primary care settings, as well as within people's homes to provide more than 40 services to children, families, and adults.

Within Chelmsford, Provide CIC operates at the following locations:

- Broomfield Hospital

⁷¹ Available at: https://eput.nhs.uk/media/24znokkl/strategic-plan-mid-and-south-essex-community-care-unit_april23.pdf

⁷² Available at: https://eput.nhs.uk/media/uuacmfg/strategic-plan-urgent-care-and-inpatients-care-unit_final.pdf

⁷³ Available at: <https://eput.nhs.uk/media/sg0pfti0/strategic-plan-specialist-services-care-unit.pdf>

- Kestrel House, Colchester Road, Springfield
- Wren House, Colchester Road
- Springfield Green Clinic, Springfield Green
- Stapleford House, 103 Stapleford Close
- Moulsham Lodge Clinic, Lilac Close
- Crouch Vale Medical Centre, Burnham Road

Infrastructure Required to Support Growth

Engagement with Mid and South Essex NHS Foundation Trust (MSEFT) has confirmed that all acute sites are constrained with an increasing amount of backlog maintenance and an ever growing demand on services provided. As such, the proposed level of growth will impact acute care, particularly at Broomfield Hospital, Braintree Community Hospital and St Peter’s Community Hospital. MSEFT has not identified any specific projects given that the ICB Infrastructure Strategy currently in development, will identify the requirement for any new facilities on a system wide basis. This together with the MSE 10-year Clinical Strategy, currently in development, will inform the MSE approach and ten-year Estates Strategy.

Essex Partnership University NHS Foundation Trust (EPUT) has advised that at present, there are no specific requirements linked to the proposed growth. EPUT’s emerging Estates Strategy and accompanying plan will identify future needs. In respect of any plans to further expand any of the hospital or clinics or to provide new hospitals or clinics to accommodate growth, EPUT notes that the Trust’s focus will be to utilise its current property portfolio and respond to population growth by developing its retained sites. This will be an outcome of the Estates Strategy.

12.4 Specialist and Supported Housing

Policy and Context

Under the Care Act 2014 the Council has a range of responsibilities that ensure the right type of care is available to help prevent, reduce and delay care and support needs, enable people to access information and advice about available services, and ensure that there is a range of high-quality care and support services to choose from.

Specialist and Supported Housing (SSH) usually comprises of ‘purpose built/adapted accommodation’. Care homes are not generally considered as Adult Social Care as people are placed into privately run homes, but can only do this if home accepts the ECC placement and ECC rate - there is then only an ECC contract in place for the placement not for the provision of the home. Some homes will have no ECC placements or just one or two, others will have a number of ECC placements.

ECC is responsible for commissioning adult social care on behalf of Essex residents. Chelmsford City Council is the local Housing Authority. The strategic and legislative framework for social care, and for housing duties is set nationally. In Essex, authorities work together to support people to remain living independently in their homes for as long as possible. In order to deliver its aims and duties, ECC commissions services to support people to remain living independently in their homes. Lower-tier authorities also support this, for example through administering Disabled Facilities Grant to adapt existing homes to better meet need.

The ECC Housing Strategy (2021-2025)⁷⁴ further supports this, seeking to ensure that new homes and neighbourhoods are designed for residents to live independent and healthy lives; that homes are adaptable and digital technologies adopted wherever possible to support residents to live independently; and to ensure access to high quality specialist and supported accommodation for those who need it.

⁷⁴ Available at:

https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/CNLX0klVGimmGmpErguEU/10cadaeb15c668299eea05c6dc84b55e/Housing_Strategy_2021-2025.pdf

CCC's Strategic Housing Needs Assessment (November 2024)⁷⁵ provides an analysis of general needs housing alongside specialist and affordable housing. The Chelmsford Housing Strategy 2022-2027 (March 2022)⁷⁶ considers the need for and supply of affordable and specialist housing in Chelmsford including identified gaps between what has been planned for and what is required.

There are typically three types of SSH provision:

1. **Extra care housing** – this is designed to provide housing with care for people usually over the age of 55 and adults with disabilities who have housing and care needs and need accessible, good quality housing with care and support to continue living independently. Extra care housing provides access to on-site care and support 24 hours a day, 7 days a week, if a person needs it. Extra Care housing comprises self-contained apartments with special design features tailored to the needs of older adults and adults with disabilities. This will include communal rooms or areas where people can access a range of health and leisure activities and on-site services such as restaurant/café, hairdressing, activities to promote health and well-being. Some of these facilities may be open to the local community, promoting community involvement, reducing isolation and fostering inclusion. There should be outside space, for example communal gardens, courtyards and private balconies or patio areas.
- **Supported living** – this provides adults with disabilities accommodation to allow for independent living with some support. ECC defines supported living schemes as clusters of single occupancy units with a shared core support for all service users, or tenants living in a shared house or bungalow with their own room and shared communal area. ECC has published Supported Living Accommodation Standards⁷⁷ which set out the standards for any supported living properties.
2. **Residential care (with or without nursing)** – there are different types of care home provision as outlined below:
 - **Residential care homes** - these provide 24-hour help with personal care such as eating, washing, dressing and taking medication. Residents can still get healthcare from GPs and district nurses as they would if they were at home.
 - **Nursing care homes** - these provide 24-hour nursing care for people with more complex needs who need support from a registered nurse.
 - **Other types of care homes** - there are also care homes that provide:
 - both residential and nursing care (known as dual registered care homes)
 - specialist care for people with dementia, people with learning disabilities and people with mental health needs.

ECC has a statutory responsibility to provide and commission Adult Social Care services and solutions within the County of Essex. Adult Social Care aims to enable people to maximise their independence, choice and control and to live the lives they want to live.

In November 2021, the Government published the Adult Social Care White Paper, 'People at the heart of Care'⁷⁸ which set out a 10-year vision specifying three key objectives that support the Care Act statutory responsibilities. These were:

- People have choice, control and support to live independent lives.
- People can access outstanding quality and tailored care and support.

⁷⁵ <https://www.chelmsford.gov.uk/media/51bhsgcp/ah001-chelmsford-strategic-housing-needs-assessment-2023.pdf>Microsoft Word - Chelmsford_LHNA_update_Nov2024_Final_Clean Errata sheet

⁷⁶ <https://www.chelmsford.gov.uk/media/fzeis02v/chelmsford-housing-strategy-2022-to-2027.pdf>

⁷⁷ Available at: <https://www.essexproviderhub.org/media/cefh3anf/supported-living-accommodation-standards.pdf>

⁷⁸ Available at: https://assets.publishing.service.gov.uk/media/6234b0c48fa8f540f21fdd8d/people-at-the-heart-of-care_asc-form-print-ready-with-correction-slip.pdf

- People find Adult Social Care fair and accessible.

ECC's Adult Social Care Business Plan 2024-2030⁷⁹ includes the vision: 'enabling people to live their lives to the fullest' and outcomes for people to have 'Access to a place called home', have their independence maximised and have choice and control. One of the three objectives 'To shape the care and support offer for Essex residents' involves Implementing the ECC market shaping strategy and Improving access to housing.

In 2023, ECC published the Adult Social Care Market Shaping Strategy 2023-2030⁸⁰ which provides an overview of the Essex care market and how it is changing, it provides a future vision for social care in Essex and identifies key strategic challenges and market gaps, and the associated actions to address them. The Strategy places greater emphasis on supporting people at home and increasing extra care housing for older people. This is based on the choices people are making and technology and health care developments making it easier to provide more care at home. As a result, ECC are making fewer residential care placements, with the smaller number of adults that do need a care home placement having more complex needs (including complex dementia and nursing care). The accompanying Market Position Statement⁸¹ published in 2023 provides detail on the current provision of specialist and supported housing across Essex.

The ECC Developers' Guide to Infrastructure Contributions⁸² details the scope and range of ECC infrastructure contributions sought to mitigate the impacts of development. It includes details on the characteristics of suitable sites/buildings for specialist housing with care for older people and working age adults with learning disabilities. The guide was recently updated (Dec 2023) to reflect the different design and locational requirements of different care cohorts including - Older adults with care need; Adults with a disability (typically learning disabilities, autism, and/or physical and sensory impairments); Adults with complex care needs; Adults in Mental Health Supported Accommodation; Adults with acute Mental Health support need; and Victims/survivors of domestic abuse (adults; adults with children) (Section 6 and Appendix J which provides links to design guidance for all cohorts). CCC's Planning Obligations SPD (January 2021)⁸³ sets out the approach for calculating the quantum of specialist residential accommodation noting that the Council will advise on the quantum required at the time a formal pre-application is submitted as this will depend on the scale, type and commercial model required.

The Essex Supported and Specialist Housing and Accommodation Need Assessment (2025) (SSHANA)⁸⁴ provides estimates of future need for supported and specialist housing and accommodation for the administrative area of Essex County Council.

Infrastructure Required to Support Growth

SSH provision forms part of the housing mix on a number of the proposed allocated sites. As such, these have not been included in the Infrastructure Delivery Schedules (Appendix A).

For the majority of sites, the proposed SSH provision will form part of the housing mix on these sites with the precise amount and form of the SSH to be identified through the planning application process based on the latest assessment of housing need and in consultation with ECC. The ECC Supported and Specialist Housing and Accommodation Needs Assessment (August 2025) provides an evidence base that provides estimates of future need for supported and specialist housing and accommodation for the administrative area of Essex County Council, including Chelmsford. Given timescales in the publishing of the SSHANA and plan preparation the evidence base has not been used to inform the Local Plan but will be considered with regards the determination of planning applications.

⁷⁹ Available at: <https://www.essexproviderhub.org/media/m0dpp5hx/adult-social-care-business-plan-2024-2030.pdf>

⁸⁰ Available at: <https://www.essexproviderhub.org/the-essex-market/market-shaping-strategy-2023-2030>

⁸¹ Available at: <https://www.essexproviderhub.org/the-essex-market/market-position-statement/residential-care-market/older-people-residential-care/>

⁸² Available at: <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

⁸³ Available at: <https://www.chelmsford.gov.uk/media/gzrfz1wm/planning-obligations-spd.pdf>

⁸⁴ Available at: <https://data.essex.gov.uk/dataset/supported-and-specialist-housing-and-accommodation-needs-assessm-2k6nr>

12.5 Ambulance Services

Policy and Context

Ambulance services within Chelmsford are provided by the East of England Ambulance Service NHS Trust (EEAST). EEAST provide accident and emergency services to around 6.3 million people across Bedfordshire, Hertfordshire, Essex, Norfolk, Suffolk and Cambridgeshire. EEAST also provide non-emergency patient transport services. EEAST employs more than 5,000 staff members and includes over 1,200 volunteers across 120 sites.⁸⁵ The EEAST Annual Report 2022-23⁸⁶ states that the EEAST attended 754,460 incidents and received 1,397,119 calls to their emergency operations centres (EOCs) last year, averaging over 2,881 calls a day.

Population increase, along with deprivation, age and the increasing number of people living for longer with more complex long-term conditions, all impact on the level of ambulance service demand, in respect of both emergency and non-emergency patient transport services. Age profile is also a key factor, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource. Those aged over 75 years are most likely to have multiple long-term conditions and complex care needs.

The Essex Emergency Services Planning Protocol⁸⁷ sets out how the ambulance service, fire and rescue service, and the police service in Essex will work together to deliver safer development and growth across Essex focused on three commitments: safety and prevention, education and communication, and response.

Analysis of EEAST activity from 2019/20 indicates that residents aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity. Those aged 2-18 years account for 15% of Category 1 activity and 8% of all activity.⁸⁸

The EEAST Corporate Strategy 2020-2025⁸⁹ sets out the Trust's priorities for the next five years. EEAST's vision is to provide 'outstanding care, exceptional people, every hour of every day'. This is underpinned by four goals:

- Be an exceptional place to work, volunteer and learn.
- Provide outstanding quality of care and performance.
- Be excellent collaborators and innovators as system partners.
- Be an environmentally and financially sustainable organisation.

The Strategy seeks to ensure that EEAST provides as much care as possible in the patient's home or in the community, avoiding unnecessary admissions to hospital. This will be delivered through integrated working with system partners, exploring opportunities to innovate, using technology and providing solutions which deliver best practice. Over the next five years, EEAST aims to expand the commercial services they provide, generating additional income which can be ploughed back into frontline services.

National policy direction for ambulance services is set out in the NHS Long Term Plan (2019), which recognises challenges in ambulance resourcing brought about by delays at hospitals in handing over patients. In January 2023, the Government alongside NHS England published its 'Delivery Plan for Recovering Urgent and Emergency Care Services'.⁹⁰ The Plan commits to improving waiting times and the patient experience. As part of this, the Delivery Plan states that NHS England will work with ambulance services

and wider systems to increase capacity with over 800 new ambulances including 100 specialist mental health ambulances. The Delivery Plan sets two key ambitions for 2023/24:

- Patients being seen more quickly in emergency departments: with the ambition to improve to 76% of patients being admitted, transferred or discharged within four hours by March 2024, with further improvement in 2024/25.
- Ambulances getting to patients quicker: with improved ambulance response times for Category 2 incidents to 30 minutes on average over 2023/24, with further improvement in 2024/25 towards pre-pandemic levels.

NHS England allocated an additional £150 million for ambulance service pressures in 2022/23, supporting improvements to response times through additional call handler recruitment, retention and other requirements. The NHS is also investing £20 million to upgrade the ambulance fleet in each year to 2024/25, reducing the age profile and emissions of the fleet and increasing productivity.⁹¹

Current Levels of Provision

EEAST's service operations and resources (staff, vehicle fleet and estate assets) within the local area are currently operating at capacity.

The ambulance estate within Chelmsford is as follows:

- Chelmsford (Hub) ambulance station, Chelmer Valley Road – this opened in August 2017 and provides a hub to more than 200 EEAST staff in Mid Essex. There are 15 ambulance bays on site. There is currently insufficient parking available on site.
- Chelmsford HQ and Emergency Operations Centre (EOC), Broomfield Hospital - this facility was refurbished in 2022 with a £950,000 upgrade providing improved power supply security to increase operational resilience, and a number of other measures to enhance working conditions for staff, including new adjustable desks, an extended kitchen and new toilets and shower system, and improved ventilation, lighting and security around the site. There is limited parking available on site.
- South Woodham Ferrers ambulance station, Ferrers Road – this underwent refurbishment in 2022. There is limited parking available on site.

Other ambulance stations outside of the administrative boundary but which may also support people within Chelmsford include:

- Braintree
- Great Notley
- Witham
- Maldon
- Wickford
- Billericay
- Ongar

The Trust is rolling out a Hub and Spoke network with up to 18 hubs to provide regional premises for delivery of operational responses to calls, flow of ambulance preparation via the Make Ready function (cleaning and restocking of ambulances) and despatch of ambulances to local spokes (reporting posts/response posts/standby locations). Support services such as workshop facilities, clinical engineering (medical equipment store and workshop), consumable product stores and support office accommodation are also provided from Hubs.

EEAST's vehicle fleet is as follows:

- 387 front line ambulances
- 178 rapid response vehicles
- 175 non-emergency ambulances (PTS and HCRTs vehicles)
- 46 HART/major incident/resilience vehicles located at 2 x Hazardous Area Response Team (HART) bases with a number of specialist vehicle resources.

The Care Quality Commission (CQC) undertook an inspection of EEAST in 2022, and found that overall the service 'Requires Improvement'.⁹² However the report notes that the Trust has made marked improvements since being placed in the Recovery Support Programme (previously called Special Measures).

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed ambulance service projects within the administrative area of CCC to support the Submission Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

EEAST are required to meet the NHS ambulance standard response times. For a life-threatening incident (Category 1) up to 4 emergency response may be sent to manage the incident. This could include community first responder, rapid response vehicle and one or more DSAs are sent to this type of incident. On average, a face-to-face incident requiring transport to hospital will utilise an ambulance for 2 hours (including travel time to the relevant hospital and patient handover). In order to maintain response times to meet the projected growth, additional infrastructure is required. Increased operation capacity can be achieved by upgrading existing premises, or relocation of existing ambulance Hubs to a more suitable location to meet the increased local demand.

Discussions with EEAST have confirmed that a new purpose-built Hub is required in Chelmsford before 2040 as there is no room to expand at the current location on Chelmer Valley Road. This requires circa 1ha of land for new build or an existing building 25,000sq ft (2,300sqm), close to Broomfield Hospital and major road links, with sufficient space to accommodate 35 Dual Staffed Ambulances/Rapid Response Vehicles and appropriate staff parking. The total estimated cost (@2025) for a new build ambulance hub is £22m and there is also a need for a new emergency operating centre with an estimated cost of £8m. In addition, upgrades are required to the electricity power network to meet the needs associated with growing EV ambulance fleet (for a BREEM excellent building). This is a high-level indicative estimate which will need to be re-calculated at the point in time when further information is known regarding the scheme design and building requirements. Further discussion with CCC will be required in order to identify a potential site.

Based on existing ambulance numbers and population across EEAST, approximately for every 10,000 people an additional Dual Staffed Ambulance is required to meet expanding population demand in order to maintain contractual response times. As CCC has adopted a CIL, developer contributions for ambulance facilities could be secured via CIL and planning obligations, as appropriate, to fund the increased capacity EEAST is likely to require through additional ambulance service provision.

12.6 Police Services

Policy and Context

The Crime and Disorder Act 1998 (Section 17) places a duty on local authorities to reduce crime and disorder within the community.

Policing for Chelmsford is provided by Essex Police, under the direction of the Police, Fire and Crime Commissioner (PFCC) for Essex. Key priorities for the PFCC are set out in the Police and Crime Plan 2021-

2024⁹³ which was published in April 2021 with new measures that reflect the PFCC's strategic commitment to targeted prevention and early intervention. The overall success of the plan is built on prevention; communications and engagement; volunteering; and partnership. The plan identifies 12 policing priorities in order to reduce crime. Each area within Essex has a Community Safety Partnership, made up of local partners to address local issues through the delivery of a Community Safety Plan.

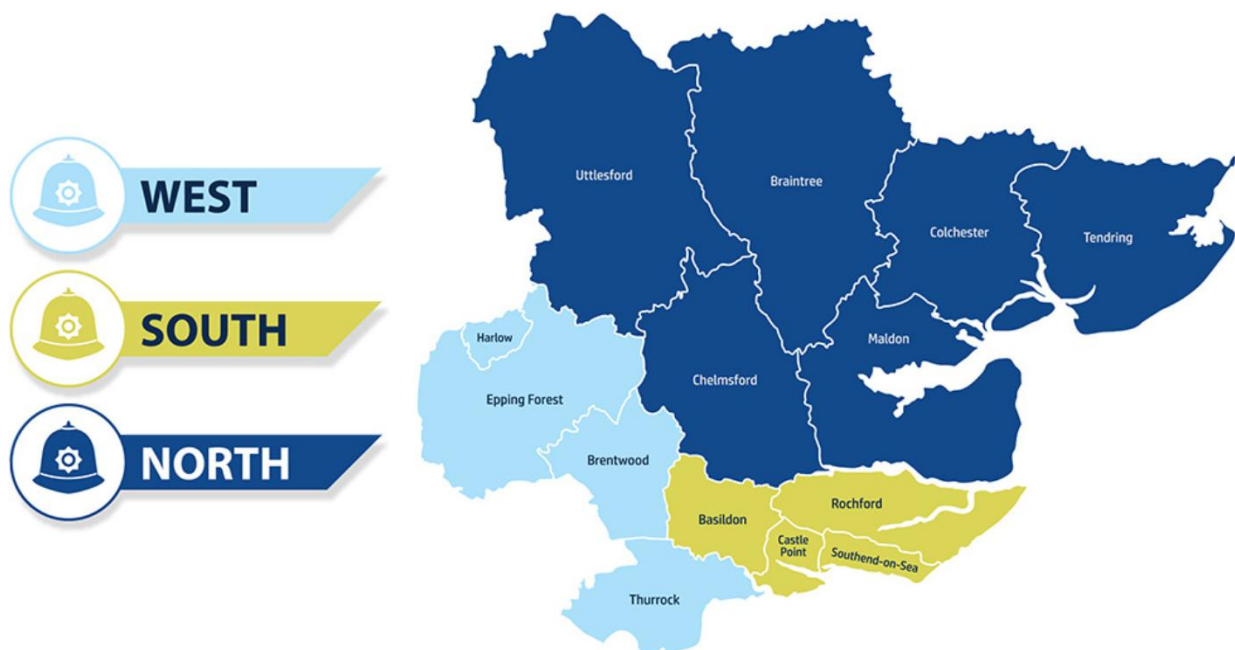
The structure of police service provision nationally has changed in line with wider societal change, with the increasing accessibility of technology meaning that fewer police stations require public facing facilities, as a significant proportion of the reporting of incidents and issues is now done online or over the phone. The number of police stations in Essex has been reduced and public facing services and custody facilities have been rationalised and centralised.

Current Levels of Provision

Essex Police is the largest non-metropolitan police force with over 5,500 police officers, staff, and volunteers. The Essex Policing Model delivers community safety, cohesion, and policing across the Chelmsford area at a local level through Local Policing Teams (LPT's). The LPT's include warranted LPT officers, non-warranted Police Community Support Officers and warranted specialist officers, such as Response and Criminal Investigation Department units.

Essex is divided into three local policing areas: north, south and west. These local policing areas are further divided into 14 districts. Each district has a team of police officers, detectives, police staff and volunteers. The figure below shows the local policing areas in Essex and the districts in each one. The Chelmsford community policing team is based in the Civic Centre in Chelmsford.

Figure 18 Local Policing Areas and Districts in Essex



Source: Essex Police website.⁹⁴

Chelmsford police station is located in Chelmsford city centre on New Street and there are a number of police stations in the surrounding Districts, as shown on the figure below. In 2020/21, Chelmsford police station underwent a £5.7 million refurbishment as part of the programme to rationalise and modernise the Essex Police estate. The station includes a custody facility and houses a wide range of Essex Police's specialist teams, who often work jointly on investigations. They include teams from the Criminal

⁹³ Available at: <https://www.essex.pfcc.police.uk/wp-content/uploads/2021/10/Police-and-Crime-Plan-2021-2024.pdf> (Note: an updated version of this document is currently being prepared).

⁹⁴ Available at: <https://www.essex.police.uk/police-forces/essex-police/areas/essex-police/au/about-us/policing-in-essex/>

Investigation Department and Crime and Public Protection Command, including Domestic Abuse Investigation Teams (DAIT) and Police Online Investigation Team (POLIT).

Figure 19. Police stations within Chelmsford and surrounding districts



The Essex Police Headquarters is based in Chelmsford which provides a wide range of support, including operational and administrative functions county wide for the Force.

Additionally, the Operational Policing Command is based in Boreham which provides specialist functions county wide for the Force. Locally based Community Policing Teams work at ward and district level, helping tackle anti-social behaviour as well as criminality.

The PFCC is seeking to optimise the use of land by rationalising their estate. This forms part of their strategy to deliver a police estate that meets the demands of 21st Century policing and is essentially fit for purpose. The PFCC is focussed on substantial investment within the estate, beyond that seen in previous years, which will be made possible through efficiency, consolidation, relocation and release of surplus land to support their ambitious project and reduce borrowing.

Infrastructure Required to Support Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed police service projects within the administrative area of CCC to support the Submission Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

The Infrastructure Delivery Schedule also identifies a budget for the police facilities (social infrastructure) required to support the creation of strong, healthy, inclusive, safe and vibrant new places to achieve healthy and safe new communities within the administrative area of CCC.

Essex Police has confirmed that the baseline police resources in the Chelmsford Local Policing Area are operating at capacity and would be significantly impacted by the planned housing and population growth envisaged. Major new housing developments give rise to significant additional resource needs and implications for LPT (including specialist officers supporting LPT's), requiring appropriate funding by developers in order to mitigate and manage the community safety, cohesion and policing requirements, including the crime impacts arising.

Both the construction and operational phases of residential development lead to an increase in the incidence of criminal activity.

At the construction phase this includes property-based theft and vandalism, as acknowledged by the Chartered Institute of Building in its publications concerning Crime in the Construction Industry. Such incidents lead to an increased impact on police facilities and a greater draw on Essex Police LPT resources.

At the operational phase increased populations give rise to an increase in crime and incidents against the person (e.g violence, sexual, burglary, vehicle theft and criminal damage). New residents would be the victims of such crime, leading to an increased impact on police facilities and a greater draw on its LPT resources, including specialist support officers.

Emerging new communities need to be integrated with existing communities, and an appropriate level and duration of community safety, cohesion and policing would therefore need to be provided across the occupational phases of developments.

Essex Police will therefore seek additional police infrastructure/facilities to be funded and/or provided by developers either through Section 106 Agreements or CIL, or via both approaches where this would apply. Any requests for Section 106 or CIL funding would be supported by evidence to identify the need, which may be in the form of the following police facilities:

- Additional or enhanced police station (LPT) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Mobile Police Stations;
- Communications including ICT; and
- Police Vehicles.

Additional police staffing is covered by revenue funding, ultimately derived from Council Tax. However, additional funding for premises costs and vehicle costs is required as a result of the proposed growth.

Assuming a typical average of 2.4 residents per dwelling, this would require 63 additional posts covering local policing, community policing and PCSOs.

Essex Police has provided contribution calculations to determine a budget for the level of developer funded police vehicle and premises costs required as a result of these additional posts. These contributions have been calculated by Essex Police based on established metrics used by police forces across the country and based on recently tendered projects from elsewhere. The total funding requirement for each element as a result of the proposed growth is set out below, along with further details regarding the metrics used to calculate them:

- Vehicle Costs (this is based on an average of 0.045 marked cars per police officer, which would mean that 3 additional vehicles would be required for 61 new officers) - £164,166 .
- Accommodation Costs (this includes office space, meeting/interview room, ICT/Comms room, kitchen/rest room, lockers/equipment, and store – some of these elements are based on a floorspace requirement per post whereas others relate to shared space) - £2,602,622

These funding requirements have been identified in the IDP schedule.

12.7 Fire Services

Policy and Context

Essex County Fire and Rescue Service (ECFRS) is the provider of fire and rescue services for Essex, under the direction of the PFCC for Essex. ECFRS is one of the largest fire and rescue services in the country serving a population of 1.8 million and covering an area of 1,400 square miles. They provide prevention, protection and emergency response services from 50 fire stations, across Essex. Their headquarters is located in Kelvedon in the neighbouring authority of Braintree.

The Fire and Rescue Service National Framework (May 2018)⁹⁵ sets out priorities that all fire services must undertake, including understanding foreseeable risk; making provision for fire prevention; collaboration with other emergency services and partner organisations; ensuring accountability to communities; and develop and maintaining a workforce that is professional, resilient, skilled, flexible and diverse. The Home

⁹⁵ Available at: https://assets.publishing.service.gov.uk/media/5aacc5974ed915d42f7c6bf18/National_Framework_-_final_for_web.pdf

Secretary's 2023 progress report⁹⁶ outlines the extent to which fire and rescue authorities are complying with the framework concluding that each fire and rescue authority (FRA) in England has provided sufficient assurance that they are acting in accordance with the National Framework and material has been provided to demonstrate this.

The report notes that as part of the ongoing need for reform highlighted by the Grenfell Tower tragedy, the Manchester Arena attack, COVID-19 response and 'His Majesty's Inspectorate of Constabulary and Fire & Rescue Services' (HMICFRS) inspections, the Government published the 'Reforming our Fire and Rescue Service' white paper and consultation in May 2022. The consultation sought views across three key themes: People; Professionalism; and Governance. The consultation closed in July 2022 and the responses received are key to informing the next steps on reform. The official response will be published in due course.

The Essex Fire and Rescue Plan 2024-2028⁹⁷ sets out the priorities for fire and rescue services in Essex bringing together the Service, partners and the public to build safe and secure communities and offer efficient and effective prevention, protection and response activity. The activities in the plan set out a clear direction for development of the Service. ECFRS publish an annual report which highlights how money has been spent, performance against targets and how they are working to improve their service.

Other relevant plans and strategies include the Estate Strategy 2021-2026, the Sustainability and Environmental Strategy, and the Strategic Assessment of Risk 2023-2024 (this is updated annually and feeds into the IRMP).

Current Levels of Provision

ECFRS has 67 fire engines and 50 fire stations in Essex, 12 of which are crewed by wholetime firefighters, or by wholetime and on-call firefighters, and are generally located in the more densely populated areas. The remaining 38 stations are staffed by retained firefighters and tend to be found in smaller towns and villages. Other service functions include the urban search and rescue team which consists of a number of elements, some of which forms part of the national response and some are part of the local response. The urban search and rescue team is based on Colchester.

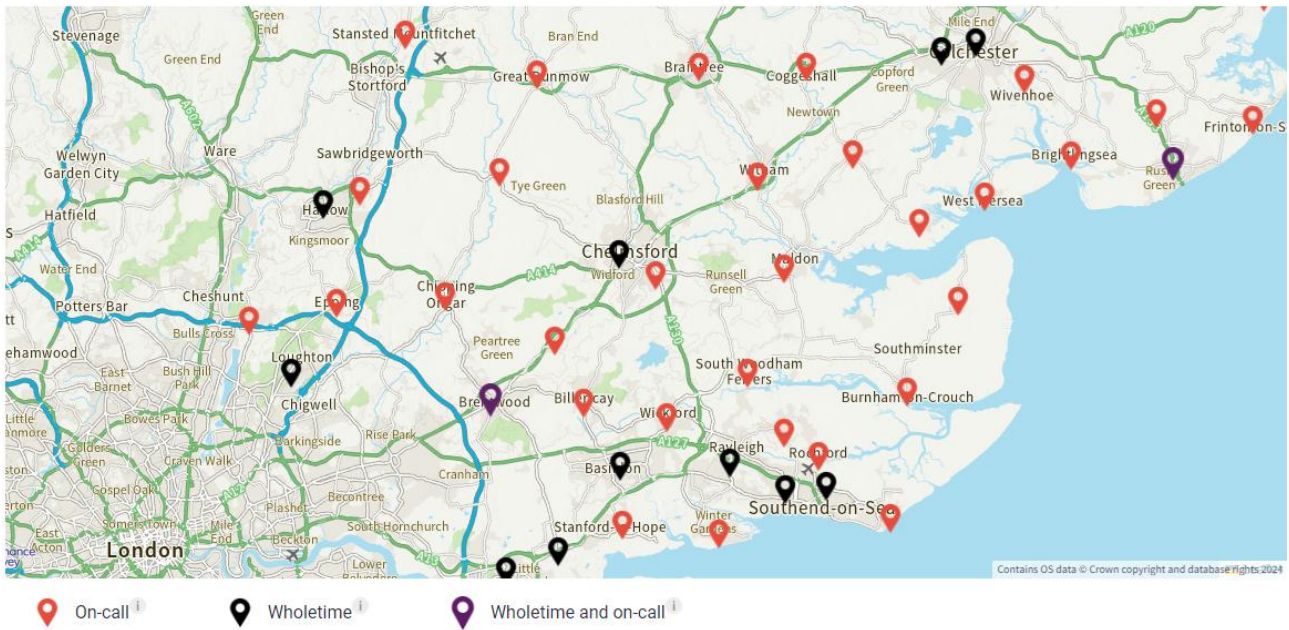
There are currently three fire stations in Chelmsford located in Chelmsford city centre, Great Baddow, and South Woodham Ferrers. Chelmsford Fire Station is a wholetime fire station, which means firefighters are based at the station 24/7. Great Baddow Fire Station and South Woodham Ferrers Fire Station are both on-call fire stations, which means firefighters living and working within five minutes of the fire station are on standby to respond to incidents. The figure below shows the fire stations within Chelmsford and the neighbouring authorities.

⁹⁶ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165993/E02938507_National_Framework_Assurance_Report_V01_ELAY.pdf

⁹⁷ Available at: [20241015 PFCC Fire and Rescue Plan.pdf](#)

Figure 20. Fire stations within Chelmsford and the neighbouring authorities



Source: Essex Fire website.⁹⁸

Infrastructure Required to Support Growth

No specific infrastructure projects necessary to meet the future growth proposed as part of the Submission Local Plan have been identified at this stage.

Through discussions with ECFRS, it has been confirmed that there are currently no plans to relocate or refurbish any of the fire stations within Chelmsford. However, partly in response to development underway in the north of Chelmsford (North East Chelmsford Garden Community) and given the location of the existing Chelmsford Fire Station, there is a potential need to make nearby Braintree Fire Station (currently an on-call fire station) a wholtime fire station (where firefighters are based at the station 24/7). Further information on this will arise as part of the review of the ECFRS asset investment programme linked to the ECFRS Estates Strategy 2021-2026, which is looking at the future requirements for the upgrading of Wholtime Stations (including the options for On-Call Stations) a shared Fleet Workshop at Boreham and relocation of existing Training Facilities to more centralised locations. As such, this has not been included in the Infrastructure Delivery Schedules at this stage.

More generally, increased growth in Chelmsford is likely to impact upon the prevention activities required by ECFRS. In addition, any development should not negatively impact on the service’s ability to respond to an incident in the local area. In new development in particular, consideration needs to be given to road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles).

⁹⁸ Available at: <https://www.essex-fire.gov.uk/about-us/fire-stations>

13. Social and Community Facilities

13.1 Overview

Chelmsford is served by a broad range of community facilities that are spread across the geography of the authority. While the infrastructure assessed in this section are not exhaustive, they cover a broad range of community needs, each with their own unique requirements, but all being necessary in helping to shape and maintain vibrant and sustainable communities. This Section will consider the following social and community infrastructure:

- Youth Services
- Libraries
- Community Halls
- Cemeteries

13.2 Youth Services

Policy and Context

Youth facilities provide opportunities for young people to develop their personal and social skills. Local authorities are required to provide sufficient quantity of youth services to support educational and recreational leisure-time activities to support their health and wellbeing.⁹⁹

In addition to this requirement, paragraph 20 of the NPPF states that during the preparation of evidence bases and strategic policies for a Local Plan, Local Planning Authorities are required to make sufficient provision (in line with the presumption in favour of sustainable development) for community facilities. Paragraph 97 further states that social, recreational and cultural facilities and services should be provided to support local communities to improve health and wellbeing, meet day-to-day needs and are delivered as part of an integrated approach to the location of housing and economic development.

Current Levels of Provision

Youth services across Chelmsford are delivered by a range of organisations and offer numerous opportunities for young people. Two examples of these organisations include:

- The Essex Youth Service, run by Essex County Council, supports young people across school, work and life providing mentorship, volunteering and work experience opportunities for young people from the ages of 13 to 25.¹⁰⁰
- The Chelmsford YMCA provide support for local children, young people and families. The YMCA organise a programme of informal youth groups for different ages, deliver training programmes for young people focusing on entry to employment and providing peer support. The YMCA also run a successful nursery and organise breakfast clubs and out of school clubs.¹⁰¹

The following youth services, clubs and groups exist in Chelmsford:

- Galleywood Youth Centre
- Essex Boys and Girls Clubs

⁹⁹ <https://www.gov.uk/government/publications/statutory-guidance-for-local-authorities-youth-provision/statutory-guidance-for-local-authorities-on-services-to-improve-young-peoples-well-being#assessing-young-peoples-needs-and-current-provision>

¹⁰⁰ <https://youth.essex.gov.uk/>

¹⁰¹ <https://www.ymcaessex.org.uk/>

- Moulsham Youth Centre
- Air Cadets
- Boys Brigade Chelmsford and District Battalion
- YMCA Chelmsford
- Sea Cadets
- Essex Youth Service
- Reserve Forces and Cadets Association East Anglia
- Essex Army Cadet Force
- The Cubs, Scouts, Rainbows, Brownies and Girl Guides
- Behold Mime Ministry
- Danbury Youth Centre.

Infrastructure Required to Support Future Growth

No specific youth service projects to support the future growth proposed as part of the Submission Local Plan have been identified. However, it will be important for the Local Plan Review to ensure that existing youth services are maintained, and improved where necessary, to provide adequate facilities for existing communities and the new residents which live within them for social, cultural or recreational activities.

13.3 Libraries

Policy and Context

Libraries are a core element of community infrastructure. ECC has a statutory duty under the 1964 Public Libraries & Museums Act to provide a comprehensive and efficient library service for all residents and persons working and studying in Essex. In addition to the ‘traditional’ library function of lending books, contemporary library service provision within Chelmsford includes audio media, virtual lending, internet and Wi-Fi-access, newspapers as well as the provision of physical venue spaces for community use.¹⁰² Libraries act as a hub for communities to come together and interact and are a vital resource for helping residents improve their literacy, and provide a place to learn new skills. The library service is a shared gateway to other services and also for accessing digital information and communications.

ECC has developed ‘Everyone’s Library Service 2022-2026’¹⁰³ which commits to putting libraries at the heart of Essex communities. Libraries act as a hub for communities to come together and interact and are a vital resource for helping residents improve their literacy and provide a place to learn new skills. The library service is a shared gateway to other services and for accessing digital information and communications.¹⁰⁴ The plan has three focus areas:

1. Library Service and literacy
2. Communications and infrastructure
3. Supporting our communities and levelling up ensuring our libraries are fit for purpose, working with the right partners and, most importantly, in the right places.

Furthermore, paragraph 20 of the NPPF states that during the preparation of evidence bases and strategic policies for a Local Plan, Local Planning Authorities are required to make sufficient provision (in line with

¹⁰² <https://libraries.essex.gov.uk/digital-content/our-strategies-policies-and-terms/what-we-stock>

¹⁰³ <https://libraries.essex.gov.uk/digital-content/our-strategies-policies-and-terms/everyones-library-service-20222026>

the presumption in favour of sustainable development) for community facilities. Paragraph 97 also states that social, recreational and cultural facilities and services should be provided to support local communities to improve health and wellbeing, meet day-to-day needs and are delivered as part of an integrated approach to the location of housing and economic development.

Current Levels of Provision

ECC is responsible for the network of 74 libraries and three mobile library services across the County. The table below shows the current provision of libraries within Chelmsford. The opening hours for the libraries vary, from 15 to 47 hours per week, and some are open on weekends.¹⁰⁵

Table 27: Libraries in Chelmsford

Village/Area	Parish	Library
Broomfield	Broomfield	180 Main Road, Chelmsford, CM1 7AH
Chelmsford Town Centre	Springfield	County Hall, Market Road, Chelmsford, CM1 1QH
Danbury	Danbury	Main Road, Chelmsford, CM3 4NQ
Galleywood	Galleywood	Watchouse Road, Chelmsford, CM2 8PU
Great Baddow	Great Baddow	27 High Street, Chelmsford, CM2 7HH
North Melbourne	Chelmsford Town Area	Dickens Place, Copperfield Road, Chelmsford, CM1 4UU
South Woodham Ferrers	South Woodham Ferrers	Trinity Square, Chelmsford, CM3 5JU
Springfield	Springfield	St Augustine's Way, Chelmsford, CM1 6GX
Writtle	Writtle	45 The Green, Chelmsford, CM1 3DT

Infrastructure Required to Support Future Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed library projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

ECC has confirmed that no new stand-alone libraries are proposed in Chelmsford at present. The provision of a new stand-alone library is only likely to be sought by ECC on major new housing sites/allocations of 7,000 dwellings or more. However, each case will depend on an assessment of the particular requirements in that area and the likely impact of cumulative new development on current provision. The cost of a new library will need to be negotiated on a site-by-site basis. Contributions will be sought to provide additional facilities, stock and IT provision where there is expected to be significant growth in population created by development, or where a new community remote from an existing provision is established.

In relation to Strategic Growth Site Policy 16a (East Chelmsford Garden Community (Hammonds Farm)), a 'satellite' library facility may be required to serve this site and its location determined through masterplanning.

The potential scope of 'satellite' facilities include flexible public library space of approximately 50sqm, fully DDA compliant at ground level enabling other community uses to be provided; constructed to minimise emissions and contribute to the climate change agenda; mix of opening hours, partly staffed, and utilising Open+ technology enabling potential access 7 days a week; wide range of book stock; customer space to work/read and broadband access; break out seating; connection to ECC IT Network; public Wi-Fi, photocopying; self service kiosk; and CCTV monitoring.

¹⁰⁵ <https://libraries.essex.gov.uk/digital-content/our-library-locations-and-opening-times>

Funding via Chelmsford CIL will be used to improve, enhance and extend library facilities and services, where required. Improvements could include, but are not limited to, additional facilities, additional furniture, provision of learning equipment/play equipment for younger children, improved access, external works such as parking and bike racks and IT.

13.4 Community Halls

Policy and Context

Village and community halls are important recreational facilities, especially in rural areas that, in some instances, may lack access to purpose-built sports facilities. They are usually multi-functional, providing places to meet, socialise and for sport/recreational clubs and activities. In more isolated areas, a church hall or a sports pavilion can also serve a range of functions depending on its size.

The importance of maintaining a good supply of space that is available for a range of uses can easily be underestimated but is essential for supporting community wellbeing and cohesion.

Paragraph 20 of the NPPF states that during the preparation of evidence bases and strategic policies for a Local Plan, Local Planning Authorities are required to make sufficient provision (in line with the presumption in favour of sustainable development) for community facilities. Paragraph 98 further states that social, recreational and cultural facilities and services should be provided to support local communities to improve health and wellbeing, meet day-to-day needs and are delivered as part of an integrated approach to the location of housing and economic development.

It is evident from that the 2022/2023 Chelmsford Infrastructure Funding Statement¹⁰⁶ that CIL funds a wide range of community facilities across the administrative area of CCC.

Current Levels of Provision

The 2024 Indoor Sports Assessment and Strategy provides an audit of village and community halls. It confirms that there are currently 57 village/community halls which are spread evenly across the administrative area. Greater concentrations are found in more densely populated areas. The table below shows the current provision of community halls in Chelmsford. The opening hours and facilities available at the community halls vary. As the names of these facilities suggests, there is a mixture of community uses, with many being associated with charitable organisations.

Table 28: Community Halls in Chelmsford

Village/Area	Parish/Ward	Community/Village Hall
Bicknacre	Woodham Ferrers and Bicknacre	Memorial Village Hall CM3 4ES
Boreham	Boreham	Boreham Village Hall CM3 3JD
Broomfield	Broomfield	Broomfield Village Hall CM1 7AH
Chelmsford	Springfield CP - Springfield North Ward	Springfield Parish Centre CM1 6GX
	Chelmsford Town Area - Trinity Ward	Springfield W1 Hall CM1 7HR
	Chelmsford Garden Community CP	Beaulieu Community Centre CM1 6AU
	Chelmer Village CP - Chelmer Village and Beaulieu Park Ward	Chelmer Village Hall CM2 6RF
	Great Baddow CP - Great Baddow East Ward	Great Baddow Parish Hall CM2 7DW

¹⁰⁶ <https://www.chelmsford.gov.uk/media/11qduinc/infrastructure-funding-statement-2022-23.pdf>

Village/Area	Parish/Ward	Community/Village Hall
	Great Baddow CP - Great Baddow East Ward	The Reading Rooms CM2 7JR
	Great Baddow CP - Great Baddow West Ward	St Paul's Church Hall CM2 9TN
	Great Baddow CP - Great Baddow West Ward	Gt Baddow Millenium Community Centre CM2 9RL
	Chelmsford Town Area - Marconi Ward	Chelmsford Boys & Girls Club CM1 1RQ
	Chelmsford Town Area - Marconi Ward	North Avenue Youth Centre CM1 2AL
	Chelmsford Town Area - Moulsham Lodge	Moulsham Lodge Methodist Church Hall CM2 9NJ
	Chelmsford Town Area - St Andrews	Newlands Spring Community Centre CM1 4UU
	Chelmsford Town Area - St Andrews	The Parkside Community Hub CM1 2DX
	Chelmsford Town Area - Moulsham and Central	Our Lady Immaculate Parish Community Hall CM2 0AR
	Chelmsford Town Area - Goat Hall	Widford Village Hall CM2 8SY
Chignal	Chignal	Chignal Village Hall CM1 4TS
Danbury	Danbury	Danbury Village Hall CM3 4NQ (these are two separate halls despite same postcode)
		The Old Pavillion CM3 4NQ (these are two separate halls despite same postcode)
		St John's Church Meeting Room CM3 4NG
		United Reformed Church Hall CM3 4NS
East Hanningfield	East Hanningfield	East Hanningfield Village Hall CM3 8AE
Ford End	Great Waltham	Ford End Village Hall CM3 1QL
Galleywood	Galleywood	The Keene Hall CM2 8PT
		Galleywood Heritage Centre CM2 8TR
Good Easter	Good Easter	Good Easter Village Hall CM1 4RT
Great Leighs	Great and Little Leighs	Leighs Village Hall CM3 1NH
Great Waltham	Great Waltham	Hulton Hall CM3 1DF
		Pavillion at Great Waltham Recreation Ground CM3 1DF
		The Royal British Legion Hall CM3 1DE
Highwood	Highwood	Highwood Village Hall CM1 3QG
Little Baddow	Little Baddow	Little Baddow Memorial Hall CM3 4TA
		St Andrew's Room & Chapel CM1 2JB
Little Waltham	Little Waltham	Memorial Hall CM3 3LN

Village/Area	Parish/Ward	Community/Village Hall
Margaretting	Margaretting	Margaretting Village Hall CM4 0EP
Pleshey	Pleshey	Pleshey Village Hall CM3 1HE
Ramsden Heath / Downham	South Hanningfield	Ramsden Heath Village Hall CM11 1HX
		Downham Village Hall CM11 1QN
		Ramsden Heath Christian Growth Centre CM11 1ND
Rettendon Place	Rettendon	Rettendon Memorial Hall CM3 8DP
Roxwell	Roxwell	Roxwell Memorial Hall CM1 4PA
Runwell (including St Luke's Park)	Runwell	Runwell Village Hall SS11 7JE
		St. Mary's Church Hall SS11 7JQ
Sandon	Sandon	Sandon Village Hall CM2 7SQ
South Hanningfield	South Hanningfield	South Hanningfield Village Hall CM3 8HL
South Woodham Ferrers	South Woodham Ferrers Town Council	South Woodham Ferrers Village Hall CM3 5PL
		Champions Manor Hall CM3 5LJ
Stock	Stock	Stock Village Hall CM4 9NF
Writtle	Writtle	Writtle Village Hall CM1 3DU
		Writtle Sports and Social Club CM1 3HP
		Writtle Community Association using the Beryl Platt Centre on Redwood Drive CM1 3LY
		Writtle Christian Centre CM1 3DT
		Writtle Parish Office CM1 3DT
Woodham Ferrers	Bicknacre and Woodham Ferrers	Woodham Ferrers Village Hall CM3 8RN
West Hanningfield	West Hanningfield	West Hanningfield Village Hall CM2 8UJ

In relation to accessibility, 57% of the population lives within an 800m walk of a village or community hall. They offer different types of physical activity relevant to the local communities which they serve. Community halls typically rely upon volunteers to operate. Many offer facilities at key times needed i.e., morning, afternoon and evening. Activities tend to reflect local community needs/requirements.

The 2024 Indoor Sports Assessment and Strategy notes that in recent years, there has been a marked increase in the number of fitness and physical activity sessions taking place in the centres (and less dance). Audit research suggests that in addition to sport and physical activity, key services being delivered at these sites include food banks, warm hubs, breakfast clubs and social supermarkets. It is presumed that this reflects the economic and financial constraints being experienced in the communities that many serve. Consultation

indicates some spare capacity during the day and at weekends, however, there is reportedly limited capacity on weekday evenings.

The 2024 Indoor Sports Assessment and Strategy concludes that the audit research suggests that demand for village hall/community centre space is high, highlighting the importance of these sites in ensuring a good range of local sport, physical activity, arts and cultural activities for local residents. Desk research indicates nevertheless that the majority of community centres have some spare capacity.

Assets of Community Value Register

The Localism Act (2011) allows groups to nominate land and buildings that are important in their community to be an asset of community value. This includes community and voluntary groups, as well as parish and town councils.

Infrastructure Required to Support Future Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed community centre / community hall projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

The 2024 Indoor Sports Assessment and Strategy concludes that there is currently good accessibility to village/community halls and there is no deficiency identified given that the majority of community centres have some spare capacity. The growth proposed as part of the Submission Local Plan is likely to create additional demand for village/community halls.

Neighbourhood centres incorporating community provision are proposed as part of the following allocations however these have not been included on the Infrastructure Delivery Schedule as it is assumed that any community hall provision included as part of these neighbourhood centres will be provided directly on site by the developer as part of the comprehensive masterplanning of the site:

- Location 2 – West Chelmsford
- Location 7a - Great Leighs - Land at Moulsham Hall
- Location 8 - North of Broomfield
- Location 16a - East Chelmsford Garden Community (Hammonds Farm)
- Location 10 - North of South Woodham Ferrers

In relation to other community centre/community hall provision, the following locations have been identified on the Infrastructure Delivery Schedule:

- Location 1 – Growth sites in Chelmsford City Centre – Sites GS1g to GS1bb – Integration of proportionate community facilities.
- Location 1b – Former St Peter’s College, Fox Crescent – New or relocated community facilities to meet evidenced needs.
- Location 3a – East of Chelmsford – Manor Farm – Financial contributions towards a new Visitor Centre at Sandford Mill.

In order to provide cost estimates for Location 1 (GS1g to GS1bb) and Location 1b, it is assumed that one community centre will be provided in these locations. Based on an assumed size, benchmarks have then been used to estimate a cost range. In relation to the visitor centre, an assumption has been made regarding the size of the visitor centre and appropriate benchmarks from similar facilities have been used to estimate a cost range.

13.5 Cemeteries

Policy and Context

As a general rule, people want burial and cremated remains sites near to where they live, meaning that developments close to but outside of the Council's administrative area can have impacts upon site capacity. As burial sites have finite capacity, there is a continuous demand for more space.

Current Levels of Provision

The 2024 Open Space Study notes there are 38 cemeteries or churchyards sites across the administrative area, resulting in over 37 hectares in total. Chelmsford City Council own and operate the Chelmsford cemetery and crematorium, the largest site in the administrative area, located on Writtle Road in Chelmsford. It is understood that this site will be full by 2026 with plans currently ongoing to construct a new cemetery and modern crematorium, as outlined in the Chelmsford strategy, 'Our Chelmsford, Our Plan' (2023).¹⁰⁷ This future plan hopes to increase both the number of cremations and burials.

Chelmsford City Council also maintain seven closed cemeteries:¹⁰⁸

- Holy Trinity, Springfield
- New London Road Cemetery
- Rectory Lane Churchyard
- St John's Churchyard, Moulsham Street
- St Mary's Churchyard, Great Baddow
- St Mary's Churchyard, Widford
- The Cathedral Church of St Mary, St Peter and St Cedd

Infrastructure Required to Support Future Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed cemetery projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources.

Cemetery provision is fairly evenly distributed across the administrative area and the need for additional cemetery provision is driven by the requirement for burial demand and capacity. The existing Chelmsford cemetery will be full by 2026 and there are ongoing plans to construct a new cemetery and modern crematorium within Chelmsford with a site having already been identified. The cost of the proposal is just under £11million.

¹⁰⁷ <https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/>

¹⁰⁸ <https://www.chelmsford.gov.uk/cemetery-and-crematorium/>

14. Public Realm and Public Art

Overview

This Section will consider the following infrastructure:

- Public Realm
- Public Art

Policy and Context

Public realm is important to consider when delivering healthy, inclusive and safe environments for local communities.

Public art is an important factor in improving the aesthetics of our built environment, enhancing a sense of community and place, whilst also fostering community pride and ownership. Public Art has the ability to:

- Enhance the natural, built and historic built environment
- Increase social development – enabling people to investigate and celebrate local identity and/or issues, extending opportunities to participate and engage in culture through public art
- Assist in local economic development initiatives.
- Private developments have a major role to play in enhancing the environment for communities through the use of appropriate art work

Paragraph 96 of the NPPF states that planning policies and decisions should promote social interaction, healthy lifestyles and mixed-use neighbourhoods with active travel routes and public areas. In addition to this, paragraph 102 states that it is vital for access to be provided to high quality open spaces, with opportunities for sport and physical activity, biodiversity and addressing climate change.

Chelmsford Council has published a Cultural Strategy which has three strategic themes to support the heritage, wellbeing, environment and creativity for local communities¹⁰⁹:

- The Natural and Built Environment
- Health and Wellbeing
- Festivals and Events

This strategy sets out recommendations to support the delivery of the strategy over the next 10 years, which plans to enhance and strengthen centres across the administrative area. Examples of recommendations include developing a programme of festivals and events for all ages and interests of the local community and the development of a Culture and Health road map to increase the role of culture in supporting people's mental and physical health.

CCC's Planning Obligations SPD (January 2021)¹¹⁰ at Section 13 provides guidance on the requirements for public realm and public art in new developments. In relation to public art, it states: "*On smaller schemes Public Art is likely to be dealt with by way of a planning condition. It may be required to be secured via a Section 106 Agreement in the following circumstances:*

- *All developments with a threshold of 10 or more dwellings.*
- *All developments with a floorspace of 1,000sqm or more."*

¹⁰⁹ [chelmsford-cultural-strategy.pdf](#)

¹¹⁰ <https://www.chelmsford.gov.uk/media/gzrfz1wm/planning-obligations-spd.pdf>

In relation to public realm, the document states that for developments large enough to have public space within the site, most matters will be covered by planning conditions. Each case will be considered on its individual merits.

The Council has also adopted the ‘Making Places’ Supplementary Planning Document in 2021 which outlined public realm requirements for future development including public realm works¹¹¹. The document states that the Council will work with developers to ensure that new public realm is delivered to a high standard, with opportunities for active travel, sport, recreation and enjoyment.

The Council’s stance on public art projects in new development schemes is that the developer should devise and execute the project with the Council providing guidance and enabling the project. The public art may result in physical installations or virtual projects. The Council’s website provides guidance for developers looking to commission public art projects.¹¹²

ECC’s Place Services lead the delivery of ECC’s Public Art Strategy to ensure the work and skills of artists feature in the structures and functioning of new development, either as part of an ECC funded programme, through liaison with Districts, City and Borough Councils, or by acting as expert consultants for privately funded development.

Current Levels of Provision

ECC lead on the management of the built environment across the county. ECC has also established a Public Art Strategy and Fund to support the work and skills of local artists is supported and included as part of new development across the County. Projects are currently ongoing and are undertaken in collaboration with the local community, drawing upon the heritage and local identity of a place.¹¹³

Infrastructure Required to Support Future Growth

The Infrastructure Delivery Schedules (Appendix A) have identified planned and proposed public realm and public art projects within the administrative area of CCC to support the Submission Local Plan in collaboration with stakeholders. This includes information (where available) on type of infrastructure, project description, location, who is delivering the project, estimated cost, estimated funding and funding sources. .

Appendix A sets out the public art and public realm projects which have been included in the Infrastructure Delivery Schedule. The estimated cost/contribution identified is based on CCC’s experience and advice provided to them from a specialist public art commissioning consultant. CCC has confirmed that a meaningful public art project would require a minimum budget of £30,000. An average per dwelling cost for public art would be approximately £250 per dwelling. The estimated contribution requirements set out below have therefore been costed on this basis however these may change based on the final dwellings built out on site.

¹¹¹ [Making Places Supplementary Planning Document \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/making-places-supplementary-planning-document)

¹¹² <https://www.chelmsford.gov.uk/leisure-theatres-and-museums/blue-plaques-information-boards-and-public-art/organisations-wishing-to-commission-public-art/>

¹¹³ <https://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf>

15. Security

Overview

This Section will consider security infrastructure.

Policy and Context

Paragraph 20 of the NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for security. Paragraph 96 outlines the need for environments to be safe and accessible, supporting community cohesion where crime, disorder and the fear of crime to not undermine the communities' quality of life. Similarly, paragraph 101 outlines that planning policies and decisions should promote public safety and take into account wider security and defence.

The Police and Crime Plan 2021-2024 sets out the policing priorities and aims for keeping Essex safe.¹¹⁴ The plan brings together police, partners and the people of Essex to build safe and secure communities, thereby promoting public confidence in the police and ensuring that victims are satisfied with the service and support they receive. In accordance with the Crime and Disorder Act, 1988, Police Reform and Social Responsibility Act, 2011 and the Anti-social Behaviour, Crime and Policing Act 2014. While the priorities in the Police and Crime Plan set out the focus for tackling crime and antisocial behaviour in Essex, the Police, Fire and Crime Commissioner and Chief Constable are also responsible for ensuring Essex Police can respond to national and international threats. This is undertaken as part of the Strategic Policing Requirement 2012.

The Chelmsford City Council CCTV Code of Practice outlines the use of CCTV which covers Chelmsford, South Woodham Ferrers, Maldon and Witham, in addition to car parks, community shopping parades and various Council owned premises.¹¹⁵ Chelmsford was accredited with purple flag status in 2013 and 2019 for a safe evening economy and have been highlighted as good practise to working collaboratively with partners to support the creation of safe environments.

Current Levels of Provision

Chelmsford City Council work in partnership with Essex Police and other organisations to ensure that the administrative area is a safe and secure environment for everyone. Chelmsford City Council operate more than 350 CCTV cameras across Chelmsford city centre, the car parks and their property.¹¹⁶ They also operate cameras in South Woodham Ferrers, Maldon and Witham. Chelmsford City Council monitor the CCTV cameras from their 24 hour control room, with direct links to Essex Police.

Chelmsford has a busy and thriving nightlife, with a great mix of bars, restaurants and traditional pubs. Chelmsford have introduced a number of safety initiatives, to ensure you feel safe and know that help is there if you need it. Safety projects are funded with community safety partners and the Late Night Levy. Schemes included are:¹¹⁷

- Best Bar None
- Chelmsford SOS
- Public Spaces Protection Orders (PSPOs)
- Purple Flag
- Safer Chelmsford Partnership
- Street Pastors

¹¹⁴ [PFCC-PCP-2021-24-WEB.pdf](#)

¹¹⁵ [Chelmsford City Council](#)

¹¹⁶ [CCTV in Chelmsford](#)

¹¹⁷ [Safety on nights out \(chelmsford.gov.uk\)](#)

- Taxi marshals
- Women's Safety Charter

Infrastructure Required to Support Future Growth

No specific security infrastructure projects to support the future growth proposed as part of the Submission Local Plan have been identified.

16. Summary

The IDP supports the Submission Local Plan and it represents a key element of the Council's evidence base. The IDP sets out the infrastructure requirements of the Submission Local Plan by incorporating and updating the findings from the Stage 1 baseline infrastructure capacity analysis and the Stage 2 full draft IDP and providing further analysis associated with the Submission Local Plan. The IDP involved engagement with infrastructure providers undertaken between September and October 2023, between May and August 2024, and subsequent selective further engagement undertaken in June 2025. The infrastructure requirements identified in the IDP will be funded in three main ways:

- Direct developer funding such as Section 106 agreements (or Section 278 agreements for highway matters) with developers – for infrastructure investments necessary to make development acceptable on individual sites, or which are necessary on a cumulative basis because of development arising on a combination of sites.
- Community Infrastructure Levy (CIL), paid by developers based upon the floorspace of their development – for infrastructure of a more general and/or lower-scale nature, which is not directly linked to growth or for which a need already exists.
- External funding sources such as from Government through national programmes or funding delivered by Essex County Council and the Local Enterprise Partnership – for infrastructure of a higher-scale or more strategic nature, too expensive to be funded by development.

The IDP includes Infrastructure Delivery Schedules of planned projects across the administrative area of CCC (see Appendix A). These schedules record all identified project requirements, including the infrastructure type, location, delivery mechanism, cost, and funding gap.

The cost information within the Infrastructure Delivery Schedules is based on information provided by infrastructure providers in the first instance. Where the infrastructure provider has been unable to provide costings, Arup has undertaken a benchmarking exercise to provide high level indicative costings for these schemes, where there is sufficient detail on the schemes available to do this. These costs are therefore broad estimates and will be subject to refinement and detailed cost analysis as such schemes develop. A few of these costs are identified as 'Private and Confidential' with no figure shown – this is because they contain commercially sensitive information which cannot be published.

In order to understand the general deliverability of the infrastructure required to support the growth set out in the Submission Local Plan, a high-level cost analysis has been undertaken. The schedules in Appendix A provide a developer cost per dwelling based on the infrastructure requirements for each site. This has been calculated based on the infrastructure costs specifically relating to that site combined with an equal apportionment of administrative area-wide and growth area-wide costs (i.e. based on the assumption that all sites will contribute equally to these interventions). Some interventions are as yet uncosted - it is therefore appropriate and necessary to have a Community Infrastructure Levy (CIL) charge in place. **The developer cost per dwelling to provide the identified infrastructure ranges from between £6,216 and £48,980 per dwelling.**

The information set out within the IDP will feed into the Local Plan Viability Testing which assesses if the sites identified for allocation are financially viable and can be delivered based on the assumptions set out in the IDP.

IDPs are, by their very nature, a 'snapshot in time', and as different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time. The Submission Local Plan presented in this document represents the current position of CCC in January 2026.

The IDP is intended to be a 'living document' that can be updated and reviewed at regular intervals. Where new or different information is received by the Council, or indeed the Council's own evidence base changes, it will be appropriate to review the IDP and amend the identified infrastructure requirements where necessary. This is particularly the case given the site-specific nature of demand forecasting in the IDP, which is based upon the sites proposed for inclusion in the Local Plan Review at the time of writing. It may need to

be updated further as the Local Plan Review's Examination in Public progresses, to ensure an up-to-date understanding of infrastructure requirements.

It is also important to note some of the sites upon which the infrastructure schedule is based are not expected to be built out until towards the end of the plan period, and the context and circumstances of these sites may therefore have changed by the time a planning application is submitted to the local planning authority. Subsequent updates to the IDP are therefore likely to supersede the assumptions set out in this document over time. The timescales for updating the IDP will depend on the extent to which circumstances change. It is recommended that updates are made at least once every five years, linked to the NPPF's requirement to undertake reviews of Local Plans at this frequency.

Appendix A

Infrastructure Delivery Schedules by Location and Site

A.1 Location 1 - Previously developed sites in Chelmsford Urban Area

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking.	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£ 164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m- £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size of allocation. Indicative growth area cost - £827.84/dwelling.
Early years, childcare and education	Early years	Location 1 – SGS1a Chelmer Waterside	CW1c & all sites in Location 1	New 56 place stand-alone early years and childcare nursery (Use Class E(f) on 0.13 hectares of suitable land allocated for education and childcare use. Financial contribution towards early years provision (pupil yield @83)	Essential	ECC	S106	£2,026,528 (ECC)	Nil (costs to be met by developer)	CW1c & all sites in Location 1.
Early years, childcare and education	Primary education	Location 1 – Previously developed sites in Chelmsford urban area	All sites in Location 1	Financial contribution towards primary education provision (pupil yield @ 277)	Essential	ECC	S106	£5,664,650 (ECC)	Nil (costs to be met by developer)	(CW1a, CW1c, CW1d, CW1d)
Early years, childcare and education	Secondary education	Location 1 – Previously developed sites in Chelmsford urban area	All sites in Location 1	Financial contribution towards secondary education provision (pupil yield @ 185)	Essential	ECC	S106	£5,203,495 (ECC)	Nil (costs to be met by developer)	All sites in Location 1
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Provision of 60,852sqm of accessible local open space (worst case). On site provision not required for sites below 30 dwellings. Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£3,864,102 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 10 or more dwellings (all sites except 1s)
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Maintenance of 60,852sqm of accessible local open space (worst case). On site provision not required for sites below 30 dwellings. Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£694,293.66 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 10 or more dwellings (all sites except 1s)
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Provision of 76,212sqm of strategic open space (worst case). On site provision not required for sites below 30 dwellings. Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£2,293,168 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 30 or more dwellings (all sites except 1g, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1bb)
Green infrastructure,	Green infrastructure	Location 1 - Previously developed sites	All sites in Location 1	Maintenance of 76,212sqm of strategic open space (worst case). On site provision not required for sites	Essential	CCC	S106	£2,189,896 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 30 or

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		in Chelmsford urban area		below 30 dwellings. Exact quantity and type of open space to be determined through planning process.						more dwellings (all sites except 1g, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1bb)
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Provision of 113,004sqm of natural and semi-natural greenspace (worst case). On site provision not required for sites below 30 dwellings. Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£2,878,376 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 30 or more dwellings (all sites except 1g, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1bb)
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Maintenance of 113,004sqm of natural and semi-natural greenspace (worst case). On site provision not required for sites below 30 dwellings. Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£331,000 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area of 30 or more dwellings (all sites except 1g, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1bb)
Green infrastructure, recreation and leisure	Green infrastructure	Location 1 - Previously developed sites in Chelmsford urban area	All sites in Location 1	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£1,308,384 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 1 - Previously developed sites in Chelmsford urban area	SGS1	Financial contribution for badminton courts to meet needs up to 2041.	Important	CCC	S106	£1,361,597 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 1 - Previously developed sites in Chelmsford urban area	SGS1	Financial contribution towards to Swimming lanes meet identified needs up to 2041.	Important	CCC	S106	£1,491,336 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 1 - Previously developed sites in Chelmsford urban area	Location 1 - Previously developed sites in Chelmsford urban area	Financial contributions towards playing pitch requirements – adult football pitches, youth football pitches, mini soccer pitches, cricket pitches and tennis courts.	Important	CCC	S106	£1,792,098 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area
Environmental Mitigation	Tree Planting	Location 1 - Previously developed sites in Chelmsford urban area	Location 1 - Previously developed sites in Chelmsford urban area	Financial contribution to off-site tree planting	Important	CCC	S106	£831,600 (CCC)	Nil (costs to be met by developer)	All sites in Chelmsford urban area

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d)	Replace 2no. foot bridges (across Rivers Can and Chelmer) with 2no. cycle bridges – raised to achieve 2.5m clearance to water.	Essential	Subject to ongoing discussions - Chelmer Waterside with CCC/ECC or new unitary capital investment if available as a potential funding sources-	S106 & CIL	£1,550,000 (ECC)	Nil (costs to be met by developer)	CWS1a, CWS1c, CWS 1d
Highways, access and transport	Highways	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d, CW1e, CW1f)	Upgrades to the Springfield Road / Navigation Road junction as part of the planning agreement for the Peninsula site (Ref: 16/01630/FUL) - this has been largely completed and has been funded by S106 via Taylor Wimpey Scheme on Waterside Peninsula. Some remaining works to be completed regarding radial easing of the corner to the junction – this land belongs to CW1f.	Critical	ECC, developer	S278	£700,000 (CCC)	Nil (costs to be met by developer)	CW1f - landholding SGS1a (CW1a, CW1c, CW1d, CW1e, CW1f)
Highways, access and transport	Highways	Location 1g - Chelmsford Social Club, Springfield Road and Location 1d - Riverside Ice and Leisure Land, Victoria Road.	GS1g, SGS1d	Enhanced route links from Riverside Ice and Leisure to Springfield Road, including improvements to Mallard Bridge. Approx. 60m length of improved footway from Mallard Bridge next to River Chelmer into allocation site. Mallard Bridge would need to be replaced to support cycling however height of bridge to remain as is.	Essential	ECC, developer	S278	£750,000 (CCC)	Nil (costs to be met by developer)	GS1g, SGS1d
Highways, access and transport	Active travel and cycling provision	Location 1i - Rectory Lane Car Park West	GS1i	Improved level pedestrian/cycle connection to two existing road crossing points to the south	Essential	ECC, developer	S278	£150,000 (CCC)	Nil (costs to be met by developer)	GS1i
Highways, access and transport	Bus services	Location 1z - Granary Car Park, Victoria Road	GS1z	Financial contributions towards bus services (specifically evening and Sunday services).	Essential	ECC, bus operators	S106	£500,000 (CCC)	Nil (costs to be met by developer)	GS1z
Highways, access and transport	Bus Services, Active travel and cycling provision	Location 1w - Meadows Shopping Centre and Meadows Surface Car Park	SGS1w	Bus service contribution and season tickets for residents.	Important	ECC, CCC	S278	£647,291 (CCC)	Nil (costs to be met by developer)	SGS1w

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location 1y - Land between Hoffmanns Way and Brook Street (Marriage's Mill)	SGS1y	Widening of pedestrian/cycle route adjoining the site which links to routes to the east. Approx. 310m in length of improved footway and cycle route. From end of Brook Street to existing north-south footway / cycle route to east within Green Wedge (assumed it does not include replacing the existing bridge).	Essential	ECC, developer	S106/S278	£42,000 (CCC)	Nil (costs to be met by developer)	SGS1y
Highways, access and transport	Active travel and cycling provision	Location 1a - Chelmer Waterside	SGS1a	Army and Navy Sustainable Transport Package which includes: - Hamburger junction improvements - Improvements for active and sustainable transport in the vicinity of the A&N junction - Connections to the surrounding walking and cycling network	Critical	ECC	S106, CIL, Government Major Road Network funding	£81,000,000 (ECC)	Nil (costs to be met by developer)	SGS1a (CW1a, CW1d, CW1e, CW1f, SGS 1dd)
Highways, access and transport	Highways and active travel	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d, CW1e, CW1f, SGS 1dd)	Contribution to car club	Important			£65,802 (CCC)	Nil (costs to be met by developer)	SGS1a (CW1a, CW1c, CW1d, CW1e)
Highways, access and transport	Highways and active travel	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d, CW1e, CW1f)	Tow path around canal leading to Springfield Basin	Important			£50,000 (CCC)	Nil (costs to be met by developer)	SGS1a (CW1a, CW1c, CW1d, CW1e, CW1f)
Flood protection and water management	Flood and water management	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d, CW1e) and SGS1w	Provision of seven serviced moorings along River Chelmer (moorings plus utilities).	Important	CCC, developer	S106/ CIL	£54,000 (CCC)	Nil (costs to be met by developer)	SGS1a (CW1a, CW1c, CW1d, CW1e) and SGS1w - proportional split across all sites
Flood protection and water management	Flood and water management	Location 1a - Chelmer Waterside	CW1c and CW1e	Water access improvements including new docking area	Important	CCC	S106/CIL	£50,000 (CCC)	Nil (costs to be met by developer)	
Flood protection and water management	Flood and water management	Location 1a - Chelmer Waterside	SGS1a (CW1a, CW1c, CW1d, CW1e)	Provision of new lock and replacement of weir gates.	Important	CCC, Environment Agency	S106/CIL & /, or match funding (e.g. CCC Capital Investment, Heritage Lottery Fund, Environment Agency funding, re-use of unspent FAS monies).	£3,000,000 (CCC)	Nil (costs to be met by developer)	SGS1a (CW1a, CW1c, CW1d, CW1e) with proportional split across all sites

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Public realm and public art	Public art	Location 1a - Chelmer Waterside	CW1a	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£112,500 (CCC)	Nil (costs to be met by developer)	CW1a
Public realm and public art	Public art	Location 1a - Chelmer Waterside	CW1c	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£50,000 (CCC)	Nil (costs to be met by developer)	CW1c
Public realm and public art	Public art	Location 1a - Chelmer Waterside	CW1d	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£47,500 (CCC)	Nil (costs to be met by developer)	CW1d
Public realm and public art	Public art	Location 1a - Chelmer Waterside	CW1e	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£30,000 (CCC)	Nil (costs to be met by developer)	CW1e
Public realm and public art	Public art	Location 1a - Chelmer Waterside	CW1f	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£30,000 (CCC)	Nil (costs to be met by developer)	CW1f
Public realm and public art	Public art	Location 1x - Former Kay-Metzeler Premises	SGS1x	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£46250 (CCC)	Nil (costs to be met by developer)	SGS1x
Public realm and public art	Public art	Location 1d - Riverside Ice and Leisure Land, Victoria Road.	SGS1d	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£37500 (CCC)	Nil (costs to be met by developer)	SGS1d
Public realm and public art	Public art	Location 1e - Civic Centre Land, Fairfield Road	SGS1e	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£30000 (CCC)	Nil (costs to be met by developer)	SGS1e
Public realm and public art	Public art	Location 1y - Land between Hoffmanns Way and Brook Street (Marriage's Mill)	SGS1y	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£30000 (CCC)	Nil (costs to be met by developer)	SGS1y
Public realm and public art	Public realm	Location 1w - Meadows Shopping Centre and Meadows Surface Car Park	SGS1w	Improvement to public realm in High Street and Springfield Road.	Important	CCC	S106	£2300000 (CCC)	Nil (costs to be met by developer)	SGS1w
Public realm and public art	Public realm	Location 1x - Former Kay-Metzeler Premises, Location 1y - Land between Hoffmanns Way	SGS1x, SGS1y, GS1h, GS1k, GS1v	Brook Street public realm	Important	CCC	S106	£960,000 (CCC)	Nil (costs to be met by developer)	SGS1x, SGS1y, GS1h, GS1k, GS1v

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
		and Brook Street (Marriage's Mill), Location 1h - Ashby House Car Parks, Location 1k - Former Chelmsford Electrical and Car Wash, Location 1v - Railway Sidings								
Public realm and public art	Public realm	Location 1l - BT Telephone Exchange, Cottage Place	GS11	Church Street/Cottage Place public realm	Important	CCC	S106	£4,053,000 (CCC)	Nil (costs to be met by developer)	GS11
Social and Community Facilities	Community Halls	Location 1b - Former St Peter's College, Fox Crescent	SGS1b	New or relocated community facilities to meet evidenced needs	Important	CCC	S106	£1,300,000 (CCC)	Nil (costs to be met by developer)	SGS1b
Total Location 1 costs								£ 135,771,523		
Number of dwellings in Location 1								2772		
Developer cost per dwelling								£48,980		

A.2 Location 2 - West Chelmsford

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				interventions are not yet determined.						
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size of allocation. Indicative growth area cost - £827.84/dwelling.
Highways, access and transport	Highways	Location 2 - West Chelmsford	SGS2	Three site accesses will be provided. Two roundabout accesses on to Roxwell Road (A1060 including works to the Roxwell Road/Lordship Road junction) and a priority junction on Roxwell Road (A1060) to serve the Travelling Showpersons Plots, the existing New Barns Farm dwellings, open space maintenance and agriculture.	Critical	Developer	S106	£1,000,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Highways	Location 2 - West Chelmsford	SGS2	Speed limit reduction scheme to be implemented to address highway safety issues along Roxwell Road in the vicinity of the site.	Essential	Developer	S106	£150,000 (Arup) (subject to design development and more detailed costings - assumed two additional terminal signs and two posts with two pairs of repeater signs, installed under two-way lights. There is no provision for lighting the signs. Allowance for speed cameras included).	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Highways	Location 2 - West Chelmsford	SGS2	Upgrade of the pedestrian island at Writtle University College campuses to a controlled puffin crossing	Essential	ECC, developer	S278	£110,000 (Arup) (subject to design development and more detailed costings - assumed standard single Puffin crossing including high friction surfacing on approaches).	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Highways	Location 2 - West Chelmsford	SGS2	Extension of the 30mph speed limit to the entirety of Lordship Road.	Essential	ECC, developer	S278	£5,000 (Arup) (subject to design development and more detailed costings - assumed erect a warning or regulatory	Nil (costs to be met by developer)	SGS2

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
								sign on a new sign post - six signs in total assumed).		
Highways, access and transport	Active travel and cycling provision	Location 2 - West Chelmsford	SGS2	The widening of the footway of Lordship Road.	Essential	ECC, developer	S278	£800,000 (Arup) (subject to design development and more detailed costings - based on a footway within an existing road including design, new lighting and drainage).	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Active travel and cycling provision	Location 2 - West Chelmsford	SGS2	The lighting of NCNR 1 from Fox Burrows Lane to Lawford Lane and the pedestrian route to Hylands School.	Essential	ECC, developer	S278	£198,000 (Arup) (total length is assumed at circa. 1.2km requiring approximately 70 light poles and including cost of columns, brackets, lamps, cable, trench and backfilling).	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Active travel and cycling provision	Location 2 - West Chelmsford	SGS2	Two cycle/pedestrian links to Avon Road, including bridges over One Bridge Brook.	Essential	ECC, developer	S278	£900,000 (Arup) (subject to design development and more detailed costings - assumed one bridge and two cycle/pedestrian links)	Nil (costs to be met by developer)	SGS2
Highways, access and transport	Bus Services	Location 2 - West Chelmsford	SGS2	Provision of two new bus services between the development site and Chelmsford Train Station and a new service between Writtle University College and Chelmsford Train Station.	Essential	ECC, developer	S106	£4,400,000 (ECC) (assumed four buses an hour for two services).	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Provision of 19,360sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£1229360 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Maintenance of 19,360sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£220888 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure,	Green infrastructure	Location 2 - West Chelmsford	SGS2	Provision of 25,520sqm of strategic open space (worst case). Exact quantity and	Essential	CCC	S106	£762080 (CCC)	Nil (costs to be met by developer)	SGS2

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure				type of open space to be determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Maintenance of 25,520sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£727760 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Provision of 37,840sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£956560 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Maintenance of 37,840sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£110000 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Green infrastructure	Location 2 - West Chelmsford	SGS2	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£415,360 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 2 - West Chelmsford	SGS2	Financial contribution for 0.60 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£432252 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 2 - West Chelmsford	SGS2	financial contribution to 0.43 swimming lanes	Important	CCC	S106	£474075 (CCC)	Nil (costs to be met by developer)	SGS2
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 2 - West Chelmsford	SGS2	Financial contributions towards playing pitch and outdoor sports requirements – adult football pitches, 1.26 youth football pitches, 0.75 mini soccer pitches, 0.17 rugby union pitches, 0.33 cricket pitches, 0.03 sand based AGPs, 0.14 3G pitches, and 0.28 tennis courts.	Important	CCC	S106	£820,020 (CCC)	Nil (costs to be met by developer)	SGS2
Early years, childcare and education	Early years	Location 2 - West Chelmsford	SGS2	Financial contribution towards expansion of existing early years and	Essential	ECC	S106	£1,653,590 (ECC)	Nil (costs to be met by developer)	SGS2

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				childcare facilities (Pupil yield @70).						
Early years, childcare and education	primary education	Location 2 - West Chelmsford	SGS2	A new primary school (Use Class F1(a)) (420 pupil) with co-located early years and childcare nursery (Use Class E(f) on 2.1 hectares of suitable land allocated for education and childcare use (pupil yield @ 232).	Essential	ECC	S106	£5,664,512 (ECC)	Nil (costs to be met by developer)	SGS2
Early years, childcare and education	secondary education	Location 2 - West Chelmsford	SGS2	Financial contributions towards secondary school facilities (Based on pupil yield @155)	Essential	ECC	S106	£4,359,685 (ECC)	Nil (costs to be met by developer)	SGS2
Public realm and public art	Public art	Location 2 - West Chelmsford	SGS2	Provision of public art which contributes towards place creation	Important	CCC	S106	£220000 (CCC)	Nil (costs to be met by developer)	SGS2
Total Location 2 costs								£ 27,555,306		
Number of dwellings in Location 2								880		
Developer cost per dwelling								£31,313		

A.3 Location 3a - East of Chelmsford – Manor Farm

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m-20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size of allocation. Indicative growth area cost - £827.84/dwelling.
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	3.6m - 5.9m new vehicular access road to the Country Park with a new 3.6m wide shared pedestrian and cycle route providing access to the Country Park and Sandford Mill. Approx. 226m in length.	Essential	ECC, developer	S278	£850,000 (Arup) (subject to design development and more detailed costings - assumed a 3.6m wide vehicular access road and 3.6m wide shared pedestrian and cycle path).	Nil (costs to be met by developer)	SGS3a
Social and Community Facilities	Community halls	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contributions towards a new Visitor Centre at Sandford Mill	Important	TBC	S106	£1,100,000 (CCC)	£1,200,000 (Total cost is £2,300,000 - £1,100,000 to be met by developer)	SGS3a
Public realm and public art	Public realm and public art	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Heritage interpretation, including information boards and public art	Important	CCC	CIL/S106	£100,000 (CCC)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	New pedestrian and cycle bridge from Country Park to Sandford Mill. Approx. length 25m.	Essential	CCC, developer	S106	£1,000,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Country Park car park providing space for approx. 50-60 spaces including bus parking. Surface grasscrete or similar.	Essential	CCC, developer	S106	£250,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Signalised crossing west of Site 3a.	Essential	ECC, developer	S278	£170,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Connections across the A1114 to Longmead Avenue.	Essential	ECC, developer	S278	£200,000 (Arup) (subject to design development and detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways, Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Connections to Sandon School. Upgrade central refuge east of Baddow Hall Crescent Upgrade footway either side of Maldon Road to shared footway/cycleway.	Essential	ECC, developer	S278	£300,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Provision of a new northwest pedestrian/cycle link through the Country Park to provide a connection to future off-site cycle links	Essential	CCC, developer	S106	£100,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Provision of a new east / west pedestrian/cycle link through the Country Park to provide a connection to future off-site cycle links	Essential	CCC, developer	CCC, developer	£100,000 (CCC)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways	Location 3a - East of Chelmsford	SGS3a	Replacement of existing Maldon Road/ Sandford Mill Lane priority junction with a five-arm roundabout.	Essential	ECC, developer	S278	£2,300,000 (Arup) (based on benchmark for a five-arm roundabout)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways	Location 3a, 3d - East of Chelmsford	SGS3a, 3d	Realignment of Sandford Mill Lane to enable future access to Site 3d.	Essential	ECC, developer	S278	£300,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS3a, 3d
Highways, access and transport	Highways	Location 3a, 3c - East of Chelmsford	SGS3a, 3c	New accesses for Site 3a (north-west of the roundabout) and Site 3c (south of the roundabout).	Essential	ECC, developer	S278	£500,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS3a, 3c
Highways, access and transport	Highways	Location 3a, 3c - East of Chelmsford	SGS3a, 3c	Parallel crossings on Sandford Mill Lane and the Site 3a access arm. Uncontrolled crossing on access to Site 3c.	Essential	ECC, developer	S278	£250,000 (Arup) (subject to design development and more detailed costings - assumed to consist of a Zebra crossing and a signalised pedestrian crossing).	Nil (costs to be met by developer)	SGS3a, 3c
Highways, access and transport	Highways	Location 3a - East of Chelmsford	SGS3a	Toucan crossing on the Maldon Road East arm	Essential	ECC, developer	S278	£130,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Highways, access and transport	Highways	Location 3a -- East of Chelmsford	SGS3a	Changes to the Maldon Road/ Molrams Lane junction, including: Upgraded bus stop on Maldon Road, Toucan crossing on Maldon Road, and Parallel Crossing on Molrams Lane.	Essential	ECC, developer	S278	£300,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Parks and gardens	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Provide a new 63.83ha Country Park with delivery mechanism to provide for its long-term management and maintenance with delivery mechanism to provide for its long term management and maintenance	Important	CCC	Direct delivery / S106	£995,899.98	Direct delivery	SGS3a
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Provision of 7,920sqm of accessible local open space (worst case) (alongside requirement for new country park). Exact quantity and type of	Essential	CCC	S106	£502920 (CCC)	Nil (costs to be met by developer)	SGS3a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				open space to be determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Maintenance of 7,920sqm of accessible local open space (worst case) (alongside requirement for new country park). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£90363 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Provision of 15,480sqm of natural and semi-natural greenspace (worst case) (alongside requirement for new country park). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£391320 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Maintenance of 15,480sqm of natural and semi-natural greenspace (worst case) (alongside requirement for new country park). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£45000 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£169,920 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Green infrastructure	Location 3a - East of Chelmsford - Manor Farm	SGS3a	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contribution for 0.18 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£176830 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contribution for 0.18 swimming pools to meet identified need up to 2041.	Important	CCC	S106	£193680 (CCC)	Nil (costs to be met by developer)	SGS3a
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contributions towards playing pitch requirements – 0.26 adult football pitches, 0.51 youth football pitches, 0.31 mini soccer pitches, 0.07 rugby union pitches, 0.14 cricket pitches,	Important	CCC	S106	£232,656 (CCC)	Nil (costs to be met by developer)	SGS3a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				0.01 sand based AGPs, 0.06 3G pitches, and 0.11 tennis courts.						
Early years, childcare and education	Early years	Location 3a - East of Chelmsford - Manor Farm	SGS3a	The early years and childcare places generated will be accommodated at the new facility at Site 3b and a financial contribution towards this will be sought. Financial contribution for 27.36 places.	Essential	ECC	S106	£659323 (ECC)	N/A	SGS3a
Early years, childcare and education	Primary education	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contributions towards expansion of existing primary school facilities (this will need to be reviewed at commencement and 50% completion of development as there is currently sufficient primary school capacity however this may change depending on when the development is built out). (@91 places)	Essential	ECC	S106	£1,890,850 (ECC)	N/A	SGS3a
Early years, childcare and education	Secondary education	Location 3a - East of Chelmsford - Manor Farm	SGS3a	Financial contributions towards expansion of existing secondary school facilities (this will need to be reviewed at commencement and 50% completion of development as there is currently sufficient secondary school capacity however this may change depending on when the development is built out). (@61 places)	Essential	ECC	S106	£1,715,747 (ECC)	N/A	SGS3a
Total Location 3a costs								£ 14,303,522		
Number of dwellings in Location 3a								360		
Developer cost per dwelling								£39,732		

A.4 Location 3b - East of Chelmsford – Land North of Maldon Road

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Early years, childcare and education	Early years	Location 3b - East of Chelmsford - Land North of Maldon Road (Employment)	SGS3b	New 56 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land allocated for education and childcare use.	Essential	ECC	S106	£1,336,440 (ECC). Note the required education provision costs would be sought from the residential units on sites 3A, C & D.	N/A	SGS3a, SGS3c, SGS3d
Highways, access and transport	Highways	Location 3b - East of Chelmsford - Land North of Maldon Road (Employment)	SGS3b	Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority	Essential	ECC	S106/S278	TBD	N/A (costs to be met by developers)	SGS3b
Highways, access and transport	Active Travel	Location 3b - East of Chelmsford - Land North of Maldon Road (Employment)	SGS3b	Appropriate measures to promote and sustain travel through active and sustainable transport.	Essential	ECC	S106/S278	TBD	N/A (costs to be met by developers)	SGS3b
Public realm and public art	Public art	Location 3b - East of Chelmsford - Land North of Maldon Road (Employment)	SGS3b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£140,000 (CCC)	N/A (costs to be met by developers)	SGS3b

A.5 Location 3c - East of Chelmsford – Land South of Maldon Road

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking.	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size of allocation. Indicative growth area cost - £827.84/ dwelling.
Highways, access and transport	Highways	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Provide a Pegasus Crossing along Maldon Road.	Essential	ECC, developer	S278	£720,000 (Arup) (subject to design development and detailed costings)	Nil (costs to be met by developer)	SGS3c & SGS3d
Highways, access and transport	Highways	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Connection to Sandon School along Molrams Lane with pedestrian access onto Molrams Lane.	Essential	ECC, developer	S278	£100,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3c
Early years, childcare and education	Early years	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	The early years and childcare places generated will be accommodated at the new facility at Site 3b and a contribution towards this will be sought. This is based on the assumption that all are qualifying dwellings. (pupil yield @9)	Essential	ECC	S106	£219,744	N/A	SGS3c
Early years, childcare and education	Primary education	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	To be determined through Policy S10 however based on the assumption that expansion of existing facilities is required, and all homes are qualifying dwellings (houses), a financial contribution could be required. (pupil yield @29)	Essential	ECC	S106	£593,050	N/A	SGS3c
Early years, childcare and education	Secondary education	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	To be determined through Policy S10 however based on the assumption that expansion of existing facilities is required, and all homes are qualifying dwellings (houses), a financial contribution could be required. (pupil yield @ 19)	Essential	ECC	S106	£534,413	N/A	SGS3c
Highways, access and transport	Highways	Location 3a, 3d - East of Chelmsford	SGS3a, 3d	Realignment of Sandford Mill Lane to enable future access to Site 3d.	Essential	ECC, developer	S278	£300,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS3a, 3d
Highways, access and transport	Highways	Location 3a, 3c - East of Chelmsford	SGS3a, 3c	New accesses for Site 3a (north-west of the roundabout) and Site 3c (south of the roundabout).	Essential	ECC, developer	S278	£500,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS3a, 3c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Highways	Location 3a, 3c - East of Chelmsford	SGS3a, 3c	Parallel crossings on Sandford Mill Lane and the Site 3a access arm. Uncontrolled crossing on access to Site 3c.	Essential	ECC, developer	S278	£250,000 (Arup) (subject to design development and more detailed costings - assumed to consist of a Zebra crossing and a signalised pedestrian crossing).	Nil (costs to be met by developer)	SGS3a, 3c
Highways, access and transport	Bus Services	Location 3d, 3c - East of Chelmsford	SGS3a, 3d, 3c	New eastbound bus stop on Maldon Road East arm and relocation westbound bus stop	Essential	ECC, developer	S278	£40,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3d, 3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Provision of 2,398sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£152273 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Maintenance of 2,398sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£27360 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Provision of 3,161sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£94394 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Maintenance of 3,161sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£90143 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Provision of 4,687sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£118483 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Maintenance of 4,687sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£13625 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£51,448 (CCC)	Nil (costs to be met by developer)	SGS3c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Financial contribution for 0.04 Badminton courts to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£58539.71 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Financial contribution for 0.03 swimming pools to meet identified need up to 2041.	Important	CCC	S106	£58642 (CCC)	Nil (costs to be met by developer)	SGS3c
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Financial contributions towards playing pitch requirements – 0.05 adult football pitches, 0.09 youth football pitches, 0.06 mini soccer pitches, 0.01 rugby union pitches, 0.01 cricket pitches, 0.01 3G pitches, and 0.02 tennis courts.	Important	CCC	S106	£70,469 (CCC)	Nil (costs to be met by developer)	SGS3c
Public realm and public art	Public realm and public art	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS3c	Heritage interpretation, including information boards and public art	Important	CCC	S106	£27250 (CCC)	Nil (costs to be met by developer)	SGS3c
Total Location 3c costs								£ 2,467,498		
Number of dwellings in Location 3c								109		
Developer cost per dwelling								£22,638		

A.6 Location 3d - East of Chelmsford – Land North of Maldon Road

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m- £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.84/ dwelling.
Highways, access and transport	Highways	Location 3d - East of Chelmsford – Land North of Maldon Road	SGS3d	Employment site access and works - New roundabout - New internal footway - Bridleway - Parallel crossing Footway/cycle connections east to Sandon Park and Ride	Essential	ECC, developer	S278	£2,000,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3d
Highways, access and transport	Highways	Location 3a, 3d, 3c - East of Chelmsford	SGS3a, 3d, 3c	Realignment of Sandford Mill Lane to enable future access to Site 3d.	Essential	ECC, developer	S278	£300,000 (Arup) (subject to design development and more detailed costings).	Nil (costs to be met by developer)	SGS3a, 3d, 3c
Highways, access and transport	Highways	Location 3a, 3d, 3c - East of Chelmsford	SGS3a, 3d, 3c	Toucan crossing on the Maldon Road East arm, SW of 3a	Essential	ECC, developer	S278	£130,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3a, 3d, 3c
Highways, access and transport	Bus Services	Location 3d, 3c - East of Chelmsford	SGS3d, 3c	New eastbound bus stop on Maldon Road East arm and relocation westbound bus stop	Essential	ECC, developer	S278	£40,000 (Arup) (subject to design development and more detailed costings)	Nil (costs to be met by developer)	SGS3d, 3c
Early years, childcare and education	Early years	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	The early years and childcare places generated will be accommodated at the new facility at Site 3b and a contribution towards this will be sought. This is based on the assumption that all are qualifying dwellings. (pupil yield @ 5)	Essential	ECC	S106	£122,080 (ECC)	Nil (costs to be met by developer)	SGS3d
Early years, childcare and education	Primary education	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	To be determined through Policy S10 however based on the assumption that expansion of existing facilities is required, and all homes are qualifying dwellings (houses), a financial contribution could be required. (pupil yield @17)	Essential	ECC	S106	£347,650 (ECC)	Nil (costs to be met by developer)	SGS3d
Early years, childcare and education	Secondary education	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	To be determined through Policy S10 however based on the assumption that expansion of existing facilities is required, and all homes are qualifying dwellings (houses), a financial contribution could be required. (pupil yield @12)	Essential	ECC	S106	£337,524 (ECC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Provision of 1,430sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£90805 (CCC)	Nil (costs to be met by developer)	SGS3d

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Maintenance of 1,430sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£16315.65 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Provision of 1,885sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£56290 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Maintenance of provision of 1,885sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£53755 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Provision of 2795sqm natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£70655 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Maintenance of provision of 1,885sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£8125 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£30,680 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Green infrastructure	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£31927.35 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Financial contribution for swimming pools to meet identified need up to 2041.	Important	CCC	S106	£34970 (CCC)	Nil (costs to be met by developer)	SGS3d

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Financial contributions towards playing pitch requirements – 0.05 adult football pitches, 0.09 youth football pitches, 0.06 mini soccer pitches, 0.01 rugby union pitches, 0.02 cricket pitches, 0.01 3G pitches, and 0.02 tennis courts.	Important	CCC	S106	£40,023 (CCC)	Nil (costs to be met by developer)	SGS3d
Public realm and public art	Public realm and public art	Location 3d - East of Chelmsford - Land North of Maldon Road	SGS3d	Heritage interpretation, including information boards and public art	Important	CCC	S106	£1,800 (CCC)	Nil (costs to be met by developer)	SGS3d
Total Location 3d costs								£2,168,197		
Number of dwellings in Location 3d								65		
Developer cost per dwelling								£33,357		

A.7 Location 4 – Galleywood - Land North of Galleywood Reservoir

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106, contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size of allocation. Indicative growth area cost - £827.84/dwelling.
Green infrastructure, recreation and leisure	Green infrastructure	Location 4 - Land North of Galleywood Reservoir	SGS4	Financial contribution towards the provision of local park facilities in Chelmer Park (in lieu of on-site provision)	Essential	CCC	S106	£33528 (CCC)	Nil (costs to be met by developer)	SGS4
Green infrastructure, recreation and leisure	Green infrastructure	Location 4 - Land North of Galleywood Reservoir	SGS4	Maintenance towards the provision of local park facilities in Chelmer Park (in lieu of on-site provision)	Essential	CCC	S106	£6024 (CCC)	Nil (costs to be met by developer)	SGS4
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 4 - Land North of Galleywood Reservoir	SGS4	Financial contribution for badminton courts to meet identified need up to 2041.	Important	CCC	S106	£11789 (CCC)	Nil (costs to be met by developer)	SGS4
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 4 - Land North of Galleywood Reservoir	SGS4	Financial contribution for 0.01 swimming pools to meet identified up to 2041.	Important	CCC	S106	£12912 (CCC)	Nil (costs to be met by developer)	SGS3d
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS4	Financial contributions towards playing pitch requirements – 0.02 adult football pitches, 0.03 youth football pitches, 0.02 mini soccer pitches, 0.01 cricket pitches and 0.02 tennis courts.	Important	CCC	S106	£15,516 (CCC)	Nil (costs to be met by developer)	SGS4
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 3c - East of Chelmsford - Land South of Maldon Road	SGS4	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£11,328 (CCC)	Nil (costs to be met by developer)	SGS4
Public realm and public art	Public art	Location 4 - Land North of Galleywood Reservoir	SGS4	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£5000 (CCC)	Nil (costs to be met by developer)	SGS4
Total Location 4 costs								£149,174		
Number of dwellings in Location 4								24		
Developer cost per dwelling								£6,216		

A.8 Location 5 – Writtle - Land surrounding Telephone Exchange, Ongar Road, Writtle

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m - £20(CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.84/ dwelling.
Early years, childcare and education	Early years	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Financial contribution to early years provision (pupil yield @ 2)	Essential	ECC	S106	£40,900 (ECC)	Nil (costs to be met by developer)	SGS5
Green infrastructure, recreation and leisure	Green infrastructure	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Provision of 550sqm of accessible local open space, (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£34925 (CCC)	Nil (costs to be met by developer)	SGS5
Green infrastructure, recreation and leisure	Green infrastructure	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Maintenance for 550sqm of accessible local open space, (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£6275 (CCC)	Nil (costs to be met by developer)	SGS5
Green infrastructure, recreation and leisure	Green infrastructure	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£11,800 (CCC)	Nil (costs to be met by developer)	SGS5
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Financial contribution for 0.02 badminton courts up to 2041.	Important	CCC	S106	£12280 (CCC)	Nil (costs to be met by developer)	SGS5
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Financial contribution towards to 0.01 Swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£13450 (CCC)	Nil (costs to be met by developer)	SGS5
Green infrastructure,	Outdoor sports facilities	Location 5 - Land Surrounding	SGS5	Financial contributions towards playing pitch requirements – 0.02 adult football pitches, 0.04 youth	Important	CCC	S106	£16163 (CCC)	Nil (costs to be met by developer)	SGS5

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		Telephone Exchange, Ongar Road, Writtle		football pitches, 0.02 mini soccer pitches, 0.01 cricket pitches and 0.02 tennis courts.						
Public realm and public art	Public art	Location 5 - Land Surrounding Telephone Exchange, Ongar Road, Writtle	SGS5	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£6000 (CCC)	Nil (costs to be met by developer)	SGS5
Total Location 5 costs								£194,870		
Number of dwellings in Location 5								24		
Developer cost per dwelling								£8,120		

A.9 Location 18 - Land North West of Chelmsford North of Hollow Lane

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m - £20 (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.84/ dwelling.
Early years, childcare and education	Early years	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution to early years provision (pupil yield @ 8)	Essential	ECC	S106	£163,600 (ECC)	Nil (costs to be met by developer)	SGS18
Early years, childcare and education	primary education	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution to primary education provision (pupil yield @ 26)	Essential	ECC	S106	£634,816 (ECC)	Nil (costs to be met by developer)	SGS18
Early years, childcare and education	Secondary education	Land North West of Chelmsford North of Hollow Lane	SGS18	financial contribution to expansion of secondary education provision (pupil yield @ 18)	Essential	ECC	S106	£506,286 (ECC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Provision of 2200sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£139,700 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Maintenance of 2200sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£25,101 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Maintenance of 2900sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£86600 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Provision of 2900sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£82700 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Provision of 4300sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£108,700 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Green infrastructure	Land North West of Chelmsford	SGS18	Maintenance of 4300sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to	Essential	CCC	S106	£12,500 (CCC)	Nil (costs to be met by developer)	SGS18

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
		North of Hollow Lane		be determined through planning process.						
	Green infrastructure	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£47,200 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Indoor sports facilities	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution for badminton courts to meet needs up to 2041.	Important	CCC	S106	£49,119 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Indoor sports facilities	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution towards to Swimming lanes to meet identified needs up to 2041.	Important	CCC	S106	£53800 (CCC)	Nil (costs to be met by developer)	SGS18
Green infrastructure, recreation and leisure	Outdoor sports facilities	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contributions towards playing pitch requirements – adult football pitches, youth football pitches, mini soccer pitches, cricket pitches and tennis courts.	Important	CCC	S106	£64,650 (CCC)	Nil (costs to be met by developer)	SGS18
Public realm and public art	Public art	Land North West of Chelmsford North of Hollow Lane	SGS18	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£25,000 (CCC)	Nil (costs to be met by developer)	SGS18
Total Location 18 costs								£ 2,220,927		
Number of dwellings in Location 18								100		
Developer cost per dwelling								£22,209		

A.10 Location 19 - Land West of Patching Hall Lane

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 1	All sites in Growth Area 1	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£3,754,245 (Mid and South Essex ICB)	£3,754,245	All sites in Growth Area 1 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.84/ dwelling.
Early years, childcare and education	Early years	Land West of Patching Hall Lane	SGS19	Financial contribution to early years provision (pupil yield @ 16)	Essential	ECC	CIL	£327,500 (ECC)	Nil (costs to be met by developer)	SGS19
Early years, childcare and education	primary education	Land West of Patching Hall Lane	SGS19	Financial contribution to primary education provision (pupil yield @ 53)	Essential	ECC	S106	£1,294,048 (ECC)	Nil (costs to be met by developer)	SGS19
Early years, childcare and education	Secondary education	Land West of Patching Hall Lane	SGS19	financial contribution to expansion of secondary education provision (pupil yield @ 35)	Essential	ECC	S106	£1,035,265 (ECC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Provision of 4400sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£279,400 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Maintenance of 4400sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£50,202 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Provision of 5800sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£173200 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Maintenance of 5800sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£165400 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Provision of 8600sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£217,400 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Maintenance of 8600sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£25,000 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Green infrastructure	Land West of Patching Hall Lane	SGS19	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£94,400 (CCC)	Nil (costs to be met by developer)	SGS19

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Indoor sports facilities	Land West of Patching Hall Lane	SGS19	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£98,238 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Indoor sports facilities	Land West of Patching Hall Lane	SGS19	Financial contribution towards swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£107,600 (CCC)	Nil (costs to be met by developer)	SGS19
Green infrastructure, recreation and leisure	Outdoor sports facilities	Land West of Patching Hall Lane	SGS19	Financial contributions towards playing pitch requirements to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£129,300 (CCC)	Nil (costs to be met by developer)	SGS19
Public realm and public art	Public art	Land West of Patching Hall Lane	SGS19	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£50,000 (CCC)	Nil (costs to be met by developer)	SGS19
Total Location 19 costs								£ 4,488,963		
Number of dwellings in Location 19								200		
Developer cost per dwelling								£22,455		

A.11 Location 7a - Great Leighs – Land at Moulsham Hall

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.90 / dwelling.
Highways, access and transport	Bus Services	Location 7 - Great Leighs	SGS7a, SGS7b, SGS7c	Provision of a bus service (this will either be an entirely new service serving the developments or an extension of an existing service) - details to be resolved through S106 negotiations.	Important	ECC, bus operators	S106	Private and Confidential	Nil (costs to be met by developers)	SGS7a, SGS7b, SGS7c
Highways, access and transport	Highways, Active travel and cycling provision	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Road and footpath infrastructure (A131 At-Grade Crossing, A131 Underpass Improvement, Chase Side Bridge Approach Improvements, School Lane Improvements, London Road Cycle Improvements, Main Road Crossing Improvements).	Essential	ECC, developer	S106/S278	Private and Confidential	Nil (costs to be met by developer)	SGS7a
Early years, childcare and education	Early years,	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	A new primary school (Use Class F1(a)) with co-located 56 place early years and childcare nursery (Use Class E(f)) on 2.1 hectares of suitable land allocated for education and childcare use. Based on pupil yield @59	Essential	ECC	S106	£1440544 (ECC)	Nil (costs to be met by developer)	SGS7a, SGS7c
Early years, childcare and education	Primary education	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution towards primary education provision - based on a pupil yield @ 198	Essential	ECC	S106	£4834368 (ECC)	Nil (costs to be met by developer)	SGS7a
Early years, childcare and education	Secondary education	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution towards expansion of existing secondary school facilities to accommodate 150 pupils. Based on a pupil yield @ 132	Essential	ECC	S106	£3712764 (ECC)	Nil (costs to be met by developer)	SGS7a
Early years, childcare and education	Secondary education	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution towards secondary school transport for 150 pupils.	Essential	ECC	S106	£951250 (ECC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Provision of 16500sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£1047750 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Maintenance of 16500sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£188257.5 (CCC)	Nil (costs to be met by developer)	SGS7a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Provision of 21,750sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£649500 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Maintenance of 21,750sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£620,250 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Provision of 32,250qm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£815250 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Maintenance of 32,250qm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£93750 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£354,000 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Green infrastructure	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution for 0.51 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£368,392 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution for 0.37 swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£403500 (CCC)	Nil (costs to be met by developer)	SGS7a
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contributions towards playing pitch requirements – 0.53 adult football pitches, 1.07 youth football pitches, 0.64 mini soccer pitches, 0.15 rugby union pitches, 0.28 cricket pitches, 0.03 sand based AGPs, 0.12 3G pitches, and 0.24 tennis courts.	Important	CCC	S106	£484,875 (CCC)	Nil (costs to be met by developer)	SGS7a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary healthcare, secondary healthcare	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Provision of a new build primary healthcare facility to serve new growth (there is a hybrid planning application pending on the site which includes a medical centre (up to 1000m2)) (Ref: 23/01583/OUT and 23/01583/FUL).	Essential	Mid and South Essex ICB	S106	Private and Confidential	N/A	SGS7a
Public realm and public art	Public art	Location 7a - Great Leighs - Land at Moulsham Hall	SGS7a	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£187,500 (CCC)	Nil (costs to be met by developer)	SGS7a
Total Location 7a costs								£27,254,006		
Number of dwellings in Location 7a								750		
Developer cost per dwelling								£36,339		

A.12 Location 7b - Great Leighs – Land East of London Road

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size of allocation.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										Indicative growth area cost - £827.90 / dwelling.
Highways, access and transport	Bus Services	Location 7 - Great Leighs	SGS7a, SGS7b, SGS7c	Provision of a bus service (this will either be an entirely new service serving the developments or an extension of an existing service) - details to be resolved through S106 negotiations.	Important	ECC, bus operators	S106	Private and Confidential	Nil (costs to be met by developers)	SGS7a, SGS7b, SGS7c
Highways, access and transport	Highways	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution to deliver Phase 1a CNEB - HIF recycling monies at £5,600 per dwelling.	Critical	CCC, ECC, developer	HIF/S106	£2,184,000 (CCC)	Nil (costs to be met by developer)	SGS7b
Early years, childcare and education	Early years,	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution towards early years and childcare facility on Location 7a. - based on pupil yield @16	Essential	ECC	S106	£327,200 (ECC)	Nil (costs to be met by developer)	SGS7b
Early years, childcare and education	Primary education	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution towards primary education provision - based on a pupil yield @ 53	Essential	ECC	S106	£1294048 (ECC)	Nil (costs to be met by developer)	SGS7b
Early years, childcare and education	Secondary education	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution towards expansion of existing secondary school facilities to accommodate 150 pupils. Based on a pupil yield @ 35	Essential	ECC	S106	£984445 (ECC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Provision of 8,580sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£544830 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Maintenance of 8,580sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£97894 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Provision of 11,310sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£337740 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Maintenance of 11,310sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£322530 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure,	Green infrastructure	Location 7b - Great Leighs -	SGS7b	Provision of 16,770 sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of	Essential	CCC	S106	£423,490 (CCC)	Nil (costs to be met by developer)	SGS7b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		Land East of London Road		open space to be determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Maintenance of 16,770sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£48,750 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developers)	SGS7b
Green infrastructure, recreation and leisure	Green infrastructure	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£184,080 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution for 0.13 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£191,564 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution towards 0.09 swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£209,820 (CCC)	Nil (costs to be met by developer)	SGS7b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contributions towards playing pitch requirements – 0.14 adult football pitches, 0.29 youth football pitches, 0.15mini soccer pitches, 0.15 rugby union pitches, 0.03 cricket pitches, 0.07 sand based AGPs, 0.03 3G pitches, and 0.06 tennis courts.	Important	CCC	S106	£252,135 (CCC)	Nil (costs to be met by developer)	SGS7b
Public realm and public art	Public art	Location 7b - Great Leighs - Land East of London Road	SGS7b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£47,500 (CCC)	Nil (costs to be met by developer)	SGS7b
Total Location 7b costs								£ 8,320,503		
Number of dwellings in Location 7b								390		
Developer cost per dwelling								£ 21,335		

Location 7c - Great Leighs – Land North and South of Banters Lane

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£1- £20m0m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size of allocation. Indicative growth

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										area cost - £827.90 / dwelling.
Highways, access and transport	Bus Services	Location 7 - Great Leighs	SGS7a, SGS7b, SGS7c	Provision of a bus service (this will either be an entirely new service serving the developments or an extension of an existing service) - details to be resolved through S106 negotiations.	Important	ECC, bus operators	S106	Private and Confidential	Nil (costs to be met by developers)	SGS7a, SGS7b, SGS7c
Highways, access and transport	Highways	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution to deliver Phase 1a CNEB - HIF recycling monies at £5,600 per dwelling.	Critical	CCC, ECC, developer	HIF/S106	£632,800 (CCC)	Nil (costs to be met by developer)	SGS7c
Early years, childcare and education	Early years	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards early years and childcare facility on Location 7a. Based on pupil yield @ 9	Essential	ECC	S106	£184,050 (ECC)	Nil (costs to be met by developer)	SGS7c
Early years, childcare and education	Primary education	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards cost of proposed primary school land at Location 7a. Based on pupil yield @30	Essential	ECC	S106	£732480 (ECC)	Nil (costs to be met by developer)	SGS7c
Early years, childcare and education	Secondary education	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards expansion of existing secondary school facilities. Based on pupil yield @21	Essential	ECC	S106	£590667 (ECC)	Nil (costs to be met by developer)	SGS7c
Early years, childcare and education	Secondary education	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards secondary school transport.	Essential	ECC	S106	£83852.7 (ECC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Provision of 2,486sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£157861 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Maintenance of 2,486sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£28,364 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Provision of 3,277sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£97858 (CCC)	Nil (costs to be met by developer)	SGS7c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Maintenance of 3,277sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£93451 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Provision of 4859sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£122831 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Maintenance of 4859sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£14125 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£53,336 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Green infrastructure	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	SSSI mitigation contribution	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution for 0.07 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£55,504 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards 0.05 swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£60,794 (CCC)	Nil (costs to be met by developer)	SGS7c
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contributions towards playing pitch requirements – 0.07 adult football pitches, 0.14 youth football pitches, 0.09 mini soccer pitches, 0.02 rugby union pitches, 0.04 cricket pitches, 0.02 3G pitches, and 0.03 tennis courts.	Important	CCC	S106	£73,054 (CCC)	Nil (costs to be met by developer)	SGS7c
Public realm and public art	Public art	Location 7c - Great Leighs - Land North and South of Banters Lane	SGS7c	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£28,250 (CCC)	Nil (costs to be met by developer)	SGS7c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Total Location 7c costs								£3,286,623		
Number of dwellings in Location 7c								113		
Developer cost per dwelling								£29,085		

A.13 Location 8 - North of Broomfield

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.90 / dwelling.
Highways, access and transport	Highways	Location 8 - North of Broomfield	SGS8	Financial contribution to deliver Phase 1a CNEB - HIF recycling monies at £5,600 per dwelling.	Critical	CCC, ECC, developer	HIF/S106	£2,867,200 (CCC)	Nil (costs to be met by developer)	SGS8
Highways, access and transport	Highways	Location 8 - North of Broomfield	SGS8	Financial contribution to deliver a shuttle bus service between Broomfield Hospital and the Chelmer Valley Park and Ride. Shuttle bus to be secured through S106 contributions.	Essential	CCC, ECC, developer	S106	£1,352,400 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Provision of 11,264sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£715,264 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Maintenance of 11,264sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£128517 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Provision of 14,848sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£443392 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Maintenance of provision of 14,848sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£423424 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Provision of 22,016sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£556544 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Maintenance of provision of 22,016sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£64000 (CCC)	Nil (costs to be met by developer)	SGS8

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 8 - North of Broomfield	SGS8	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£241,664 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 8 - North of Broomfield	SGS8	Financial contribution for 0.35 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£251489 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 8 - North of Broomfield	SGS8	Financial contribution for 0.25 swimming lanes to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£60794 (CCC)	Nil (costs to be met by developer)	SGS8
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 8 - North of Broomfield	SGS8	Financial contributions towards playing pitch requirements – 0.36 adult football pitches, 0.73 youth football pitches, 0.44 mini soccer pitches, 0.10 rugby union pitches, 0.19 cricket pitches, 0.02 sand based AGPs, 0.08 3G pitches, and 0.16 tennis courts.	Important	CCC	S106	£73,054 (CCC)	Nil (costs to be met by developer)	SGS8
Early years, childcare and education	Early years	Location 8 - North of Broomfield	SGS8	New 56 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land allocated for education and childcare use (pupil yield @41)	Essential	ECC	S106	£1,001,056 (ECC)	N/A	SGS8
Early years, childcare and education	Primary education	Location 8 - North of Broomfield	SGS8	Financial contribution towards expansion of existing primary school facilities (pupil yield @ 135).	Essential	ECC	S106	£2,760,750 (ECC)	N/A	SGS8
Early years, childcare and education	Secondary education	Location 8 - North of Broomfield	SGS8	Financial contribution towards expansion of existing secondary school facilities (pupil yield @ 90).	Essential	ECC	S106	£2,531,430 (ECC)	N/A	SGS8
Public realm and public art	Public art	Location 8 - North of Broomfield	SGS8	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£128,000 (CCC)	Nil (costs to be met by developer)	SGS8
Total Location 8 costs								£ 14,731,322		
Number of dwellings in Location 8								512		
Developer cost per dwelling								£28,772		

A.14 Location 9A - Waltham Road Employment Area

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location G2, 9A	Waltham Road Employment Area 9A	Appropriate measures to promote and enhance active and sustainable modes of transport.	Essential	ECC, developer	S106/S278	TBC	NIL (costs to be met by development)	9A
Highways, access and transport	Highways	Location G2, 9A	Waltham Road Employment Area 9A	Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority	Essential	ECC, developer	S106/S278	TBC	NIL (costs to be met by development)	9A
Public realm and public art	Public art	Location G2, 9A	Waltham Road Employment Area 9A	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£140,000 (CCC)	NIL (costs to be met by development)	9A

A.15 Location 9B - Land to the East of 118 to 124 Plantation Road, Boreham

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20 (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size of allocation. Indicative growth area cost - £827.90 / dwelling.
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Provision of 1320sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£83,820 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Maintenance of 1320sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£15,060 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Provision of 1740sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£51960 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Maintenance of 1740sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£49620 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Provision of 2580sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£65,220 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Maintenance of 2580sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£7,500(CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Green infrastructure	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£28,320 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Indoor sports facilities	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£29,471 (CCC)	Nil (costs to be met by developer)	SGS9b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Indoor sports facilities	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Financial contribution towards indoor swimming provision to meet identified need up to 2041.	Important	CCC	S106	£32,280 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Financial contributions towards playing pitch requirements to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£38,790 (CCC)	Nil (costs to be met by developer)	SGS9b
Public realm and public art	Public art	Land to the East of 118 to 124 Plantation Road, Boreham	SGS9b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£15,000 (CCC)	Nil (costs to be met by developer)	
Total Location 9B costs								£549,738		
Number of dwellings in Location 9B								60		
Developer cost per dwelling								£9,162		

A.16 Location 9C - South of Main Road and Dukes Wood Close, Boreham

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost - £827.90 / dwelling.
Green infrastructure, recreation and leisure	Green infrastructure	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Provision of 484sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£30,734 (CCC)	Nil (costs to be met by developer)	SGS9c
Green infrastructure, recreation and leisure	Green infrastructure	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Maintenance of 484sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£5,522 (CCC)	Nil (costs to be met by developer)	SGS9c
Green infrastructure, recreation and leisure	Green infrastructure	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£28,320 (CCC)	Nil (costs to be met by developer)	SGS9c
Green infrastructure, recreation and leisure	Indoor sports facilities	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£10806.18 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Indoor sports facilities	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Financial contribution towards swimming provision to meet identified need up to 2041.	Important	CCC	S106	£11836 (CCC)	Nil (costs to be met by developer)	SGS9b
Green infrastructure, recreation and leisure	Outdoor sports facilities	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Financial contributions towards playing pitch requirements to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£14,223 (CCC)	Nil (costs to be met by developer)	SGS9b
Public realm and public art	Public art	South of Main Road and Dukes Wood Close, Boreham	SGS9c	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£5500 (CCC)	Nil (costs to be met by developer)	SGS9c
Total Location 9C costs								£155,597		
Number of dwellings in Location 9C								22		
Developer cost per dwelling								£7,073		

A.17 Location 14b – Ford End - Land south of Ford End Primary School - Ford End

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking.	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary Healthcare	All locations in Growth Area 2	All sites in Growth Area 2	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£6,210,105 (Mid and South Essex ICB)	£6,210,105	All sites in Growth Area 2 - contribution proportionate to size of allocation.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										Indicative growth area cost - £827.90 / dwelling.
Early years, childcare and education	Early years	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution towards early years provision based on pupil yield of 6	Essential	ECC	S106	£122,700 (ECC)	Nil (costs to be met by developer)	SGS14b
Early years, childcare and education	Primary education	Location 14b - Land South of Ford End Primary School	SGS14a	Financial contribution towards expansion of existing primary school facilities. Based on a pupil yield @18	Essential	ECC	S106	£368,100 (ECC)	Nil (costs to be met by developer)	SGS14b
Early years, childcare and education	Secondary education	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution towards secondary education provision based on pupil yield @12	Essential	ECC	S106	£337524 (ECC)	Nil (costs to be met by developer)	SGS14b
Education provision	Parking	Location 14b - Land South of Ford End Primary School	SGS14b	Provision of off-road school staff parking areas.	Essential	ECC	S106		Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Provision of 1,650sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£104775 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Maintenance of 1,650sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£18823 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Provision of 2175sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£64950 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Maintenance of 2175sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£62025 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Provision of 3225sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£81525 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Maintenance of 3225sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£9375 (CCC)	Nil (costs to be met by developer)	SGS14b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£241,664 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution for 0.01 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£36839 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution towards 0.01 swimming lanes to meet identified need for a up to 2041.	Important	CCC	S106	£40350 (CCC)	Nil (costs to be met by developer)	SGS14b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contributions towards playing pitch requirements – 0.01 adult football pitches, 0.03 youth football pitches, 0.02 mini soccer pitches, 0.01 cricket pitches, and 0.01 tennis courts.	Important	CCC	S106	£48,487 (CCC)	Nil (costs to be met by developer)	SGS14b
Public realm and public art	Public art	Location 14b - Land South of Ford End Primary School	SGS14b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£5,000 (CCC)	Nil (costs to be met by developer)	SGS14b
Social and community facilities	Community Building	Location 14b - Land South of Ford End Primary School	SGS14b	Provision of new community/ village hall	Important	CCC	S106/CIL	£1,300,000 (Arup)	Nil (costs to be met by developer)	SGS14b
Total Location 14b costs								£ 3,008,008		
Number of dwellings in Location 14b								75		
Developer cost per dwelling								£ 40,107		

A.18 Location 15 - Little Boyton Hall Employment Area

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location G2,15	Little Boyton Hall Employment Area	Appropriate measures to promote and enhance active and sustainable modes of transport.	Essential	ECC, developer	S106/S278	TBC	NIL (costs to be met by development)	15
Highways, access and transport	Highways	Location G2, 15	Little Boyton Hall Employment Area	Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority	Essential	ECC, developer	S106/S278	TBC	NIL (costs to be met by development)	15
Public realm and public art	Public art	Location G2, 15	Little Boyton Hall Employment Area	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£60,000	NIL (costs to be met by development)	15

A.19 Location 10 - North of South Woodham Ferrers

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,644	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size of allocation.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										Indicative growth area cost £827.63/dwelling.
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	S278 Junction Works (including improvements to A132 Burnham Road/Ferrers Road/Willow Grove junction; junction upgrade of Burnham Road/Old Wickford/B1418 junction to enlarged roundabout; Rettendon Turnpike junction - Widening of the A1245 Northbound approach and widening the entry arm and increasing the flare length of the Main Road approach; Burnham Road/Hullbridge Road junction - upstream improvements at B1418 junction; Hawk Hill Roundabout - signalisation of the A130 off slip PM peak period only; provision of crossings on Burnham Road and B1418. Provision of segregated cycle routes alongside the B1418 and sections of Burnham Road; and provide multi-user crossings of the B1012 in South Woodham Ferrers)	Essential	National Highways, ECC, developer	S106/S278	Private and Confidential	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	Annual Travel Plan mitigation contribution	Essential	ECC	S106	£500,000 (ECC)	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	Highways improvement bond	Essential	ECC	S106	£400,000 (Highways)	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	Annual Travel Plan monitoring contribution	Essential	ECC	S106	£40,000 (ECC)	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	Annual Smarter Choices monitoring contribution	Essential	ECC	S106	£50,000 (ECC)	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South Woodham Ferrers	SGS10	Workplace Travel Plan monitoring contribution	Essential	ECC	S106	£6,383 (ECC)	Nil (costs to be met by developer)	SGS10
Highways, access and transport	Highways	Location 10 - North of South	SGS10	Bus provision	Essential	First Quotations	S106	£2,018,984.31	Nil (costs to be met by developer)	SGS10

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
		Woodham Ferrers								
Highways, access and transport	Active Travel	Location 10 - North of South Woodham Ferrers	SGS10	Contribution to car club	Important	CCC	S106	£80,520 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Provision of 26,840sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process	Essential	CCC	S106	£1704340 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Maintenance of 26,840sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process	Essential	CCC	S106	£306232 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Provision of 35,380sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£1056520 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Maintenance of 35,380sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£1008940 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Provision of 52,460sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£1326140 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Maintenance of 52,460sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£152500 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 10 - North of South Woodham Ferrers	SGS10	Financial contribution for 0.83 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£599251 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 10 - North of South Woodham Ferrers	SGS10	Financial contribution for 0.60 swimming lanes to meet identified up to 2041.	Important	CCC	S106	£353360 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 10 - North of South Woodham Ferrers	SGS10	Financial contributions towards playing pitch requirements – 0.83 adult football pitches, 1.67 youth football pitches, 1 mini soccer	Important	CCC	S106	£788,730 (CCC)	Nil (costs to be met by developer)	SGS10

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				pitches, 0.23 rugby union pitches, 0.443 cricket pitches, 0.04 sand based AGPs, 0.18 3G pitches, and 0.37 tennis courts.						
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 10 - North of South Woodham Ferrers	SGS10	Outdoor sports pavilion	Important	CCC	CIL	£1260518 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS10	Skylark plots	Important	CCC	S106	£10000 (CCC)	Nil (costs to be met by developer)	SGS10
Green infrastructure, recreation and leisure	Green infrastructure	Location 10 - North of South Woodham Ferrers	SGS 10	Financial Contribution to mitigate potential effects due to recreational pressure on nearby designated European sites	Essential	CCC	S106	£575840 (CCC)	Nil (costs to be met by developer)	SGS10
Social and community facilities	Community Building	Location 10 - North of South Woodham Ferrers	SGS10	Community Building WW cost assumption	Important	CCC	CIL	£2400000 (CCC)	Nil (costs to be met by developer)	SGS10
Early years, childcare and education	Early years, primary education	Location 10 - North of South Woodham Ferrers	SGS10	Potential co-location of a new primary school (Use Class F1(a)) with an early years and childcare nursery (Use Class E(f)) on 2.1 ha of suitable land, and one stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land; or two new stand-alone early years and childcare nurseries (Use Class E(f)) each on 0.13 hectares of suitable land allocated for education and childcare use. The developer(s) will be expected to provide the land and a proportionate financial contribution to the physical scheme. (pupil yield 97)	Essential	ECC	S106	£2,368,352 (ECC)	Nil (costs to be met by developer)	SGS10
Early years, childcare and education	primary education	Location 10 - North of South Woodham Ferrers	SGS10	Potential co-location of a new primary school (Use Class F1(a)) with an early years and childcare nursery (Use Class E(f)) on 2.1 ha of suitable land, and one stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land; or two new stand-alone early years and childcare nurseries (Use Class E(f)) each on 0.13 hectares of suitable land allocated for education and	Essential	ECC	S106	£7,861,952 (ECC)	Nil (costs to be met by developer)	SGS10

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
				childcare use. The developer(s) will be expected to provide the land and a proportionate financial contribution to the physical scheme. (pupil yield @ 322)						
Early years, childcare and education	Secondary education	Location 10 - North of South Woodham Ferrers	SGS10	Financial contribution towards expansion of existing secondary school facilities (pupil yield @ 215.	Essential	ECC	S106	£6047305 (ECC)	Nil (costs to be met by developer)	SGS10
Early years, childcare and education	Post 16 education	Location 10 - North of South Woodham Ferrers	SGS10	Post 16 contribution	Essential	ECC	S106	£1022089 (ECC)	Nil (costs to be met by developer)	SGS10
Public realm and public art	Public art	Location 10 - North of South Woodham Ferrers	SGS10	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£155,000 (CCC)	Nil (costs to be met by developer)	SGS10
Total Location 10 costs								£44,581,791		
Number of dwellings in Location 10								1,220		
Developer cost per dwelling								£36,542		

A.20 Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£ 164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contribution to early years provision (pupil yield @ 2)	Essential	ECC	CIL	£48,832 (ECC)	Nil (costs to be met by developer)	SGS11b
Early years, childcare and education	primary education	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contribution to primary education provision (pupil yield @ 5)	Essential	ECC	S106	£102,250 (ECC)	Nil (costs to be met by developer)	SGS11b
Early years, childcare and education	Secondary education	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	financial contribution to expansion of secondary education provision (pupil yield @ 4)	Essential	ECC	S106	£112,508 (ECC)	Nil (costs to be met by developer)	SGS11b
Green infrastructure, recreation and leisure	Green infrastructure	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Provision of 440sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£27,940 (CCC)	Nil (costs to be met by developer)	SGS11b
Green infrastructure, recreation and leisure	Green infrastructure	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Maintenance of 440sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£5020 (CCC)	Nil (costs to be met by developer)	SGS11b
Green infrastructure, recreation and leisure	Green infrastructure	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£9,440 (CCC)	Nil (costs to be met by developer)	SGS11b
Green infrastructure, recreation and leisure	Green infrastructure	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	SSSI mitigation contribution	Essential	CCC	S106	TBC	Nil (costs to be met by developer)	SGS11b
Green infrastructure,	Indoor sports facilities	Location 11b - Land at Kingsgate,	SGS11b	Financial contribution for 0.01 badminton courts to meet identified need for additional	Important	CCC	S106	£9,824 (CCC)	Nil (costs to be met by developer)	SGS11b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		Bicknacre Road, Bicknacre		indoor badminton courts up to 2041.						
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contribution towards 0.01 swimming lanes to meet identified need up to 2041.	Important	CCC	S106	£10744 (CCC)	Nil (costs to be met by developer)	SGS11b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contributions towards playing pitch requirements – 0.01 adult football pitches, 0.03 youth football pitches, 0.02 mini soccer pitches, 0.01 cricket pitches, and 0.01 tennis courts.	Important	CCC	S106	£12,930 (CCC)	Nil (costs to be met by developer)	SGS11b
Public realm and public art	Public art	Location 11b - Land at Kingsgate, Bicknacre Road, Bicknacre	SGS11b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£5,000 (CCC)	Nil (costs to be met by developer)	SGS11b
Total Location 11b costs								£388,715		
Number of dwellings in Location 11b								20		
Developer cost per dwelling								£19,436		

A.21 Location 11c - Land West of Barbrook Way, Bicknacre

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m -£20m (CCC and Environment Agency [Flood Resilience Partnership])	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years, primary education	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution to early years provision (pupil yield @ 20)	Essential	ECC	S106	£488,320	Nil (costs to be met by developer)	SGS11c
Early years, childcare and education	primary education	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution to primary education provision (pupil yield @ 66)	Essential	ECC	S106	£1,349,700	Nil (costs to be met by developer)	SGS11c
Early years, childcare and education	Secondary education	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	financial contribution to expansion of secondary education provision (pupil yield @ 44)	Essential	ECC	S106	£1,237,588	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Provision of 5,500sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£349,250 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Maintenance of 5,500sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£62,752 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Provision of 7,250sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£216500 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Provision of 7,250sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£206750 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Provision of 10,750sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£271,750 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Maintenance of 10,750sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£31,250 (CCC)	Nil (costs to be met by developer)	SGS11c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£118,000 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Green infrastructure	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	SSSI mitigation contribution	Essential	CCC	S106	TBC	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£122,797 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£134500 (CCC)	Nil (costs to be met by developer)	SGS11c
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contributions towards playing pitch requirements to meet identified need for additional indoor bowls facilities up to 2041.	Important	CCC	S106	£161,625 (CCC)	Nil (costs to be met by developer)	SGS11c
Public realm and public art	Public art	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£62,500 (CCC)	Nil (costs to be met by developer)	SGS11c
Highways, access and transport	Highways	Location 11c - Land West of Barbrook Way, Bicknacre	SGS11c	Multi-user crossing of Priory Road, inclusive for all various modes of transport.	Essential	ECC	S278	£110,000 (Arup)	Nil (costs to be met by developer)	SGS11c
Total Location 11c costs								£5,476,117		
Number of dwellings in Location 11c								250		
Developer cost per dwelling								£21,904		

A.22 Location 12 - St Giles, Moor Hall Lane, Bicknacre

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/CIL, Environment Agency funding	£10m - £20m(CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Provision of 1,100sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£69850 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Maintenance of 1,100sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£12550 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Provision of 1,450sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£43300 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Maintenance of 1,450sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£41350 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Provision of 2,150sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£54350 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Maintenance of 2,150sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106/	£6250 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Green infrastructure	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£23,600 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£24559 (CCC)	Nil (costs to be met by developer)	SGS12
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Financial contribution towards swimming lanes to meet identified need fs up to 2041.	Important	CCC	S106	£26900 (CCC)	Nil (costs to be met by developer)	SGS12

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Financial contributions towards playing pitch requirements – adult football pitches, youth football pitches, mini soccer pitches, rugby union pitches, cricket pitches, 3G pitches, and 01 tennis courts.	Important	CCC	S106	£32,325 (CCC)	Nil (costs to be met by developer)	SGS12
Public realm and public art	Public art	Location 12 - St Giles, Moor Hall Lane, Bicknacre	SGS12	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£12500 (CCC)	Nil (costs to be met by developer)	SGS12
Total Location 12 costs								£458,101		
Number of dwellings in Location 12								50		
Developer cost per dwelling								£9,162		

A.23 Location 13 – Danbury

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	Direct delivery / S106	£500,000 (Arup)	£500,000	All sites
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,520,000	All sites
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£158,955	All sites
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£0	N/A - funding already secured and allocated via CIL.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m - £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Provision of 2,222sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£141,097 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Maintenance of 2,222sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£25352.01 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Provision of 2,929sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£87466 (CCC)	Nil (costs to be met by developer)	SGS13

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Maintenance of 2,929sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£83527 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Provision of 4,343sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£109787 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Maintenance of 4,343sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£12,625 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£47,672 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Green infrastructure	Location 13 - Danbury	SGS13	SSSI mitigation	Essential	CCC	S106	TBD	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 13 - Danbury	SGS13	Financial contribution for 0.07 badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£49,610.00 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 13 - Danbury	SGS13	Financial contribution towards 0.05 swimming lanes to meet identified need up to 2041.	Important	CCC	S106	54,338 (CCC)	Nil (costs to be met by developer)	SGS13
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 13 - Danbury	SGS13	Financial contributions towards playing pitch requirements – 0.07 adult football pitches, 0.14 youth football pitches, 0.09 mini soccer pitches, 0.02 rugby union pitches, 0.04 cricket pitches, 0.02 3G pitches, and 0.03 tennis courts.	Important	CCC	S106	£65,296 (CCC)	Nil (costs to be met by developer)	SGS13
Public realm and public art	Public art	Location 13 - Danbury	SGS13	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£25,250 (CCC)	Nil (costs to be met by developer)	SGS13
Total Location 13 costs								£925,365		
Number of dwellings in Location 13								101		
Developer cost per dwelling								£9,162		

A.24 Location 16b - South East Chelmsford - Land adjacent to A12 Junction 18

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Highways, access and transport	Active travel and cycling provision	Location 16b - Land Adjacent to A12 Junction 18 Employment Area (Columba Park, 24/01768/OUT)	SGS16b	Provide safe multi-user crossings on the A414 & pedestrian and cycle connections within the site and to the wider area including to local bus stops, Sandon Park and Ride, Woodhill Road, routes associated with the East of Chelmsford allocations including East Chelmsford Garden Community (Hammonds Farm) and Danbury and the east of the site. This includes The vehicular access from the site shall be taken from the A414 Maldon Road as shown in principle on drawing No. ITL210222-GA-004 Revision B. The highway works and improvements shall be provided prior to the first occupation of the development (any phase) and shall be carried out in accordance with the details as shown in principle on drawing Nos. ITL210222-GA-003 Revision A , ITL210222-GA-004 Revision B and ITL210222-GA-011 Revision A as shall be informed by the Stage 1 Road Safety Audit.	Essential	ECC, developer	S106/S278	TBC	Nil (costs to be met by developer)	SGS16b
Highways, access and transport	Highways	Location 16b - Land Adjacent to A12 Junction 18 Employment Area	SGS16b	Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways to include necessary improvements to Junctions 18 and 19 of the A12, A414 and route enhancements to A1060 (Maldon Road) and A1114 (Essex Yeomanry Way).	Critical	National Highways, ECC, developer	S106/S278	TBC	TBC	TBC
Public realm and public art	Public art	Location 16b - Land Adjacent to A12 Junction 18 Employment Area	SGS16b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£430,000	Nil (costs to be met by developer)	SGS16b

A.25 Location 17a - Land North of Abbey Fields, East Hanningfield

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking.	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution to early years provision (pupil yield @ 1)	Essential	ECC	S106	£24,416 (ECC)	Nil (costs to be met by developer)	SGS17a
Early years, childcare and education	primary education	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution to primary education provision (pupil yield @ 3)	Essential	ECC	S106	£61,350 (ECC)	Nil (costs to be met by developer)	SGS17a
Early years, childcare and education	Secondary education	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	financial contribution to expansion of secondary education provision (pupil yield @ 2)	Essential	ECC	S106	£56,254 (ECC)	Nil (costs to be met by developer)	SGS17a
Green infrastructure, recreation and leisure	Green infrastructure	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Provision of 242sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£15,367 (CCC)	Nil (costs to be met by developer)	SGS17a
Green infrastructure, recreation and leisure	Green infrastructure	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Maintenance of 242sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£2,761 (CCC)	Nil (costs to be met by developer)	SGS17a
Green infrastructure, recreation and leisure	Green infrastructure	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£5,192 (CCC)	Nil (costs to be met by developer)	SGS17a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£5,403 (CCC)	Nil (costs to be met by developer)	SGS17a
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£5918 (CCC)	Nil (costs to be met by developer)	SGS17a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contributions towards playing pitch requirements – 0.01 adult football pitches, 0.03 youth football pitches, 0.01 mini soccer pitches, 0.01 cricket pitches	Important	CCC	S106	£7,111 (CCC)	Nil (costs to be met by developer)	SGS17a
Public realm and public art	Public art	Location 17a - Land North of Abbey Fields, East Hanningfield	SGS17a	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£2,750 (CCC)	Nil (costs to be met by developer)	SGS17a
Total Location 17a costs								£ 210,847		
Number of dwellings in Location 17a								11		
Developer cost per dwelling								£19,168		

A.26 Location 17b - Land East of Highfields Mead, East Hanningfield

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking.	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m- £20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution to early years provision (pupil yield @ 2)	Essential	ECC	S106	£48832 (ECC)	Nil (costs to be met by developer)	SGS17b
Early years, childcare and education	primary education	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution to primary education provision (pupil yield @ 5)	Essential	ECC	S106	£102,250 (ECC)	Nil (costs to be met by developer)	SGS17b
Early years, childcare and education	Secondary education	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	financial contribution to expansion of secondary education provision (pupil yield @ 4)	Essential	ECC	S106	£112508 (ECC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Green infrastructure	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Provision of 440sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£27940 (CCC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Green infrastructure	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Maintenance of 440sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£5020 (CCC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Green infrastructure	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£9,440 (CCC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£9,823.80 (CCC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£10,760.00 (CCC)	Nil (costs to be met by developer)	SGS17b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£12,930 (CCC)	Nil (costs to be met by developer)	SGS17b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Public realm and public art	Public art	Location 17b - Land East of Highfields Mead, East Hanningfield	SGS17b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£5,000 (CCC)	Nil (costs to be met by developer)	SGS17b
Total Location 17b costs								£388,731		
Number of dwellings in Location 17b								20		
Developer cost per dwelling								£19,437		

A.27 Location 17c - Land South of Rough Hill Complex, East Hanningfield

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Financial contribution to early years provision (pupil yield @ 9)	Essential	ECC	S106	£219,744 (ECC)	Nil (costs to be met by developer)	SGS17c
Early years, childcare and education	primary education	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Financial contribution to primary education provision (pupil yield @ 30)	Essential	ECC	S106	£613,500 (ECC)	Nil (costs to be met by developer)	SGS17c
Early years, childcare and education	Secondary education	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	financial contribution to expansion of secondary education provision (pupil yield @ 20)	Essential	ECC	S106	£562,540 (ECC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Provision of 2530sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£160,665 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Maintenance of 2530sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106/	£28,866 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Provision of 3335sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£99590 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Maintenance of 3335sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£95105 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Provision of 4945sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£125,005 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill	SGS 17c	Maintenance 4945sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be	Essential	CCC	S106	£14375 (CCC)	Nil (costs to be met by developer)	SGS17c

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
		Complex, East Hanningfield		determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£54,280 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS17c	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£56,486.85 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS17c	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£61,870 (CCC)	Nil (costs to be met by developer)	SGS17c
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS17c	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£74,348 (CCC)	Nil (costs to be met by developer)	SGS17c
Public realm and public art	Public art	Location 17c - Land South of Rough Hill Complex, East Hanningfield	SGS 17c	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£2,750 (CCC)	Nil (costs to be met by developer)	SGS17c
Total Location 17c costs								£ 2,423,429		
Number of dwellings in Location 17c								115		
Developer cost per dwelling								£22,073		

A.28 Location 17d - Land South and South East of East Hanningfield Village

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution to early years provision (pupil yield @ 12)	Essential	ECC	S106	£292,992 (ECC)	Nil (costs to be met by developer)	SGS17d
Early years, childcare and education	primary education	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution to primary education provision (pupil yield @ 40)	Essential	ECC	S106	£818,500 (ECC)	Nil (costs to be met by developer)	SGS17d
Early years, childcare and education	Secondary education	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	financial contribution to expansion of secondary education provision (pupil yield @ 26)	Essential	ECC	S106	£731,302 (ECC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Provision of 3300sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£209,550 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Maintenance of 3300sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£37,652 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Provision of 4350sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£129900 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Maintenance of 4350sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£124050 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure,	Green infrastructure	Location 17d - Land South and South East of	SGS17d	Provision of 6450sqm of natural and semi-natural greenspace (worst case). Exact quantity and	Essential	CCC	S106	£163050 (CCC)	Nil (costs to be met by developer)	SGS17d

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		East Hanningfield Village		type of open space to be determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Maintenance of 6450sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£187050 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Green infrastructure	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£70,800 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£73,678.50 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£80700 (CCC)	Nil (costs to be met by developer)	SGS17d
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£96,975 (CCC)	Nil (costs to be met by developer)	SGS17d
Public realm and public art	Public art	Location 17d - Land South and South East of East Hanningfield Village	SGS17d	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£37500 (CCC)	Nil (costs to be met by developer)	SGS17d
Total Location 17d costs								£ 3,384,900		
Number of dwellings in Location 17d								150		
Developer cost per dwelling								£ 22,566		

A.29 Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£0m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/dwelling.
Early years, childcare and education	Early years	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution to early years provision (pupil yield @ 3)	Essential	ECC	S106	£73,248 (ECC)	Nil (costs to be met by developer)	17e
Early years, childcare and education	primary education	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution to primary education provision (pupil yield @ 11)	Essential	ECC	S106	£224,950 (ECC)	Nil (costs to be met by developer)	17e
Early years, childcare and education	Secondary education	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	financial contribution to expansion of secondary education provision (pupil yield @ 7)	Essential	ECC	S106	£196,889 (ECC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Provision of 880sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£55,880 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Maintenance of 880sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£10,040 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Provision of 1160sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£34640 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Maintenance of 1160sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£33080 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Provision of 1720qm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£43480 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Maintenance of 1720qm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be	Essential	CCC	S106	£5000 (CCC)	Nil (costs to be met by developer)	17e

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
		Back Lane, East Hanningfield		determined through planning process.						
Green infrastructure, recreation and leisure	Green infrastructure	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites.	Essential	CCC	S106	£18,880 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£19,647.60 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£21,520 (CCC)	Nil (costs to be met by developer)	17e
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£25,860 (CCC)	Nil (costs to be met by developer)	17e
Public realm and public art	Public art	Location 17e - Land South of Windmill Farm, Back Lane, East Hanningfield	SGS17e	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£10,000 (CCC)	Nil (costs to be met by developer)	17e
Total Location 17e costs								£861,569		
Number of dwellings in Location 17e								40		
Developer cost per dwelling								£21,539		

A.30 Location 20 - Land to East and North of Rettendon Place

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution to early years provision (pupil yield @ 28)	Essential	ECC	S106	£683,648 (ECC)	Nil (costs to be met by developer)	SGS 20
Early years, childcare and education	primary education	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution to primary education provision (pupil yield @ 92)	Essential	ECC	S106	£1,881,400 (ECC)	Nil (costs to be met by developer)	SGS 20
Early years, childcare and education	Secondary education	Location 20 - Land to East and North of Rettendon Place	SGS 20	financial contribution to expansion of secondary education provision (pupil yield @ 62)	Essential	ECC	S106	£1,743,874 (ECC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Provision of 7700sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£488,950 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Maintenance of 7700sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£87,854 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Provision of 10150sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£303100 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Maintenance of 10150sqm of strategic open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£289450 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Provision of 15050sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£380450 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Maintenance of 15050sqm of natural and semi-natural greenspace (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£43750 (CCC)	Nil (costs to be met by developer)	SGS 20

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Green infrastructure, recreation and leisure	Green infrastructure	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites	Essential	CCC	S106	£165200 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution for badminton courts to meet identified need for additional indoor badminton courts up to 2041.	Important	CCC	S106	£171916.5 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£188,300 (CCC)	Nil (costs to be met by developer)	SGS 20
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£226,275 (CCC)	Nil (costs to be met by developer)	SGS 20
Public realm and public art	Public art	Location 20 - Land to East and North of Rettendon Place	SGS 20	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£87,500 (CCC)	Nil (costs to be met by developer)	SGS 20
Total Location 20 costs								£7,515,636		
Number of dwellings in Location 20								350		
Developer cost per dwelling								£21,473		

A.31 Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m - £20m(CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contribution to early years provision (pupil yield @ 1)	Essential	ECC	S106	£24,416 (ECC)	Nil (cost to be met by developer)	SGS21a
Early years, childcare and education	primary education	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contribution to primary education provision (pupil yield @ 4)	Essential	ECC	S106	£81,800 (ECC)	Nil (cost to be met by developer)	SGS21a
Early years, childcare and education	Secondary education	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	financial contribution to expansion of secondary education provision (pupil yield @ 3)	Essential	ECC	S106	£84,318 (ECC)	Nil (cost to be met by developer)	SGS21a
Green infrastructure, recreation and leisure	Green infrastructure	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Provision of 330sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£20,955 (CCC)	Nil (cost to be met by developer)	SGS21a
Green infrastructure, recreation and leisure	Green infrastructure	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Provision of 330sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£3,765 (CCC)	Nil (cost to be met by developer)	SGS21a
Green infrastructure, recreation and leisure	Green infrastructure	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites	Essential	CCC	S106	£7,080 (CCC)	Nil (cost to be met by developer)	SGS21a
Green infrastructure,	Indoor sports facilities	Location 21a - Land North of Old Rectory	SGS21a	Financial contribution for badminton courts to meet identified need for additional	Important	CCC	S106	£7,367 (CCC)	Nil (cost to be met by developer)	SGS21a

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		Lodge, Main Road, Woodham Ferrers		indoor badminton courts up to 2041.						
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£8070 (CCC)	Nil (cost to be met by developer)	SGS21a
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£9,697 (CCC)	Nil (cost to be met by developer)	SGS21a
Public realm and public art	Public art	Location 21a - Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	SGS21a	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£3750 (CCC)	Nil (cost to be met by developer)	SGS21a
Total Location 21a costs								£284,388		
Number of dwellings in Location 21a								15		
Developer cost per dwelling								£18,959		

A.32 Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
Minerals and Waste Management	Waste Management	Administrative area-wide	Administrative area-wide	The construction of a new Depot and Waste Transfer Station	Essential	CCC	S106/CIL	£500,000 (Arup)	£500,000	All sites - contribution proportionate to size of allocation. Indicative cost - £28.75 /dwelling.
Healthy and Safe Communities	Ambulance services	Administrative area-wide	Administrative area-wide	Provision of a new purpose-built ambulance Hub and supporting infrastructure in Chelmsford before 2040. This requires circa 1ha of land for new build or an existing building of 2,300sqm close to Broomfield Hospital and major road links with sufficient space to accommodate 35 DSA/Rapid Response vehicles, EV charging and appropriate staff parking	Essential	Mid and South Essex ICB (EEAST)	S106 contributions, NHS England funding and/or CIL.	£30,000,000 (indicative estimate) (Mid and South Essex ICB)	£10,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47/dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Accommodation costs required in relation to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£2,602,622 (Essex Police)	£2,602,622	All sites - contribution proportionate to size of allocation. Indicative cost - £149.64 / dwelling.
Healthy and Safe Communities	Police Services	Administrative area-wide	Administrative area-wide	Three additional vehicles required due to the 63 additional officers generated by the population growth.	Important	Essex Police	S106 / CIL	£164,166 (Essex Police)	£164,166	All sites - contribution proportionate to size of allocation. Indicative cost - £9.44/ dwelling.
Social and community facilities	Cemeteries	Administrative area-wide	Administrative area-wide	Provision of a new cemetery and modern crematorium to serve the district	Important	CCC	S106/ CIL	£10,800,000 (CCC)	£10,800,000	All sites - contribution proportionate to size of allocation. Indicative cost - £620.94 / dwelling.
Flood protection and water management	Flood and water management	Administrative area-wide	Administrative area-wide	Flood resilience interventions along the main rivers, within the city centre and wider river catchment area to safeguard Chelmsford City Centre. The precise locations of interventions are not yet determined.	Critical	CCC and Environment Agency (Flood Resilience Partnership)	S106/ CIL, Environment Agency funding	£10m-£20m (CCC and Environment Agency (Flood Resilience Partnership))	£5,000,000	All sites - contribution proportionate to size of allocation. Indicative cost - £287.47 / dwelling.
Healthy and Safe Communities	Primary healthcare	All locations in Growth Area 3	All sites in Growth Area 3	Provision of a new build primary healthcare facility to serve new growth.	Essential	Mid and South Essex ICB	S106, NHS England funding, and/or CIL	£4,433,632 (Mid and South Essex ICB)	£4,433,632	All sites in Growth Area 3 - contribution proportionate to size

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
										of allocation. Indicative growth area cost £827.63/ dwelling.
Early years, childcare and education	Early years	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contribution to early years provision (pupil yield @ 1)	Essential	ECC	S106	£24,416 (ECC)	Nil (costs to be met by developer)	SGS21b
Early years, childcare and education	primary education	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contribution to primary education provision (pupil yield @ 4)	Essential	ECC	S106	£97,664 (ECC)	Nil (costs to be met by developer)	SGS21b
Early years, childcare and education	Secondary education	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	financial contribution to expansion of secondary education provision (pupil yield @ 3)	Essential	ECC	S106	£84,318 (ECC)	Nil (costs to be met by developer)	SGS21b
Green infrastructure, recreation and leisure	Green infrastructure	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Provision of 330sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£20,955 (CCC)	Nil (costs to be met by developer)	SGS21b
Green infrastructure, recreation and leisure	Green infrastructure	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Provision of 330sqm of accessible local open space (worst case). Exact quantity and type of open space to be determined through planning process.	Essential	CCC	S106	£3,765 (CCC)	Nil (costs to be met by developer)	SGS21b
Green infrastructure, recreation and leisure	Green infrastructure	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contribution to mitigate potential effects due to recreational pressure on nearby designated European sites	Essential	CCC	S106	£7,080 (CCC)	Nil (costs to be met by developer)	SGS21b
Green infrastructure,	Indoor sports facilities	Location 21b - Land North of Congregational	SGS21b	Financial contribution for badminton courts to meet identified need for additional	Important	CCC	S106	£7,367 (CCC)	Nil (costs to be met by developer)	SGS21b

Infrastructure Category	Infrastructure Type	Location	Site	Intervention Description	Prioritisation (critical / essential / important)	Responsibility for Delivery	Anticipated Delivery Mechanism (S106 / S278 / CIL / Government funding)	Estimated Cost	Funding Gap	Contributing Sites
recreation and leisure		Church, Main Road, Woodham Ferrers		indoor badminton courts up to 2041.						
Green infrastructure, recreation and leisure	Indoor sports facilities	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contribution for swimming provision to meet identified need up to 2041.	Important	CCC	S106	£8070 (CCC)	Nil (costs to be met by developer)	SGS21b
Green infrastructure, recreation and leisure	Outdoor sports facilities	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contributions towards playing pitch requirements –	Important	CCC	S106	£9,697 (CCC)	Nil (costs to be met by developer)	SGS21b
Public realm and public art	Public art	Location 21b - Land North of Congregational Church, Main Road, Woodham Ferrers	SGS21b	Financial contribution towards public art which contributes towards place creation	Important	CCC	S106	£3750 (CCC)	Nil (costs to be met by developer)	SGS21b
Total Location 21b costs								£284,388		
Number of dwellings in Location 21b								15		
Developer cost per dwelling								£18,959		