CHELMSFORD LOCAL PLAN REVIEW 2022-2041 EXAMINATION

HEARING STATEMENT - Matter 4
Infrastructure and Transport

Representor	Mr Rian Wispy
Representor number	1372718
Original Regulation 19 responses	PSQ25-3958 and PSQ25-88 (Site 16A); PSQ25-3960 and PSQ25-89 (Site 16B)
Matter	Matter 4 - Infrastructure and Transport
Participation	Written representations only - not attending the hearing sessions

1. Scope and relationship to original representations

This statement supplements, and should be read together with, my duly made Regulation 19 representations concerning Sites 16A and 16B. Those representations raised environmental impacts, biodiversity and ecological considerations, infrastructure, development impacts and the adequacy and effectiveness of safeguards within the Local Plan. This statement does not withdraw or replace those representations and is confined to the Inspectors' questions that engage those existing concerns.

MIQs 4.1-4.6 and 4.9-4.10 - infrastructure delivery and effectiveness

The cancellation of the A12 widening scheme, uncertainty around sections of the Chelmsford North East Bypass and the sufficiency of Junction 19 improvements illustrate why infrastructure cannot simply be assumed to follow development.

The Infrastructure Delivery Plan and Strategic Policy S9 should identify the infrastructure upon which strategic growth depends, its timing and delivery mechanism, and the consequences if it is delayed, altered or not delivered. This extends beyond highways to education, health, utilities, recreation and other infrastructure identified for the strategic sites.

The cumulative effect of infrastructure, placemaking, transport and financial obligations on Site 16A should also be tested so that the policy requirements are deliverable rather than aspirational.

MIQs 4.12-4.15 - transport impacts and mitigation

The transport evidence should provide a clear picture of strategic, local and cumulative impacts and the mitigation required. Development and occupation should be phased against transport infrastructure and mitigation actually available, including any measures required at Junction 19.

Modifications / outcome sought

- Add explicit infrastructure and occupation/phasing triggers to the relevant policies.
- Prevent development proceeding at a scale or rate unsupported by infrastructure and mitigation actually available.
- Require reassessment of affected phases where identified infrastructure is delayed, materially altered or not delivered.

Conclusion

The purpose of these changes is to ensure that the Plan is effective in practice: environmental and development impacts must be assessed at the appropriate stage, necessary safeguards and mitigation must be secured, and development must remain aligned with infrastructure and environmental capacity actually available.