

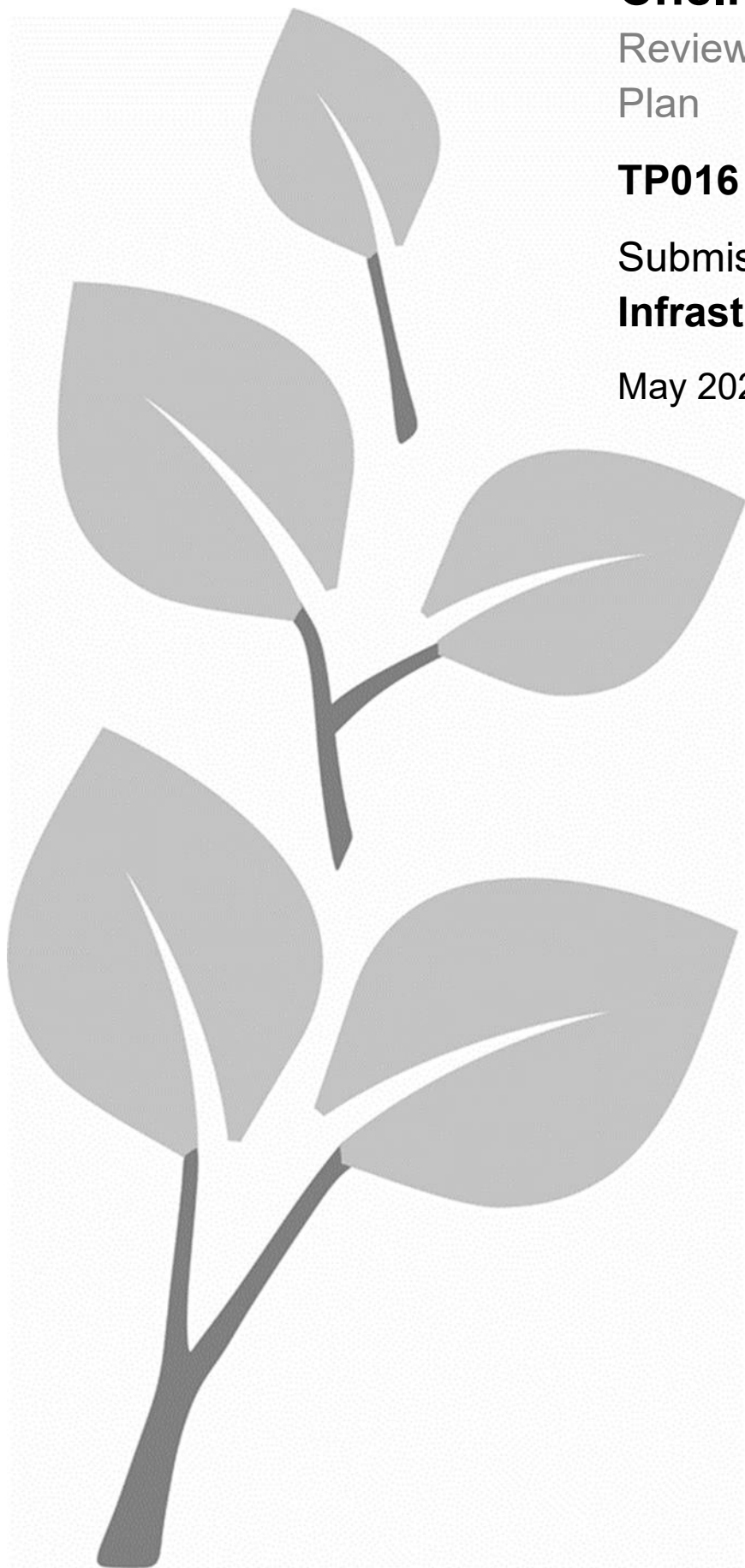
# **Chelmsford Local Plan**

Review of the adopted Local  
Plan

**TP016**

Submission Topic Paper  
**Infrastructure**

May 2026



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## 1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council (CCC) to provide background information and context of how the Local Plan has been formulated. This topic paper covers infrastructure issues and requirements and how the Local Plan will seek to support the delivery of infrastructure needed to support new development.
- 1.2. Topic papers have been refreshed and updated during Local Plan Review process to ensure the latest information/position is available. This topic paper updates the Pre-Submission Infrastructure Topic Paper ahead of submission following:
  - An analysis of the Pre-Submission Local Plan consultation responses
  - Publication of the Focused Consultation Additional Sites Document and analysis of the consultation responses
  - Finalisation and updating of evidence base documents
  - Outcomes of ongoing cooperation and work to address any outstanding potential cross boundary impacts.
- 1.3. This Topic Paper also reflects suggested additional changes to the Local Plan as set out in the 'Schedule of Proposed Modifications, May 2026' (SD005). These changes do not affect the soundness of the Local Plan and are in response to comments made to the Pre-Submission Local Plan and Focused Consultation Additional Sites Document. They are also proposed to ensure that the submitted Local Plan reflects the latest position and is consistent.
- 1.4. The main issues covered by this Topic Paper are:
  - Strategic Priority 8 – Delivering new and improved strategic local infrastructure
  - Strategic Policy S1 – Spatial principles
  - Strategic Policy S9 – Infrastructure requirements
  - Strategic Policy S10 – Securing Infrastructure and Impact Mitigation
  - Relevant Site Allocation Policies.
- 1.5. This paper covers how infrastructure has been considered when preparing the Local Plan and how the Local Plan seeks to provide a development strategy maximises the delivery of infrastructure which is needed to support new growth.
- 1.6. This Topic Paper supersedes the Pre-Submission Infrastructure Topic Paper published in February 2025, which included versions published at Issues and Options, and Preferred Options as Appendices.

## 2. Introduction

- 2.1. The review of the adopted Chelmsford Local Plan commenced in Winter 2021 and following consultations in 2022 and 2024, the Pre-Submission (Regulation 19) version was published for consultation in Spring 2025. A further focused stage of consultation on proposed additional sites to add to the Pre-Submission (Regulation 19) Local Plan ran from late November 2025 to early January 2026. This further consultation was undertaken to ensure sufficient land for new housing and employment development is identified particularly in the first 5 years of the Local Plan's adoption.
- 2.2. The Local Plan submitted for examination comprises the Pre-Submission (Regulation 19) Consultation Document, February 2025 and the Focused Consultation Additional Sites (Regulation 19) Document, November 2025. If found sound following the examination, these documents will be incorporated together in a single new Local Plan before being finalised for adoption.

## 3. Background

- 3.1. The term infrastructure can include any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively);
  - footways, cycleways and highways
  - public transport, drainage
  - SuDs and flood protection
  - waste recycling facilities
  - education and childcare, healthcare
  - police, ambulance and fire & rescue facilities
  - sports, leisure and recreation facilities
  - community and social facilities
  - cultural facilities, including public art
  - green and blue infrastructure
  - open space
  - affordable housing, live/work units and lifetime homes
  - broadband and facilities for specific sections of the community such as youth or the elderly.
- 3.2. New development can place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces and education provision. The need for such infrastructure items will be identified by the relevant infrastructure providers, for example Essex County Council (ECC) and the Education Authority, NHS England and the Mid and South Essex Integrated Care Board as healthcare providers.

- 3.3 Some existing infrastructure in Chelmsford has limited or no spare capacity to cope with population growth and demand arising from new development. Therefore, new development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate.
- 3.4 Infrastructure improvements can be in the form of new, co-located or expanded facilities, and can be delivered in a number of ways, including:
- Financial contributions towards new or expanded facilities and the maintenance thereof
  - On-site provision (which may include building works)
  - Off-site capacity improvement works, and/or
  - The provision of land.
- 3.5 Infrastructure can also be delivered through external funding sources such as from Government through national programmes for infrastructure of a higher-scale or more strategic nature.
- 3.6 A separate Submission Transport Topic Paper has been produced to cover this subject.

## 4. Policy Context

- 4.1. All policies in the Local Plan must be positively prepared, justified, effective and consistent with national policy. The National Planning Policy Framework (NPPF) sets out the overarching planning policy framework, supported by the National Planning Practice Guidance (PPG).
- 4.2. The adopted Local Plan was examined under the 2012 NPPF. There have subsequently been updates to the NPPF and the Review of the Local Plan has been considered against the requirements of more recent national planning policy and guidance, including the December 2023 NPPF.
- 4.3. Further detail on the key changes for consideration is set out in the table below, included under the section 'Local Plan Approach'.

### National policy context

- 4.4. The most relevant paragraph of the PPG which covers infrastructure provision in respect of the Local Plan making process is 059 Reference ID: 61-059-20190315: The following is a summary of the points for consideration.

*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; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.*

*The government recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.*

*Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with guidance.*

*Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.*

4.5. Further detailed guidance on how an authority can demonstrate that there is a reasonable prospect that large scale development can be delivered in certain timescales, is included in paragraph 060 Reference ID: 61-060-20190315.

4.6. All relevant national planning policy and guidance have been considered in the Local Plan.

## Local Policy context

### Current policy

4.7. In addition to changes in national planning policy and guidance, the review of the adopted Local Plan has considered the achievability and effectiveness of infrastructure policies in decision making in the adopted Local Plan (2020), as well as new corporate priorities and strategies of the Council. The key assessment of infrastructure required to support the

adopted Local Plan is the Chelmsford Infrastructure Delivery Plan 2019. This covered in detail what was required for each aspect of infrastructure. The main forms of infrastructure requirements were grouped into the following three types of infrastructure

- 4.8. The Council's Infrastructure Delivery Plan 2019 (IDP) sits alongside the adopted Local Plan and assessed the status of infrastructure across Chelmsford and identified what new infrastructure investment was required to support the Local Plan growth, when it is needed, and funding sources. This process provided timescales for the delivery of infrastructure which were tested through the Local Plan's evidence base, including viability testing. The IDP which supported the adopted Local Plan attributed estimated costs to the infrastructure required in the adopted Local Plan. When fed into the adopted Local Plan Viability Study it indicated that the delivery of such facilities identified across the adopted Local Plan were viable.
- 4.9. The Local Plan includes policies to ensure the delivery of the necessary infrastructure. A key component of the Council's overall approach in formulating the adopted Local Plan was to maximise the delivery of infrastructure needed to support new development. This is set out in the Local Plan's Strategic Priorities, Vision and Spatial Principles which in turn have closely informed the Local Plan's Spatial Strategy. Throughout the adopted Local Plan there are numerous references, policies and requirements which collectively seek to deliver this. Further information regarding the delivery of infrastructure is set out in the Planning Obligations Supplementary Planning Document.
- 4.10. The Council consulted on an updated draft Planning Obligations Supplementary Planning Document alongside the Pre-Submission (Regulation 19) Local Plan Document. This SPD was revised to reflect changes to national planning policy guidance, proposed modifications to the Local Plan and new local strategies and policy guidance. It refers to the latest published Infrastructure Delivery Plan which sets out what infrastructure is required to support the Local Plan. Representations on the Draft Planning Obligations SPD were reviewed at Chelmsford Policy Board in January 2026 and modifications to the document incorporated in the revised evidence base document (INF011) [Chelmsford Local Plan Consultation Draft Planning Obligations Supplementary Planning Documents \(January 2026\)](#). The Council intends to adopt this document in advance of the submission of the Local Plan.
- 4.11. A key component of the adopted Spatial Strategy was to focus large amounts of growth at key locations to help deliver the necessary infrastructure as it provided a 'critical mass'. Infrastructure provision in the adopted Local Plan is therefore achieved either through necessary on-site provision, or off-site through appropriate financial contributions towards new or improved facilities required to facilitate each development site as set out in the policies within the adopted Local Plan in the following ways:
  - **Strategic Priorities 5, 6 and 7** – these seek to deliver new and improved strategic and local and green infrastructure.
  - **The Local Plan Vision** – this seeks to optimise the opportunities for new and upgraded infrastructure including cultural, leisure and recreation facilities, shops, education and healthcare service.

- **Strategic Policy S1 (Spatial Principle)** – includes Spatial Principles to ensure development is deliverable, is served by the necessary infrastructure, and that development utilises existing and planned infrastructure effectively.
- **Strategic Policy S2 (Addressing climate change and flood risk)** – encourages development to provide opportunities for green infrastructure and new habitat creation. Requires all development to have appropriate flood mitigation measures in place.
- **Strategic Policy S4 (Conserving and enhancing the natural environment)** Seeks to ensure new development does not result in water pollution and where possible enhances water quality. Sets out that management and mitigation measures will be required.
- **Strategic Policy S5** – Protecting and enhancing community assets – New health, education, social, sport and leisure, parks and green spaces, arts and cultural facilities will be secured to support new development through relevant and necessary funding streams.
- **Strategic Policy S9** – Infrastructure Requirements – Sets out the approach taken towards infrastructure requirements and that new development must be supported by the necessary infrastructure. Lists specific infrastructure items and projects that will need to be provided to support the Local Plan.
- **Strategic Policy S10** – Securing infrastructure and impact mitigation – Sets out the mechanisms for securing infrastructure and the need to demonstrate that there is the necessary capacity provided to support new development. Sets out that account will be taken of the need for infrastructure and the financial viability of a development. The Council will ensure that the cumulative impact of policy, standards and infrastructure requirements do not render development in the Local Plan unviable and undeliverable.
- **Site allocation policies** – All site policies set out the specific infrastructure requirements necessary to support each allocation site.
- **Development Management Policies** – **DM6, DM7 and DM8** set out the circumstances in which these policies allow for the provision of necessary facilities for outdoor sport, outdoor recreation, cemeteries, local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure, community facilities, education and community uses. **DM18** requires all development to be safe from flooding. Major development is required to incorporate appropriate water management measures to reduce surface water run-off and volumes as far as is reasonably practical. **DM19** supports the provision of renewable and low carbon energy development subject to relevant criteria being met. **DM20** deals with the delivery of all new community facilities including new indoor and outdoor sports and recreation facilities, burial space and crematoriums. **DM21** seeks to protect existing community facilities. Specific requirements for the change of use or loss of open space, sports and recreational buildings and land are set out. **DM22** sets out that the change of use or redevelopment of educational establishments will only be permitted if they are surplus to educational requirements, and **DM24** sets out the need to incorporate and provide various forms of infrastructure within major new development schemes.

- 4.12. Chelmsford has an adopted Community Infrastructure Levy (CIL) Charging Schedule which continues to be applied to appropriate new development. The Council publishes Annual Infrastructure Funding Statements which set out the infrastructure projects or types of infrastructure which the Council intends to wholly or partly fund by CIL. ECC also publishes an annual Infrastructure Funding Statement regarding S106 planning obligations as set out in the ECC Developers' Guide to infrastructure contributions. The Council worked in partnership with varying authorities and bodies, including the NHS, Essex County Council, neighbouring authorities, utility providers, train and bus operators, the Environment Agency and Natural England to assess the required infrastructure to support the growth in the adopted Local Plan.
- 4.13. Effective partnership working also gives strength to bidding towards funding mechanisms such as the Housing and Infrastructure Fund (HIF). The City Council has been successful in securing funding from the South Essex Local Enterprise Partnership (SELEP) towards the City Growth Package and from the HIF towards infrastructure items in the adopted Local Plan, including Beaulieu Park Station and Chelmsford North East Bypass.
- 4.14. Collectively these seek to ensure the necessary infrastructure is delivered to support all forms of development. In addition to the Local Plan, there are a number of other local strategies that inform this topic area.
- 4.15. Our Chelmsford: Our Plan sets out the Council's priorities which will improve the lives of residents. There are three themes; a fairer and more inclusive place; a greener and safer place; a more connected place.
- 4.16. The City Council declared a Climate and Ecological Emergency on 16 July 2019. Essentially this Declaration represents a commitment to take appropriate action to make the Council's activities net-zero carbon by 2030. In January 2020 a Climate and Ecological Emergency Action Plan with an initial focus on fifteen key areas of activity was agreed by the Council. It is aimed at:
- reducing carbon emissions
  - lowering energy consumption
  - reducing waste and pollution
  - improving air quality
  - greening Chelmsford
  - increasing biodiversity
  - encouraging more sustainable travel choices.
- 4.17. The Essex Climate Action Commission (ECAC) was formed in 2020. It is an independent, voluntary, cross-party body. The [Net Zero: Making Essex Carbon Neutral \(Essex Climate Action Commission, July 2021\)](#) report sets out key steps for how to reach zero carbon by 2050 and recommendations within six core themes; land use and green infrastructure, energy, built environment, transport, waste and community engagement. The ECAC recommendations were endorsed by Essex County Council (ECC) in November 2021 and form the basis of the [Essex Climate Action Plan \(2021 –](#)

2028) [https://www.essex.gov.uk/sites/default/files/2023-12/Climate Action Plan - 08.12.23.pdf](https://www.essex.gov.uk/sites/default/files/2023-12/Climate_Action_Plan_-_08.12.23.pdf) and inform emerging ECC policies and strategies. ECC has been recognised as a global leader in climate action, securing a top-level 'A' rating from the CDP (formerly Carbon Disclosure Project) for four consecutive years (2022-2025).

- 4.18. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying potential cycling and walking improvements required and agreed at the local level. The [Chelmsford Local Cycling and Walking Infrastructure Plan](#) was published in September 2024 and an [Essex Wide LCWIP](#) in August 2025. The Essex Wide LCWIP considers cross boundary corridors to ensure separate related LCWIPs are aligned to ensure connectivity between more rural areas and connecting cities and towns across the whole of Essex. New development should look to either provide contributions to deliver sections of these routes if they are in the vicinity, or provide active travel connections to them. As well as assisting in providing better accessibility these will help to reduce the need for motorised transportation on the roads, helping to reduce emissions. 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.

## Co-operation with Key Stakeholders

- 4.19. The Council is committed to co-operating with other bodies on strategic planning matters. The Duty to Co-operate Strategy was reviewed and adopted in January 2022.
- 4.20. The Duty to Co-operate (DtC) was introduced through the Localism Act 2011, and until recently set out in the 2024 National Planning Policy Framework (NPPF) (from Paragraph 24). However, this formal duty was removed from 25 March 2026 following introduction of the Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026.
- 4.21. The Council has made every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way throughout the plan-making process. These discussions have helped to formulate the Local Plan, and we will continue to engage positively with key stakeholders as the Plan progresses through its examination and on its implementation once adopted. Evidence of engagement work carried out is set out in Statements of Common Ground and the Statement of Cooperation (SD004) (Available online via [Local Plan Review](#) ).
- 4.22. The strategic matters for the Review of the Adopted Local Plan are identified as follows:
- Delivering homes for all including Gypsy and Traveller and Travelling Showpeople accommodation
  - Jobs and economy including green employment and regeneration
  - Retail, leisure, and cultural development

- Sustainable transport, highways and active travel
- Climate change action and mitigation including flood risk and zero carbon
- Natural and historic environment including increased biodiversity and green/blue/wild spaces and connectivity of ecological networks
- Community infrastructure including education, health and community facilities
- Utility infrastructure including communications, waste, water and energy
- London Stansted Airport future airspace redesign.

4.23. As part of on-going cooperation relevant to this topic, Chelmsford City Council representatives have attended relevant meetings and provided updates on our plan review such as through the Essex Planning Officers Association (EPOA) and Climate Planning Policy Support Group. We will continue to engage with all infrastructure providers to ensure the IDP is updated to reflect the latest infrastructure requirements. This will ensure new or updated site allocations and policies in the Local Plan fully reflect the infrastructure required to support development in the Plan.

4.24. The following issues raised by key bodies have been taken into account in formulating the policy approach towards infrastructure in the Local Plan.

- Essex County Council have engaged fully in both the preparation of the Plan and in the development of the Infrastructure Delivery Plan. They have engaged on a wide range of issues, including indicative costs and financial contributions for strategic infrastructure to specific sites; improving connecting routes that align with the Army and Navy Sustainable Transport Packages; providing wording relating to how education facilities are to be provided and the land required; clarifying the connectivity of Chelmsford Waterside via a new access road and bridge, Army and Navy Transport Package, and planning agreement upgrades; and the requirements and process for Health Impact Assessment. The majority of these comments have been actioned within the Pre-Submission (Regulation 19) Local Plan and since updated through the Focussed Consultation on Additional Sites (Regulation 19) process.
- Maldon DC has engaged on the Strategic Policy Allocation 16a, requesting consideration towards special educational needs and also highway and transport related matters. Strategic Growth Site Policy 16a sets out requirements for contributions towards education and paragraph 7.362 sets out that considerations should be given to Essex School Organisation Service's Garden Communities and Planning School Places. Highway and transport related matters are addressed in both the policy and the supporting transport assessments.
- Natural England noted that green and blue infrastructure should accord with their Green Infrastructure Framework and that Strategic Policy S9 should include reference to Essex Recreational disturbance Avoidance and Mitigation Strategy and any future iteration which has been incorporated into the relevant site specific policies and strategic policy S9. In addition, where relevant, site-specific mitigations are included within the infrastructure delivery plan.

- Other delivery bodies, including the Mid and South Essex Integrated Care Board, the East of England Ambulance (NHS) Trust (EEAST) and Essex Police Authority have engaged with the preparation of the Infrastructure Delivery Plan.
- The requirements and indicative costs for primary care provision have been recalculated and agreed with Mid and South Essex Integrated Care Board (ICB) by updating the requirements to enable the calculation of a per dwelling cost for provision for each of the three separate growth areas.
- The updated requirements and indicative costs and contributions from development within CCC to contribute towards the provision of an Ambulance Hub have been agreed and incorporated into the IDP.
- Essex Police Authority has sought infrastructure contributions to be identified in the Infrastructure Delivery Plan towards additional officers & additional vehicles as well as towards automated number plate recognition. CCC have incorporated an uplift in the indicative cost (based on a population-based formula with the addition of a per unit pro rata uplift) for the required level of police officers and vehicles. CCC have not included the costs associated with the automated number plate recognition (ANPR) system into the IDP. In some areas ANPR is funded through the mainstream police budgets. Alternatively in other areas contributions have been made by local authorities, including Brentwood Borough Council, under the provisions of Section 55 of the Road Traffic Regulation Act 1985. The exclusion of ANPR from the IDP would not prevent the police from responding to planning applications and seeking a contribution through S106 and / or CIL funding should this be considered appropriate and meet the tests for acceptance of planning obligations by being necessary to make the development acceptable in planning terms, directly related to the development, and fairly related in scale and kind.

4.25. Minor modifications and additions are proposed in the Schedule of Proposed Modifications to respond to the issues raised by the Mid and South Essex Integrated Care Board, the East of England Ambulance NHS Trust and Essex Police Authority. These generally include consistent terminology when referencing emergency service providers. Agreements to these proposed modifications are set out in the following Statements of Common Ground:

- Statement of Common Ground with the Mid and South Essex Integrated Care Board (SOCG039).
- Statement of Common Ground with Essex Police Authority (SOCG036).
- Statement of Common Ground the East of England NHS Ambulance trust (SOCG037).

## Integrated Impact Assessment (IIA)

4.26. The Council has carried out an ongoing Integrated Impact Assessment (IIA) as the Local Plan has developed. The IIA assesses the following aspects of sustainable development:

- Sustainability Appraisal (SA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulations Assessment (HRA)
- Equality Impact Assessment (EqIA)
- Health Impact Assessment (HIA)

4.27. The SA, SEA and HRA are a requirement of national policy. The HIA and EqIA are voluntary, but the Council believes they will help to provide a complete picture of the sustainability of the Review of the Local Plan.

### Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

4.28. The IIA identifies the key sustainability issues for the Review of the Local Plan, which feed into a framework of 14 objectives against which proposals are assessed. It covers the potential environmental, social, economic and health performance of the Local Plan and any reasonable alternatives. It has been used at each stage of the Review, and been subject to separate consultation, as follows:

- Scoping Report – Spring 2022
- Issues and Options – Summer/Autumn 2022
- Preferred Options – Spring 2024
- Pre-Submission – Spring 2025
- Additional Sites – Winter 2025

4.29. The key sustainability issues and Appraisal Framework Objectives relating to this Topic Paper are:

Appraisal Framework Objective	Key Sustainability Issue
<b>3. Economy, Skills and Employment:</b> <b>To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone</b>	Population
<b>4. Sustainable Living and Revitalisation:</b> <b>To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living</b>	Population Human Health
<b>5. Health and Wellbeing:</b> <b>To improve the health and well being of those living and working in the Chelmsford City area</b>	Population Human Health
<b>6. Transport:</b> <b>To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth</b>	Population Human Health Air Climatic Factors

Appraisal Framework Objective	Key Sustainability Issue
<b>8. Water:</b> <b>To conserve and enhance water quality and resources</b>	Water
<b>9. Flood Risk:</b> <b>To reduce the risk of flooding to people and property, taking into account the effects of climate change</b>	Climatic Factors Water
<b>10. Air:</b> <b>To improve air quality</b>	Air Human health Biodiversity, Fauna and Flora

4.30. The main IIA report for the Local Plan is the Pre-Submission IIA (January 2025), which:

- provides baseline information for the key sustainability issues
- sets out the assessment framework and methodology
- contains the detailed assessment of the Local Plan requirements, allocations and policies
- sets out an assessment of alternatives
- reviews cumulative effects.

4.31. This was supplemented for the Additional Sites consultation with an IIA Addendum (November 2025), focusing on the proposed changes including the allocation of new and enlarged sites, and consequential amendments to Strategic Policies S6 and S7.

4.32. The two documents should be read together to provide full assessment outcomes for the Local Plan. However, it should be noted that in specific areas the figures quoted in the Pre-Submission IIA will have been superseded by those in the IIA Addendum, such as the increased requirements for housing and employment development.

4.33. Chapter 7 of the Pre-Submission IIA presents the appraisal of the cumulative effects of the Pre-Submission Local Plan. The appraisal (Table 7.1) highlights that the majority of the IIA objectives will experience positive effects as a result of the implementation of the policies and proposals contained in the Pre-Submission Local Plan.

4.34. Chapter 8 of the Pre-Submission IIA sets out significant positive effects of the Local Plan on housing, economy, health and well-being and townscape enhancement.

4.35. In terms of housing, development proposals are careful to ensure that homes, jobs and infrastructure are delivered in a co-ordinated fashion to help limit excess in or out commuting and ensure a degree of self-containment.

4.36. In terms of employment, the Local Plan will support economic growth across Chelmsford, delivering jobs and supporting regeneration and investment, with the potential to deliver benefits across a number of IIA objectives.

4.37. Mixed positive and negative effects are indicated for biodiversity, cultural heritage, flood risk, land use and resource use, with some uncertainty in respect of air quality and climate change. Water resource use is an issue, reflecting regional and local supply deficits. The

negative (and uncertain) effects such as the permanent loss of greenfield land to development will need to be balanced with opportunities for green infrastructure provision and biodiversity enhancement. These likely effects have been considered in the Local Plan policies.

- 4.38. The IIA notes the policies of the Plan including focusing the majority of growth in and adjacent to Chelmsford Urban Area, to the north of South Woodham Ferrers, within new garden communities, and at Key Service Settlements should ensure that prospective residents and workers have good access to key services, facilities and employment opportunities by virtue of the wide range of services and facilities and jobs these settlements provide and their good transport links. Overall, the Plan has been assessed as having a cumulative significant positive effect on IIA Objective 3 (Economy, Skills and Employment).
- 4.39. In relation to the proposed Spatial Strategy, the Plan includes several proposed transport infrastructure improvements including the A131 corridor, the Chelmsford North-East Bypass and two potential park and ride schemes as well as existing planned infrastructure including the Beaulieu Park Rail Station. The proposed Spatial Strategy also defines Special Policy Areas within and around existing facilities and institutions including Broomfield Hospital and ARU Writtle which is expected to support the continued growth and expansion of these institutions, generating benefits in terms of continued access to services and facilities. It therefore identifies overall significant positive effects in respect of IIA Objective 4 (Sustainable Living and Revitalisation), health and wellbeing (IIA Objective 5) and transport (IIA Objective 6). However, it is recognised that growth (if unmitigated) could place pressure on existing facilities and services as well as on the strategic highway's networks and in consequence, minor negative effects were also identified in respect of these objectives.
- 4.40. Growth will result in the increased use of water which, if unmitigated, could place pressure on water resources and associated infrastructure. The detailed Water Cycle Study (2024 & 2025) identifies that Essex and Suffolk Water estimates that it will have capacity to supply potable water within the Essex Water Resource Zone (where the Chelmsford district is located) with the interventions it has proposed in place including leakage reduction, metering and water re-use. Some constraints with respect to water service infrastructure and the water environment to deliver development have been identified, which may require that strategic water resource options and wastewater solutions are developed in advance of development coming forward.
- 4.41. Overall, the Water Cycle Study (2024 & 2025) concludes there are no constraints with water services infrastructure and the water environment to delivering development on the basis that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The delivery of infrastructure related to water supply, wastewater treatment and strategic flood defences, will contribute positively to water resources and quality and contribute towards mitigating flood risk.

- 4.42. The Essex and Suffolk Water Resource Management Plan 2024 notes that the Essex supply area is seriously water stressed area with full customer metering planned by 2035. The demand savings from planned water efficiency and metering programmes will enable national targets for water consumption to be met, namely household per capita consumption: 122 litres per person per day by 2038 and 110 litres per person per day by 2050. Policy DM25 (Sustainable Buildings) has been amended in the Plan and now sets a lower target of 90 litres per person per day. The Council will continue to liaise with Essex and Suffolk water with regards to infrastructure requirements for future development
- 4.43. Further, the Policies S2 (Addressing Climate Change and Flood Risk) and S4 (Conserving and Enhancing the Natural Environment) of the Plan help promote the efficient use of natural resources including water and ensure that new development does not contribute to water pollution and where appropriate enhances water quality. Hanningfield Reservoir Treatment Works, a major site containing water treatment facilities, is also designated as a Special Policy Area. Through these provisions, the Local Plan is expected to help maintain and enhance water resources and quality. Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on water (IIA Objective 8).
- 4.44. Some proposed site allocations are located partially within areas of flood risk. However, the policies of the Local Plan seeks to minimise flood risk and ensure that development does not give rise to flood risk elsewhere, in accordance with a sequential, risk-based approach. Policy S4 (Conserving and Enhancing the Natural Environment) enhances green infrastructure which can positively contribute to addressing flood risk by providing space for flood storage and increased infiltration. Policy S9 (Infrastructure Requirements) stipulates that planning permissions for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding, and it does not worsen flood risk elsewhere.
- 4.45. In addition, all major development, through Strategic Growth Site and Growth Site Policies, will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. In consequence, it is anticipated that the potential for significant adverse effects on flood risk will be reduced. Through the Local Plan's emphasis on green infrastructure provision there may also be opportunities to enhance flood storage and reduce surface water run-off. The City Area's existing Green Wedge is defined by the valleys and flood plans of the Rivers Chelmer, Wid and Can. Their protection from development will also help to ensure that development is not located near to flood zones and provide space for flood waters to flow through and additional areas for future flood storage. Overall, the Local Plan has been assessed as having a cumulative mixed positive and negative effect on IIA Objective 9 (Flood Risk).
- 4.46. The main source of air pollution in Chelmsford is road traffic emissions from major roads. The growth supported by the Local Plan is likely to impact on air quality however the concentration of new development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air.

4.47. The delivery of local employment opportunities may also help to reduce out-commuting in the longer term and associated emissions to air. New development in service areas could result in increased car use as they have more limited services however the new development could also provide an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services. Overall, the Spatial Strategy is assessed as having a mixed positive and negative effect on air (IIA Objective 10).

## EqlA

4.48. The EqlA results suggest that policies will help to secure development that will contribute to a range of positive effects across the topics considered in the EqlA (notably in relation to housing, service, employment and greenspace provision) and no recommendations for changes or additions to policy are identified at this stage.

4.49. The EqlA notes that some groups are likely to be more vulnerable to air pollution and to the effects of climate change such as higher average temperatures and extreme weather events however notes that positive effects from some of the policies in the Local Plan will flow from the creation of compact development which is well-serviced and incorporates measure for the protection and enhancement of green infrastructure.

4.50. The following table summarises the IIA findings (Paragraph 8.8 of the Pre-Submission IIA) and the Council's response including how the IIA has informed the Local Plan.

<b>IIA Recommendation</b>	<b>CCC Comment/Action</b>
Consider fuller cross referencing to key development management policies	Any application should comply with all relevant policies of the Local Plan
Demonstrate how the spatial principles and policies will contribute to the declared climate and ecological emergency, focus on health and wellbeing, and secure the enhancement and extension of the City's Green Infrastructure Resource	Text amended to incorporate this in Section 4 (Our Vision and Spatial Strategies) and Section 8 (Protecting and Securing Important Assets)
Include reference to how the aspirations of Strategic Policy S14 Health and Wellbeing will be measured	Covered within the Monitoring Framework, and in Section 5 (Creating Sustainable Development)
Ensure that there is a direct link between Implementation of 10% Biodiversity Net Gain requirement and progress to responding to the biodiversity emergency	Text amended to incorporate this in Strategic Policy S4
Ensure that the long-term management of existing and new habitats is in place	Covered within text relating to the Green Infrastructure Strategic Plan including Strategic Policy S1, and stewardship requirements for Garden Communities (Strategic Growth Site Policies 6 and 16a)

<b>IIA Recommendation</b>	<b>CCC Comment/Action</b>
A need to work collaboratively with partners to implement and monitor Policy DM31 Net Zero Carbon Development (In Operation)	CCC is working collaboratively with ECC as implementation lead and other partners
Identify measures to address the effects of inconsistent delivery on specific sites (especially on large extensions)	Covered within the development trajectory and monitoring. Text amended for clarity in Section 6 (How will future development growth be accommodated?)
Make reference to the aspiration for regeneration schemes to benefit existing residents	This principle is central to Strategic Growth Site 1cc Andrews Place, and will be considered for other sites where applicable
Suggest monitoring the degree of self-containment in large extensions so that residents and vulnerable groups are not disadvantaged in access to basic services	Will be addressed through the masterplanning process and S106 agreements
Address the requirements for site developers in respect of sustainable design and construction, including a Construction Environmental Management Plan (CEMP)	Text amended to incorporate this in Section 9 (Making High Quality Places)
Monitor the balance between housing and jobs provision to maintain a balance between in and out commuting, for long term sustainability	Current allocations aim to achieve this balance
Work with public and private sector partners to facilitate behavioural change in matters such as travel choices, attitudes to health and well-being, water use and recycling patterns.	This is a focus for spatial planning, including engagement activity with partners, and having regard to external strategies and guidance, such as the Essex Design Guide (2018), Essex Local Transport Plan (2011) and its successor LTP4, Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy 2018-2038, Chelmsford Surface Water Management Plan (2014), Make Space for Girls 2025-2028

- 4.51. The proposed additional sites have been assessed through the IIA Addendum and the findings are presented in Appendix C of the Addendum, which have in-turn been informed by the RAG scores for the sites presented in Appendix D and the RAG scores presented in Appendix M of the Pre-Submission IIA.
- 4.52. The IIA Addendum concludes that proposed new and expanded sites do not change the overall earlier assessment of cumulative effects in IIA terms, reflecting the fact that they are part of the existing spatial strategy. In addition, both individually and collectively, they are not of a scale to affect specific aspects of the Local Plan (for example in respect of biodiversity or resource use).
- 4.53. The proposed amendments to Strategic Policies S6 and S7 are considered to be minor in nature (see Additional Sites (Regulation 19) Document) and reflect the need to adjust the approach to short-term housing delivery. Consequently, no changes to the assessment presented in the Pre-Submission IIA have been identified.

## Habitats Regulations Assessment (HRA)

- 4.54. Overall, the HRA has concluded that most aspects of the Local Plan will have no significant effects on any European sites, alone or in combination due to the absence of effect pathways.
- 4.55. Appropriate assessments have been undertaken for those aspects where effect pathways are present (in combination water quality, air quality and visitor pressure effects, and effects on species away from the sites), taking into account specific and cross-cutting policy-based mitigation and avoidance measures that have been incorporated into the Local Plan. These appropriate assessments have employed additional analyses and data to resolve uncertainties present at the initial screening, and have concluded that (as currently drafted) the Local Plan will have no adverse effects on the integrity of any European sites, alone or in combination.
- 4.56. The HRA Report Addendum (as part of the IIA) considered the proposed changes in the Additional Sites Document. The Addendum found that the proposed changes to the Local Plan do not affect the findings of the earlier HRA work and that the position remains that the Local Plan will not have adverse effects on any European sites either alone or in combination.

## Equality Impact Assessment (EqIA)

- 4.57. The EqIA results suggest that policies will help to secure development that will contribute to a range of positive effects across the topics considered in the EqIA (notably in relation to housing, service, employment and greenspace provision).
- 4.58. The proposed changes in the Additional Sites Consultation are not considered to require any changes to be made to the EqIA. This reflects the proposed continuation of the existing spatial strategy which was found to have beneficial effects in respect of EqIA, as well as the limited scale of the proposed allocations (comprising small scale site extensions and new sites) which neither individually nor together will influence the findings of these assessments.

## Health Impact Assessment (HIA)

- 4.59. The HIA results suggest that Local Plan policies will help to secure development that will contribute to a range of positive effects across the topics considered in the HIA.
- 4.60. The proposed changes in the Additional Sites Consultation are not considered to require any changes to be made to the HIA. This reflects the proposed continuation of the existing spatial strategy which was found to have beneficial effects in respect of HIA, as well as the limited scale of the proposed allocations (comprising small scale site extensions and new sites) which neither individually nor together will influence the findings of these assessments.

## Evidence base

4.61. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence. In addition to the IIA, the following documents are of particular relevance to Infrastructure and support the Review of the Local Plan. Evidence base documents are available online via Local Plan Review

Document	Summary
<p><b>Infrastructure Delivery Plan:</b>  <a href="#">INF001: Infrastructure Delivery Plan Stage 1 Report (February 2024)</a>  <a href="#">INF005: Chelmsford City Council IDP Stage 2 Report (November 2024)</a>  <a href="#">INF012 : Chelmsford City Council Infrastructure Delivery Plan (March-2026)</a></p>	<p>The IDP provides a high-level assessment of the infrastructure issues and requirements associated with the spatial strategy and proposed site allocations. An initial baseline report has been updated to include further analysis of the infrastructure required to support the preferred spatial strategy in the Local Plan.</p>
<p><b>Planning Obligations SPD</b>  <a href="#">INF009: Planning Obligations SPD (January 2021) -</a>    <a href="#">INF010 : Planning Obligations Supplementary Planning Document – Consultation Draft – SEA HRA Screening Report -</a>    <a href="#">INF011: Planning Obligations Supplementary Planning Document January 2026</a></p>	<p>Sets out the Council's approach towards seeking planning obligations which are needed to make development proposals acceptable in planning terms.</p> <p>The Draft SPD, 2026, has been revised to reflect changes to national planning policy guidance, proposed modifications to the Local Plan and new strategies and policy guidance.</p>
<p><b>Essex County Council Guide to Developer Contributions</b>    <a href="#">INF002: Essex County Council Developers' Guide to Infrastructure Contributions 2023</a></p>	<p>Details the scope and range of contributions towards infrastructure which Essex County Council may seek from developers and landowners in order to mitigate the impact and make development acceptable in planning terms</p>
<p><b>Infrastructure Funding Statements</b>  <a href="#">INF013 - Chelmsford City Council Infrastructure Funding Statement 2024-25.</a>    <a href="#">INF014 - ECC 2024 to 2025 Infrastructure Funding Statement</a></p>	<p>CCC &amp; ECCs annual statements to show how CIL and s106 money is spent.</p>
<p><b>Education Assessments</b>    <a href="#">INF003: Chelmsford City Council Housing Scenario Test – Early Years and Childcare (December 2024)</a></p>	<p>The reports document the assessment of capacity for education and the required level of additional provision.</p>

<p><a href="#">INF004: Chelmsford City Council Housing Scenario Test – Primary and Secondary Education (December 2024)</a></p> <p><a href="#">INF006: ECC School Organisation 10 Year Plan (ECC School Organisation 10 year plan 2024-to-2033)</a></p> <p><a href="#">(INF007 Additional Sites Chelmsford City Council Housing Scenario Test Early Years and Childcare (September-2025))</a></p> <p><a href="#">INF008: Additional Sites Chelmsford City Council Housing Scenario Test Primary and Secondary Education (September-2025)</a></p>	
<p><b>Local Plan Transport Impact Appraisals</b></p> <p><a href="#">T001: Transport Impact Appraisal of Spatial Approaches December 2023</a></p> <p><a href="#">T002: Transport Impact of Preferred Spatial Approach March 2024</a></p> <p><a href="#">T002-A: Preferred Spatial Approach Local Junction Modelling – Technical Note 2024</a></p> <p><a href="#">T003: Sustainable Accessibility Mapping and Appraisal July 2022</a></p> <p><a href="#">T006: Transport Impact Appraisal of Local Plan Review Pre-Submission (December 2024)</a></p> <p><a href="#">T007: Additional Sites (Reg19) Highways Impact Junction Modelling Appraisal October 2025</a></p>	<p>These reports document the modelling methodology, results, and findings of the traffic impact appraisal of the spatial approaches, identified at each stage of the Local Plan.</p>
<p><b>Chelmsford Local Plan Viability Assessment</b></p> <p><a href="#">V001 Chelmsford Local Plan Viability Update</a></p> <p><a href="#">V002 Chelmsford Local Plan Viability Update Note (November 2024)</a></p> <p>V003 Chelmsford Local Plan Viability Update Note (May 2026) (Available online via <a href="#">Local Plan Review</a>)</p>	<p>The viability work assesses the cumulative impact of policies on planned development. The assessments model various levels of policy requirements on several different typologies of development and have been updated through the preparation of the Local Plan to reflect latest available costs. They include sensitivity testing for changes in values and costs.</p>
<p><b>Water Strategy for Essex 2024</b></p> <p><a href="#">CC008 ECC Water Strategy for Essex 2024</a></p>	<p>This strategy explains why Essex is vulnerable to water shortages, how the</p>

	<p>county is performing in relation to national targets for consumption and leakage control, and what steps should be taken to address the issues raised. This supports the approach taken in Policy DM25 re water efficiency standards.</p>
<p><b>Water Cycle Study</b>  <a href="#">CC002 Water Cycle Study, Scoping 2024</a>   <a href="#">CC003 Water Cycle Study, Stage 2 Detailed Study 2024</a>   <a href="#">CC017 Additional Sites - Chelmsford Council Detailed Water Cycle Study Addendum (October 2025)</a></p>	<p>The study provides an assessment of the spatial strategy proposed in the Local Plan up to 2041, against a preliminary assessment of the baseline conditions.</p>
<p><b>Surface Water Management Plan</b>  <a href="#">CC009-A Chelmsford Surface Water Management Plan 2014 (EB104A)</a>   <a href="#">CC009-B Chelmsford Surface Water Management Plan 2014 - Appendix A - SWMP Action Plan (EB104B)</a>   <a href="#">CC009-C Chelmsford Surface Water Management Plan 2014 - Appendix B - Modelling Details (EB104C)</a>   <a href="#">CC009-D Chelmsford Surface Water Management Plan 2014 - Appendix C - Maps and Figures (EB104D)</a>   <a href="#">CC009-E Chelmsford Surface Water Management Plan 2014 - Appendix D - CDA Prioritisation (EB104E)</a>   <a href="#">CC009-F Chelmsford Surface Water Management Plan 2014 - Appendix E - Conceptual Options Assessment (EB104F)</a></p>	<p>Outlines the preferred surface water management strategy for Chelmsford. The study area was selected to focus on the area of highest surface water flood risk – the city of Chelmsford and a number of surrounding settlements. In this context surface water flooding describes flooding from sewers, drains, groundwater, and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall.</p> <p>It includes an Action Plan, Modelling details with Maps and Figures, as well as Critical Drainage Area (CDA) Prioritisation and Options for those CDAs. This has informed site allocations and site policy requirements. This has informed site allocations and site policy requirements.</p>
<p><b>Open Space, Sport and Recreation</b>   <a href="#">BG003: An Open Space, Sport &amp; Recreation Study – Executive Summary (December 2024)</a></p>	<p>The studies consider the supply and demand issues for open space provision across the administrative area of Chelmsford City Council.</p>

<p><a href="#">BG003-B Open Space Study (December 2024)</a></p>	
<p><b>Indoor Sports Provision</b></p> <p><a href="#">BG003-C Indoor Sports Assessment &amp; Strategy – Needs Assessment (December 2024)</a></p> <p><a href="#">BG003-D Indoor Sports Assessment &amp; Strategy – Strategy &amp; Action Plan (December 2024)</a></p>	<p>A quantitative and qualitative audit-based assessment of sports halls (and associated indoor sports), swimming pools, health and fitness, dance/aerobic studios, squash, gymnastics and trampolining, indoor tennis, indoor bowls, combat sports, ice rinks and village halls/community centres</p>
<p><b>Playing Pitch and outdoor Sports Provision</b></p> <p><a href="#">BG003-E Playing Pitch &amp; Outdoor Sport Strategy – Assessment Report (December 2024)</a></p> <p><a href="#">BG003-F Playing Pitch &amp; Outdoor Sport Strategy – Strategy &amp; Action Plan (December 2024)</a></p>	<p>A strategy framework for the maintenance and improvement of existing playing pitch and ancillary facilities up to 2041. The framework includes the prioritisation, provision and development of sports facilities across the public, private and independent sectors that covers all formal playing pitches and outdoor sport facilities across the administrative are of Chelmsford City Council.</p>
<p><b>Strategic Flood risk Assessment</b></p> <p><a href="#">CC001: Level 1 Strategic Flood Risk Assessment 2024</a></p> <p><a href="#">CC010: Level 2 Strategic Flood Risk Assessment (SFRA) April 2024</a></p> <p><a href="#">CC018 Additional Sites – Level 2 Strategic Flood Risk Assessment Addendum (October 2025)</a></p>	<p>Provides a comprehensive and robust evidence based on flood risk issues to support the Local Plan review. It assesses land promoted for potential development, changes to the proposed development sites within the city, and changes in national planning policy and guidance. It also builds on identified risks from the Level 1 assessment for proposed development sites, to provide a greater understanding of fluvial, surface water, groundwater, and reservoir related flooding risks for sites most at risk. The new and updated information has been used to inform decisions on the location of future development and flood risk policies, reflecting the implications of the August 2022 changes to the Planning Practice Guidance. They have also informed site allocation boundaries on the Policies Map for the Pre-Submission Local Plan, the Additional Site boundaries and the Sequential and Exception Test Focused Update.</p> <p>The National Flood Risk Assessment was released in 2025 and maps flood risk from fluvial, tidal and surface water sources</p>

	<p>both now and in the future using the latest improvements in data, technology and modelling. The Strategic Flood Risk Assessment was updated in 2025 to refer to this data.</p>
<p><b>Air Quality Assessment</b>  <a href="#">CC014: Review of the Chelmsford Local Plan – Air Quality Impact Assessment (December 2024)</a>   <a href="#">CC016 Additional Sites – Review of Air Quality Impact Assessment (September 2025)</a></p>	<p>The assessments consider the impact of the proposed development sites on local air quality now and in the future. Overall, the assessment concludes that the impact of the Local Plan in 2041 can be considered negligible for all pollutants.</p>

### Chelmsford City Council IDP Stage 3 Report (INF012)

- 4.61 The Stage 3 IDP updates the full draft IDPs incorporating the findings from Stage 1 and 2 and providing an assessment of the infrastructure needs of the Local Plan to be submitted for examination. The Infrastructure Delivery Schedules in Appendix A were updated as part of Stage 3.
- 4.62 The IDP was commenced at an early stage of the Local 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 Pre-Submission Regulation 19 Local Plan. The Stage 3 IDP provides a full IDP to support the Local Plan submitted for examination. It has been developed taking into account the consultation responses received on the Regulation 18 and Regulation 19 consultations.
- 4.63 The IDP includes Infrastructure Delivery Schedules of planned projects across the administrative area of the Council in Appendix A. These schedules record all identified project requirements, including the infrastructure type, location, delivery mechanism, cost, and funding gap based on the Preferred Spatial Strategy.
- 4.64 Where the infrastructure provider has been unable to provide costings, the consultant 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. 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.
- 4.65 The schedules in Appendix A provide a cost per dwelling based on the infrastructure requirements for each site which ranges from £6,216 - £48,980 per dwelling. 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 based on the assumption that all sites will contribute equally to these interventions.

- 4.66 The information set out within the IDP has fed into the Local Plan Viability Update testing, which assesses if the sites identified for allocation are financially viable.
- 4.67 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 Spatial Strategy presented in the Stage 3 IDP represents the position of the Council in 2026.

## Consultation Feedback

- 4.68 The Review of the Local Plan has been prepared following four public consultations - Issues and Options in 2022, Preferred Options in 2024, Pre-Submission in 2025 and Additional Sites in 2025. Full details of engagement that has taken place and a summary of the main issues raised in the responses and Council response is set out in the Regulation 22 Consultation Statement (SD003) available [online](#) via [Local Plan Review](#).. Main issues raised in responses to the four consultations include:

- Support for the proposed approach to providing infrastructure through the Local Plan and relevant bodies noted they were happy to provide the necessary information to support the Council reviewing its Infrastructure Delivery Plan (IDP) and infrastructure required to support sites in a viable and sustainable manner
- Support for the continuation of masterplans for major developments/growth areas with the emphasis on implementation and delivery to ensure the necessary infrastructure requirements are met
- Representations calling for consideration to be given to both spare educational capacity and where existing education capacity has limited or no additional capacity when considering where new development should be located
- Representations calling for the identification of necessary sports infrastructure to support development
- Many representations would like to see infrastructure delivered ahead of housing development
- Some detailed wording amendments and an additional principle proposed around integrating strategic green infrastructure with ecological networks and the wider landscape
- Concerns over existing infrastructure capacity constraints and the delivery of new infrastructure including transport, education and healthcare
- Significant levels of opposition to Hammonds Farm (SGS16a) and Junction 18 A12 Employment Area (SGS16b) for multiple reasons including traffic and flood risk
- High level of objections to some other site allocations in particular Waltham Road Employment Area (GS9a), Land at Kingsgate, Bicknacre (GS11b) and Land West of Barbrook Way, Bicknacre (GS11c) for multiple reasons including traffic and flood risk
- Some detailed wording changes proposed to expand, amend, clarify and update site policies including in relation to active travel, green infrastructure, waste water, and flood risk
- Calls for changes to masterplans requirements for strategic sites and Special Policy Areas

- Essex County Council and Anglian Water Services recommend a more ambitious water efficiency standard in sustainable buildings (DM25)
- Three new plan policies suggested – one from Natural England to address the cumulative increased recreational pressure on SSSIs and two from Essex County Council to mitigate overheating risk in new development, and to address embodied carbon emissions from new development.
- The main issues raised to the Additional Sites Consultation related to site specific infrastructure requirements and not to the wider approach to securing infrastructure through the Local Plan. Site specific considerations for all the additional sites are incorporated into the IDP: Stage 3.

## Local Plan Approach

- 4.69 In accordance with national policy and guidance infrastructure required to be delivered by a site must be generated by needs arising from the site. The Infrastructure Delivery Plan (IDP) Stage 3 Report (INF012) sets out assumptions regarding infrastructure required to support the Local Plan proposed site allocations.
- 4.70 The proposed site allocation policies and Strategic Policy S9 (Infrastructure Requirements) will ensure that new development is supported by necessary infrastructure. Infrastructure is defined in the Glossary of the Local Plan and has been updated to include green and 'blue' infrastructure
- 4.71 Changes have been made to the Local Plan taking into account a number of considerations including national planning policy and guidance, new Council corporate priorities, an updated evidence base and Regulation 18 and 19 consultation comments. A new reference to delivering 'local' infrastructure has been included within Strategic Priority 8 and a new reference to locating development to utilise existing and planned infrastructure effectively added in Strategic Policy S1 (Spatial Principles). Strategic Policy S9 (Infrastructure Requirements) to reflect current infrastructure needs for the Pre-Submission (Regulation 19) Local Plan. This includes the need for gigabit broadband, emergency services infrastructure, health and wellbeing facilities and measures, and flood mitigation measures, along with many other types of infrastructure provision. Strategic Policy S10 (Securing Infrastructure and Impact Mitigation) has been updated to refer to the Local Plan IDP and Local Plan Viability Assessment. Infrastructure requirements have also been added to the site allocations policies where relevant
- 4.72 Site allocation policies have also been amended to require contribution towards police facilities identified in the IDP Stage 2 Report. References to emergency infrastructure have been replaced with Police, Ambulance and Fire & Rescue facilities for clarity and Strategic Policy S9 (Infrastructure Requirements) has been updated to reflect the latest position regarding the funding for the Chelmsford North East Bypass. All site allocation policies have been updated to clarify that financial contributions for infrastructure listed in the site policy

and Policy S9 (Infrastructure Requirements), will be sought in accordance with Policy S10 (Securing Infrastructure and Impact Mitigation).

- 4.73 Where appropriate, the on-site education requirements have been updated to reflect the latest evidence of need alongside requirements for new multi-functional green infrastructure and capacity for wastewater treatment and disposal, and safeguarding of access for the maintenance of foul and surface water drainage infrastructure.
- 4.74 The requirement for a Waste Infrastructure Assessment has been removed from Strategic Growth Site 16b (Land adjacent to A12 Junction 18 Employment Area) following advice from the Waste Authority (ECC), as the entrance to site 16B is not within 250m of the Waste Consultation Area for Sandon Quarry.
- 4.75 The Reasoned Justification to Policy DM17 (Trees, Woodland and Landscape Features) has been amended to clarify that a significant number of new trees on major new employment and infrastructure sites must be provided as part of landscaping requirements.
- 4.76 New and improved infrastructure, services and facilities proposed in the Local Plan have been informed by discussions with site promoters, service and infrastructure providers (including Essex County Council, National Highways and Anglian Water).
- 4.77 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. The IDP Stage 3 takes account of the cancellation of the previously proposed scheme.
- 4.78 Detailed discussions have taken place with Essex County Council regarding the need to provide additional school and early years and childcare places as part of the Local Plan based on the requirements set out in the Essex County Council Developers' Guide to Infrastructure Contributions 2023. The Local Plan identifies the likely new schools and early years and childcare nurseries, including their land requirements required to accommodate the places generated by the growth in the Local Plan.
- 4.79 The Local Plan Viability Reports provide a high-level viability of different typologies of development sites that could come forward through the new Local Plan allocations. The assessment supports the site allocations in the preferred Spatial Strategy, which can be achieved in combination with all policy requirements (including infrastructure requirements).
- 4.80 The delivery of infrastructure will continue to be through a combination of on and off-site provision, through the combination of planning conditions and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor, in accordance with Strategic Policy S10 (Delivering Infrastructure) and site policy allocations and their relevant requirements.

## Alternative Policy Approaches

- 4.81 The Local Plan review has considered a number of alternative policy approaches and options including different development quanta and spatial strategy options. Each policy in the Preferred Options Local Plan Consultation Document included 'Alternatives considered' which were tested in the Preferred Options Integrated Impact Assessment (IIA), alongside the proposed policies, to help ensure that the final version of the Local Plan is justified and an appropriate strategy, when considered against the alternatives and other available and proportionate evidence.
- 4.82 Alternative spatial strategy options have also been tested in other evidence base reports such as the Water Cycle Study Scoping Report and Preferred Options Traffic Modelling Report. Both the Pre-Submission IIA and Additional Sites IIA Addendum consider different spatial strategy and development site options for growth. More detail is set out in each evidence base report and the Submission Spatial Strategy and Strategic Sites Topic Paper (TP010) available online via [Local Plan Review](#)
- 4.83 In summary, key alternatives considered during the Local Plan review in relation to the Infrastructure include:

## Draft Policies Map

- 4.84 There are no proposed changes to the Draft Policies Map of relevance to this topic

## NPPF December 2023 Checklist

- 4.85 The Local Plan submitted for examination will comprise the Pre-Submission (Regulation 19) Local Plan) and Focused Consultation Additional Sites (Regulation 19) Document. The Council has therefore reviewed these together against the requirements of the December 2023 NPPF.
- 4.86 The table below shows that the Local Plan partially meet/ meet all the requirements in respect to Infrastructure. The full Local Plan Form and Contents Checklist updated in May 2026 (OSP11) is available online via [Local Plan Review](#). Please note that the following table supersedes the version presented in the Pre-Submission Topic Paper.

### Commentary key:

Meets December 2023 NPPF requirement
Partially meets December 2023 NPPF requirement
Does not meet December 2023 NPPF requirement

NPPF Requirement	NPPF Paragraph	Approach in the Local Plan
<i>Transport</i>		
Actively manage patterns of growth. Significant development should be focused on locations which are/can be made sustainable. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas - this should be taken into account in plan-making.	109	These considerations have been considered in the Spatial Strategy (Strategic Policy S7) which is informed by the wider plan evidence base including the 2024 Parish Audit and Integrated Impact Assessment.
Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.	110	The plan provides for a variety of site types and uses to minimise journeys. The plan includes proposals and policies which seek to reduce the need to travel including Strategic Policies S2 and S16 and site allocations policies. It has also been prepared with the active involvement of local highways authorities.
Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.	110	The plan safeguards a corridor for the North East Chelmsford Bypass and identifies locations for proposed key transport infrastructure including bridges and areas for additional park and ride facilities to support new development growth
Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).	110	The plan provides for attractive walking and cycling networks drawing on the Chelmsford Cycling and Walking Infrastructure Plan as set out in Strategic Policy S16 and site allocation policies
Provide for any large-scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. Such facilities	110	A new roadside facility is identified as a possible complementary employment generating use/service in Strategic Site Allocation 16b.

NPPF Requirement	NPPF Paragraph	Approach in the Local Plan
include ports, airports, interchanges for rail freight, public transport projects and roadside services.		
Recognise the importance of maintaining a national network of general aviation airfields.	110	Not relevant as no airfields within the Local Plan area.
Provide adequate overnight lorry parking facilities, taking into account any local shortages.	113	Provision is made within Strategic Growth Site 16b to other complementary uses, including roadside facilities, that may be appropriate on site. National Highways are content that this provides adequate opportunities.
In assessing sites that may be allocated for development in plans, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.	114	Provision is set out in plan site allocations including requirements to promote sustainable travel provision and ensure suitable site access. Site policies are supported by other policies including Strategic Policies S1 and S16, the masterplan process and Making Places SPD. The site allocations are also supported by the Transport/Highways Modelling and Infrastructure Delivery Plan.
Development should only be prevented on highways grounds if there would be an unacceptable impact on	115	The plan site allocations are supported by updated Transport/Highways Modelling which demonstrates to the satisfaction of National Highways and Essex County Council that they do not have an unacceptable impact on highway safety, and the residual

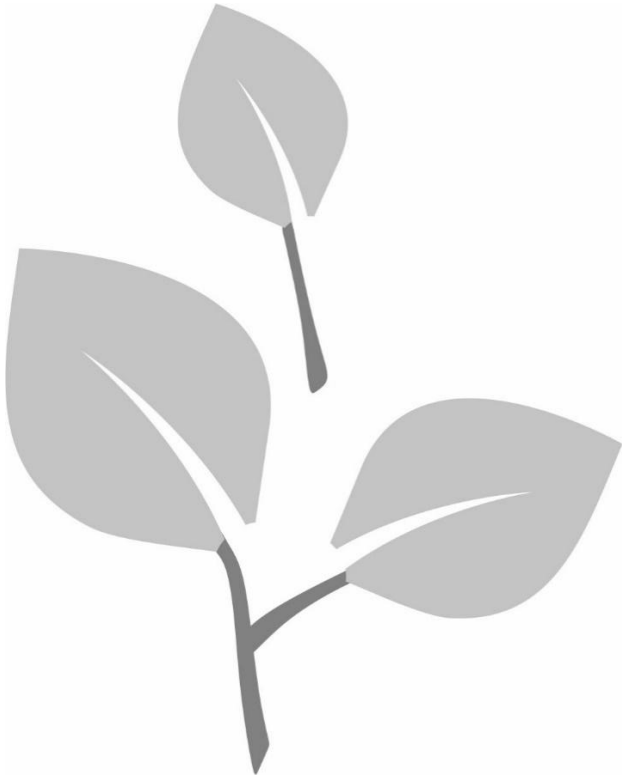
NPPF Requirement	NPPF Paragraph	Approach in the Local Plan
highway safety, or the residual cumulative impacts on the road network would be severe.		cumulative impacts on the road network are not found to be severe subject to proportionate and reasonable mitigation being in place

## 5. Future Work - beyond the Local Plan

- 5.1 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 Spatial Strategy presented in the Stage 3 IDP represents the position of the Council in 2026. The IDP will be reviewed updated on an annual basis.
- 5.2 Further detail on infrastructure requirements for specific allocations and development proposals will be developed through site briefs, development proposals, master plans and through planning application processes.

## 6. Conclusion

- 6.1. The rationale for the City Council's approach to Infrastructure to support the Local Plan is clear and supported by various evidence base documents.
- 6.2. Development growth, if unmitigated, could place pressure on existing facilities and services as well associated infrastructure. However, Strategic Policies in the Local Plan, Development Management Policies and Site Allocations will ensure that new development is supported by necessary infrastructure
- 6.3. Chelmsford City Council has worked in partnership with infrastructure providers to ensure the infrastructure requirements as a result of the growth proposed through the Local Plan is robustly assessed and a strategy to support delivery is secured. The key bodies responsible for the delivery of infrastructure consider the approach is robust and the Local Plan is 'sound' and, therefore, fit for purpose.



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