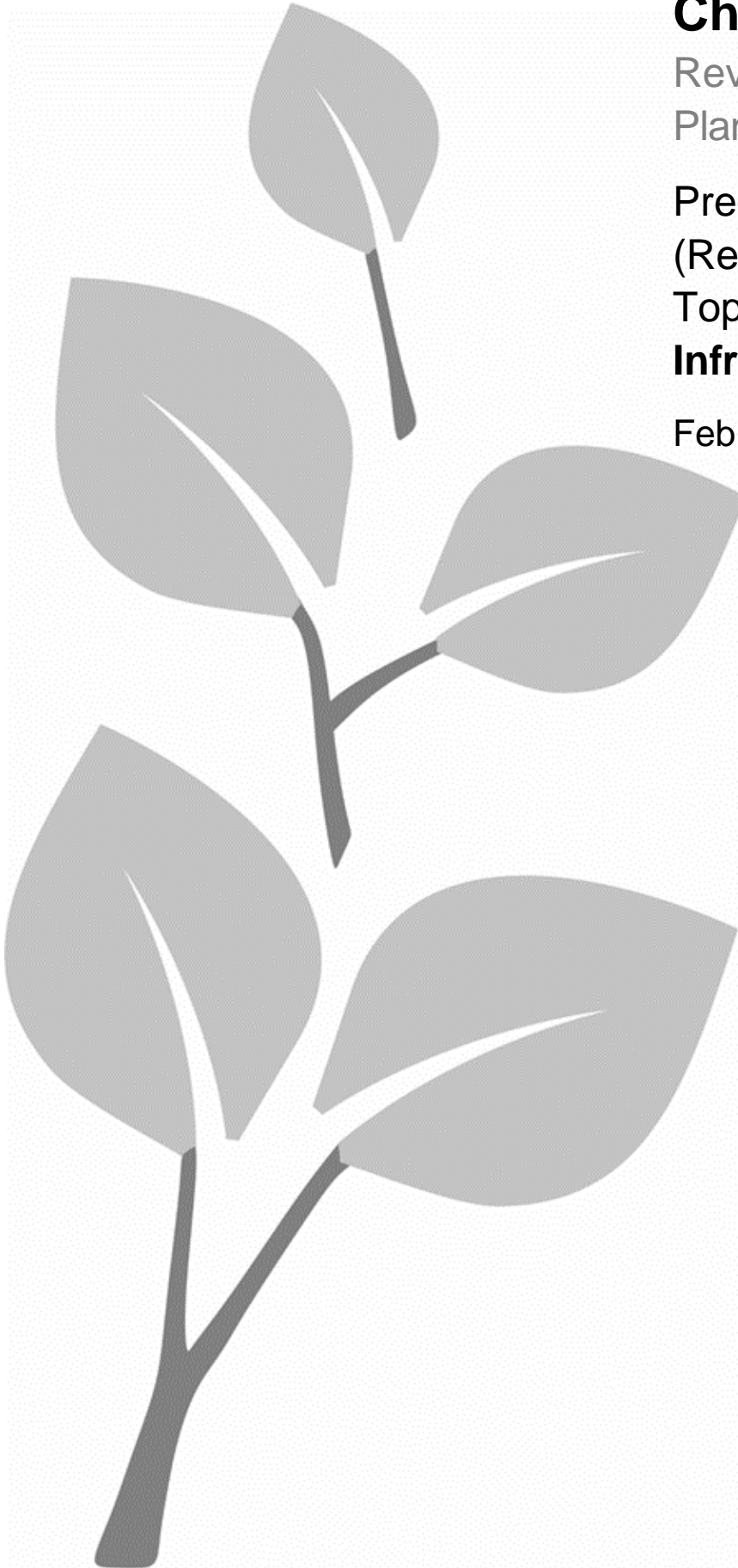


**TP008**



# **Chelmsford Local Plan**

Review of the adopted Local Plan

Pre-Submission  
(Regulation 19)

Topic Paper:  
**Infrastructure**

February 2025

## 1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council to set out how the review of the Local Plan has been developed. Topic papers have been refreshed and updated at each stage of the Local Plan Review process to ensure the latest information/position is available. The previous Infrastructure Issues and Options and Preferred Options Topic Papers are given in Appendix 1. As such, this topic paper supersedes any previous versions.
- 1.2. The intention of the topic papers is to provide background information; they do not contain any policies, proposals or site allocations. Topic papers form part of the Local Plan evidence base which will be submitted alongside the Local Plan for independent examination.
- 1.3. This paper covers infrastructure issues and requirements which will need to be assessed to support the review of the adopted Local Plan including the proposed approach to reviewing infrastructure requirements and policy proposals which relate to the provision of infrastructure.
- 1.4. The Topic Paper provides background information and context of how the Pre-Submission Local Plan has been formulated. This Topic Paper should be read alongside the other Pre-Submission Topic Papers.
- 1.5. The main issues covered by this Topic Paper relate to:
  - Strategic Priority 8 - Delivering new and improved strategic and local infrastructure
  - Strategic Policy S1 – Spatial Principles
  - Strategic Policy S9 – Infrastructure Requirements
  - Strategic Policy S10 – Securing Infrastructure and Impact Mitigation, and
  - Relevant Site Allocation Policies.

## 2. Background

- 2.1. 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.
- 2.2. 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)<sup>1</sup> and Education Authority and NHS England and the Mid-Essex Clinical Commissioning Group as healthcare providers.
- 2.3. 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.
- 2.4. 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.
- 2.5. 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.
- 2.6. It should be noted that, within this Topic Paper, Transport is dealt with in so far as the general approach taken. A further and more detailed Transport Topic Paper has been produced to cover this subject.

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<sup>1</sup> Highway and Transportation Authority, including responsibility for the delivery of the Essex Local Transport Plan; lead authority for Education including early years and childcare (EYCC), SEND, and Post 16 education; Minerals and Waste Planning Authority; Lead Local Flood Authority (LLFA); lead advisors on public health; and has responsibilities for adult social care in relation to securing the right housing mix which takes account of the housing needs of older people and adults with disabilities;

## 3. Pre-Submission

### Policy Context

#### National Policy

- 3.1. 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 National Planning Practice Guidance (PPG).
- 3.2. The adopted Local Plan was examined under the 2012 National Planning Policy Framework (NPPF). There have subsequently been updates to the NPPF and the Pre-Submission (Regulation 19) Local Plan has been considered against the requirements of the more recent national planning policy and guidance including the 2023 NPPF. Where possible, changes to the NPPF affecting plan-making have been reflected in the Pre-Submission (Regulation 19) Local Plan.
- 3.3. Further detail on these key changes for consideration are set out in the table below, included under the section 'Local Plan Approach'.

#### National Policy Guidance

- 3.4. All relevant national planning policy and guidance have been considered in the Pre-Submission (Regulation 19) Local Plan. The most relevant paragraph which covers infrastructure provision in respect of the Plan making process is paragraph 059 Reference ID: 61-059-20190315:

*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.*

- 3.5. 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.

## Local Policy

### *Current policy*

- 3.6. 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:

Physical Infrastructure	Highways, Access and Transport (including pedestrian facilities) Flood protection and water management Utilities
Green and Blue Infrastructure	Recreation and Leisure Environmental Mitigation Archaeology
Community Infrastructure	Early years, childcare and Education Health and social wellbeing Social and community facilities Other community infrastructure

- 3.7. 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.
- 3.8. While the IDP identifies in more detail the infrastructure requirements to support the adopted Local Plan, 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 Plan's Spatial Strategy. Throughout the adopted Local Plan there are numerous references, policies and requirements which collectively seek to deliver this.
- 3.9. Further information regarding the delivery of infrastructure is set out in the adopted Planning Obligations Supplementary Planning Document, available at:  
<https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/supplementary-planning-documents-and-planning-advice-notes/>
- 3.10. Infrastructure can be delivered directly on site by infrastructure providers to support the future population or may be secured by planning conditions or planning obligations (Section 106 Agreements and S278 Agreements) or through the Community Infrastructure Levy (CIL). The Council publish annual Infrastructure Funding Statements. These set out how CIL and S106 is spent and are available at:  
<https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/how-we-spend-cil/>
- 3.11. 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 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.

3.12. 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.

- 3.13. 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.
- 3.14. 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.
- 3.15. 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.
- 3.16. 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.
- 3.17. 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.
- 3.18. 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.
- 3.19. 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.

### Duty to Co-operate

- 3.20. 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.



3.21. The Council has made every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way. These discussions have helped to formulate the Pre-Submission (Regulation 19) Local Plan, and we will continue to engage positively with the prescribed bodies as the plan progresses and, on its implementation, once adopted.

3.22. We will also continue to work constructively with nearby planning authorities on their own local plan preparation. Early engagement and demonstrating co-operation both with neighbours and the prescribed bodies through Statements of Common Ground are key to meeting the legal duty to co-operate.

3.23. In some cases, discussion on strategic matters continue through existing joint working arrangements. We will also arrange further joint Officer and Member meetings, technical stakeholder meetings, focused workshops, and prepare Statements of Common Ground.

3.24. The strategic matters for the Review of the adopted Local Plan are identified as follows:

- Delivering homes for all including Gypsy and Traveller 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.

3.25. As part of on-going Duty to Co-Operate 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.

3.26. The following issues raised by key bodies to the Preferred Options (Regulation 18) Local Plan Consultation Document have been taken into account in formulating the policy approach towards infrastructure:

- A representation from Castle Point Borough Council raised sustainable transport connectivity with South Essex and a requirement for joint working between the South Essex authorities, Chelmsford City Council and Essex County Council to improve sustainable travel connectivity north – south. Castle Point Borough Council also requested joint working between the South Essex local authorities and Chelmsford City Council to ensure that the implications of Thames Freeport on key transport corridors are adequately reflected in the Chelmsford Local Plan review. Chelmsford

City Council will continue to engage with Castle Point Borough Council and other South Essex local authorities on sustainable transport connectivity and the implications of Thames Freeport has been added to the Pre-Submission (Regulation 19) Local Plan in paragraph 2.7.

- Essex County Council submitted a large number of detailed and helpful comments on a wide range of issues. These include matching 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 are summarised in the published Statement of Common Ground listed in evidence base document as [SO CG006](#).
- Maldon District Council asked for consideration to be given for the development of a special educational needs school for children up to 16 years as part of the school provision on Site 16a which Chelmsford City Council has raised with Essex County Council and agreed to review after the Pre-Submission (Regulation 19) Consultation. Maldon District Council also raised concerns about the impact of Site 16a on traffic flows on the A12 with potential negative impact on the local road network if the A12 could not cope with additional traffic from the site. The Statement of Common Ground sets out that mitigation will be developed through joint working with the Highways and Transportation Authority, and National Highways to ensure highway safety, capacity and traffic management. Further details on areas of common ground are set out in evidence base document [SO CG002](#).
- Natural England noted that green and blue infrastructure should accord with their Green Infrastructure Framework and that policies should set out appropriate nature-based solutions for climate mitigation and adaptations such as woodland or wetland creation. Natural England's representation to the Preferred Options (Regulation 18) Local Plan consultation also noted that contributions are not now required to be secured towards recreational mitigation measures at Hatfield Forest Site of Special Scientific Interest (SSSIs)/National Nature Reserves (NNRs) but requested the cumulative effect of Growth Site Policies 11a – 11c on Thrift Wood SSI should be taken into account. The Pre-Submission (Regulation 19) Plan was amended accordingly. Further details on the areas of common ground and changes made to the Pre-Submission (Regulation 19) Local Plan are set out in evidence base document [SO CG001](#).

3.27. In some case, discussion on strategic matters will continue through existing joint working arrangements. We will also arrange further joint Officer and Member meetings, technical stakeholder meetings and keep Statements of Common Ground up to date as the plan progresses. Details of ongoing activity is contained in the Pre-Submission Duty to Co-operate Position Statement, available at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

## Integrated Impact Assessment

3.28. The Council is carrying out an ongoing Integrated Impact Assessment (IIA) as the review of the adopted Local Plan develops.

3.29. The IIA will assess the following aspects of sustainable development:

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

3.30. 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 Adopted Local Plan.

## SA/SEA

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

- Scoping Report
- Issues and Options
- Preferred Options
- Pre-Submission– Current Stage
- Adoption.

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

Key sustainability issue	Appraisal Framework Objective
<b>Population and community</b>	3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone. 4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.
<b>Health and wellbeing</b>	5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the Chelmsford City area.
<b>Transport and accessibility</b>	6. Transport: To reduce the need to travel,

	promote more sustainable modes of transport and align investment in infrastructure with growth.
<b>Water</b>	8. Water: To conserve and enhance water quality and resources. 9. Flood Risk and Coastal Erosion: To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.
<b>Air quality</b>	10. Air: To improve air quality.

3.33. The Pre-Submission IIA notes the policies of the Pre-Submission (Regulation 19) Local 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 Pre-Submission (Regulation 19) Local Plan has been assessed as having a cumulative significant positive effect on IIA Objective 3 (Economy, Skills and Employment).

3.34. In relation to the proposed Spatial Strategy, the Pre-Submission (Regulation 19) Local 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 (IAA 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.

3.35. 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) 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.

3.36. Overall, the Water Cycle Study (2024) concludes there are no constraints with respect to 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.

- 3.37. The draft 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 Pre-Submission (Regulation 19) Local 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.
- 3.38. Further, the Policies S2 (Addressing Climate Change and Flood Risk) and S4 (Conserving and Enhancing the Natural Environment) of the Pre-Submission (Regulation 19) Local Plan Document 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 Pre-Submission (Regulation 19) 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).
- 3.39. Some proposed site allocations are located partially within areas of flood risk. However, the policies of the Pre-Submission (Regulation 19) 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.
- 3.40. 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 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 Pre-Submission (Regulation 19) Local Plan has been assessed as having a cumulative mixed positive and negative effect on IIA Objective 9 (Flood Risk).

- 3.41. The main source of air pollution in Chelmsford is road traffic emissions from major roads. The growth supported by the Pre-Submission (Regulation 19) 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.
- 3.42. 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).

### EqIA

- 3.43. 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) and no recommendations for changes or additions to policy are identified at this stage.
- 3.44. The EqIA 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 Plan will flow from the creation of compact development which is well-serviced and incorporates measure for the protection and enhancement of green infrastructure.

### HIA

- 3.45. The HIA results suggest that policies will help to secure development that will contribute to a range of positive effects across the topics considered in the HIA and no recommendations for changes or additions to policy are identified at this stage.
- 3.46. The provision of multifunctional green space can reduce social isolation and fear of crime and enhance social cohesion. Evidence suggests strategies that increase mixed land use and investing in infrastructure that supports walking and cycling and reducing the time in the car can increase levels of physical activity among all age groups and be effective as health interventions. Environments that are safe, environmentally sustainable and have good environmental infrastructure protect against extreme weather events, have good air quality and are not overly exposed to noise nuisance, are those which can be regarded as healthy. Mixed developments with access to schools, recreational centres and social amenities can increase physical activity among children, adolescents and older adults.
- 3.47. The HIA notes that Policies in the Plan that relate to climate change mitigation and adaptation to address the move to a net zero carbon future for Chelmsford will significantly progress the environmental sustainability objective through reducing greenhouse gas emissions, encouraging opportunities for renewable energy generation and minimising flood risk. It is also likely to benefit other objectives through seeking development that reduces the need to travel and provides for active and sustainable transport modes. The delivery of a

well-connected multifunctional network of green and blue infrastructure will progress objectives relating to design, accessibility and environmental sustainability.

- 3.48. The HIA concludes that overall, the strategic policies in the Pre-Submission (Regulation 19) Local Plan will help to support and progress the HIA objectives by improving access to new homes, employment opportunities and associated infrastructure. It notes that the delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust and the loss of existing open/ green spaces but the strategic policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives.
- 3.49. The delivery of strategic scale infrastructure will significantly progress the HIA objectives through improved access to good quality homes (including affordable homes), employment opportunities, community facilities (including education and health services) and greater opportunities for active and sustainable travel. The policies of the Pre-Submission (Regulation 19) Local Plan also require the provision of accessible and multi-functional open/ green spaces and the provision or contributions to new or enhanced recreational facilities.
- 3.50. The HIA concludes that the growth area policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives and notes that the policies relating to Special Policy Areas (SPA) are likely to progress HIA objectives as they allow for the continued operation and function of key facilities, including Broomfield Hospital.

## HRA

- 3.51. Overall, the HRA has concluded that most aspects of the plan will have no significant effects on any European sites, alone or in combination due to the absence of effect pathways.
- 3.52. 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 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 Pre-Submission (Regulation 19) Local Plan will have no adverse effects on the integrity of any European sites, alone or in combination.

## Evidence base

- 3.53. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence.
- 3.54. In addition to the IIA, the following documents are of particular relevance to infrastructure and are supporting the Review of the Adopted Local Plan. Evidence base documents are available via: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review):

<b><u>Document</u></b>	<b><u>Summary</u></b>
<a href="#">BG003: An Open Space, Sport &amp; Recreation Study – Executive Summary (December 2024)</a>	An executive summary for the Playing Pitch and Outdoor Sports Strategy (POSS) for

<b><u>Document</u></b>	<b><u>Summary</u></b>
	Chelmsford City Council.
<a href="#"><u>BG003-B Open Space Study (December 2024)</u></a>	This study considers the supply and demand issues for open space provision across the administrative area of Chelmsford City Council.
<a href="#"><u>BG003-C Indoor Sports Assessment &amp; Strategy – Needs Assessment (December 2024)</u></a>	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.
<a href="#"><u>BG003-D Indoor Sports Assessment &amp; Strategy – Strategy &amp; Action Plan (December 2024)</u></a>	An Indoor Sports Strategy and Action Plan Report for the period 2024-2041.
<a href="#"><u>BG003-E Playing Pitch &amp; Outdoor Sport Strategy – Assessment Report (December 2024)</u></a>	A supply and demand assessment of playing pitch and outdoor sport facilities across the administrative area of Chelmsford City Council.
<a href="#"><u>BG003-F Playing Pitch &amp; Outdoor Sport Strategy – Strategy &amp; Action Plan (December 2024)</u></a>	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.
<a href="#"><u>CC001: Level 1 Strategic Flood Risk Assessment 2024</u></a>	Provides a comprehensive evidence base on flood risk and is used to inform decisions on the location of future development and the preparation of sustainable policies for the long-term management of flood risk.
<a href="#"><u>CC002: Water Cycle Study, Scoping 2024</u></a>	This provides a preliminary assessment of the baseline conditions and the three emerging spatial strategies for the plan period up to 2041 and supports CCC in developing the final Preferred Options Spatial Strategy to take forward for the Regulation 18 Preferred Options



<b><u>Document</u></b>	<b><u>Summary</u></b>
	Consultation.
<a href="#"><u>CC003: Water Cycle Study, Stage 2 Detailed Study 2024</u></a>	This study assesses the preferred spatial strategy for the period up to 2041. It considers whether the proposed growth can be accommodated by the water and wastewater infrastructure, and wider water environment. The study has been used to develop the Preferred Spatial Strategy.
<a href="#"><u>CC008: ECC Water Strategy for Essex 2024</u></a>	Explains why Essex is vulnerable to water shortages, how the county is performing in relation to national targets for consumptions and leakage control, and what steps should be taken to address the issues raised.
<a href="#"><u>CC010: Level 2 Strategic Flood Risk Assessment (SFRA) April 2024</u></a>	The Level 2 assessment 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 to the site. From this, CCC and developers can make more informed decisions and pursue development in an effective and efficient manner. The Level 2 assessment also identifies sites for further risk analysis at the site-specific Flood Risk Assessment (FRA) stage.
<a href="#"><u>CC014: Review of the Chelmsford Local Plan – Air Quality Impact Assessment (December 2024)</u></a>	Dispersion modelling to determine the impact of the Review of the Local Plan on air quality.
<a href="#"><u>INF001: Infrastructure Delivery Plan Stage 1 Report February 2024</u></a>	This report involves a high-level assessment of the five spatial approaches set out in the Issues and Options consultation document. It focuses on the level of growth and the broad locations identified within the five spatial approaches in the Issues and Option Local Plan consultation document and provides a high-level overview of the infrastructure issues and opportunities associated with these spatial approaches. To undertake this assessment, the existing infrastructure capacity has been assessed to establish a baseline position.
<a href="#"><u>INF002: ECC Developers Guide to</u></a>	Details the scope and range of contributions

<b><u>Document</u></b>	<b><u>Summary</u></b>
<a href="#"><u>Infrastructure Contributions 2023</u></a>	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.
<a href="#"><u>INF003: Chelmsford City Council Housing Scenario Test – Early Years and Childcare (December 2024)</u></a>	Scenario test based the Pre-Submission (Regulation 19) Local Plan to determine future demand for early years and childcare places.
<a href="#"><u>INF004: Chelmsford City Council Housing Scenario Test – Primary and Secondary Education (December 2024)</u></a>	Scenario test based the Pre-Submission (Regulation 19) Local Plan to determine future demand for primary and secondary land.
<a href="#"><u>INF005: Chelmsford City Council IDP Stage 2 Report (November 2024)</u></a>	This Report updates the findings from the Stage 1 baseline and provides further analysis associated with the preferred Spatial Strategy including infrastructure delivery schedules of planned projects across the administrative area of Chelmsford City Council – see further details below.
<a href="#"><u>T001: Transport Impact Appraisal of Spatial Approaches December 2023</u></a>	This report documents the modelling methodology, results, and findings of the traffic impact appraisal of three selected hybrid spatial approaches, identified following the Issues and Options consultation.
<a href="#"><u>T002: Transport Impact of Preferred Spatial Approach March 2024</u></a>	This report documents the modelling methodology, results, and findings of the traffic impact appraisal of development identified in the Preferred Options Local Plan.
<a href="#"><u>T002-A: Preferred Spatial Approach Local Junction Modelling – Technical Note 2024</u></a>	Assess the impact of the Spatial Strategy identified in the Preferred Options consultation document on specific local junctions on the highway network.
<a href="#"><u>T003: Sustainable Accessibility Mapping and Appraisal July 2022</u></a>	The study assesses the existing level of sustainable accessibility at 25 'settlement areas' identified across the five Spatial Approaches set out in the Issues and Options.

<b><u>Document</u></b>	<b><u>Summary</u></b>
<a href="#"><u>T006: Transport Impact Appraisal of Local Plan Review Pre-Submission (December 2024)</u></a>	Study reviews the impact of additional development traffic on the future capacity of links and junctions in the strategic and local road network at key junctions and across neighbouring authorities. Reviews the effectiveness of mitigations measures proposed by developers of large, proposed development sites and the impact of forecast traffic flows on the accessibility of passenger transport services and the network of bus priority infrastructure in Chelmsford.
<a href="#"><u>V001: Chelmsford Local Plan Viability Update 2023</u></a>	This viability work assesses the cumulative impact of policies on planned development. The assessment models various levels of policy requirements on several different typologies of development.
<a href="#"><u>V002: Chelmsford Local Plan Viability Update Note (November 2024)</u></a>	Updates the main inputs into the assessment contained in V001 referenced above and refines some of the assumptions in the 2023 Update to reflect national policy, tweaks to local policy and the Pre-Submission document. The note considers how these changes may impact on viability and whether it is necessary for the Council to fully update the viability evidence supporting the review of the Local Plan – see further details below.
<a href="#"><u>Planning Obligations SPD (January 2021)</u></a>	Sets out the Council's approach towards seeking planning obligations which are needed to make development proposals acceptable in planning terms.
<a href="#"><u>Consultation Draft Planning Obligations Supplementary Planning Documents (February 2025)</u></a>	Draft SPD published alongside the Pre-Submission (Regulation 19) Local Plan for consultation. Revised to reflect changes to national planning policy guidance, proposed modifications to the Local Plan in the Pre-Submission (Regulation 19) Local Plan, and new strategies and policy guidance.
<a href="#"><u>Infrastructure Funding Statements</u></a>	Annual statements to show how we spent CIL and S106 planning contributions.

## Chelmsford City Council IDP Stage 2 Report (November 2024)

- 3.55. The Stage 2 IDP report updates the findings from the Stage 1 baseline infrastructure capacity analysis, and provides further analysis associated with the preferred Spatial Strategy, including further engagement with infrastructure providers undertaken between May and August 2024.
- 3.56. The IDP includes Infrastructure Delivery Schedules of planned projects across the administrative area of the Council in Appendix A and B. These schedules record all identified project requirements, including the infrastructure type, location, delivery mechanism, cost, and funding gap based on the Preferred Spatial Strategy. Where information is not available or where stakeholders are unable to provide feedback at this stage, it is intended that further stakeholder engagement will be undertaken with an update to the IDP made following the Pre-Submission (Regulation 19) Local Plan consultation.
- 3.57. 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.
- 3.58. The schedules in Appendix B provide a 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 based on the assumption that all sites will contribute equally to these interventions.
- 3.59. Overall, the IDP identifies total infrastructure costs (for items that have been costed) of £568.3m with identified and secured funding sources totaling £519.7m. This leaves a funding gap of £48.6m. This funding gap is likely to increase once interventions which are currently uncoded or unspecified have been confirmed and costed. The funding gap serves to demonstrate that it is appropriate and necessary to continue to have a Community Infrastructure Levy (CIL) charge in place.
- 3.60. 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.
- 3.61. 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 Preferred Spatial Strategy presented in this version of the IDP represents the position of the Council in August 2024. It will be subject to further refinement and consideration as the Council progresses beyond the Pre-Submission (Regulation 19) Local Plan consultation towards Submission.

## Previous Consultation Feedback

- 3.62. The Pre-Submission Local Plan has been prepared following two public consultations – the Issues and Options consultation in 2022 and the Preferred Options consultation in 2024. The [Issues and Options 'You Said We Did' Feedback Report](#) and the [Preferred Options 'You Said We Did Feedback Report](#) set out the main issues raised in the representations received and a summary of how the subsequent plan has been informed by the comments and the

plan evidence base. Main issues raised in the consultation responses to the Issues and Options Local Plan and the Preferred Options Local Plan Consultation Documents include:

- Support for the proposed approach to providing infrastructure through the 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.

3.63. Please see the 'You Said We Did' Feedback Reports for more details, available via [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

## Local Plan Approach

- 3.64. 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 2 Report (November 2024) sets out assumptions regarding infrastructure required to support the Preferred Options (Regulation 18) Local Plan proposed site allocations.
- 3.65. The IDP will be reviewed and updated after the Pre-Submission (Regulation 19) Local Plan consultation. 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.
- 3.66. Changes have been made to the Pre-Submission (Regulation 19) Local Plan document taking into account a number of considerations including national planning policy and guidance, new Council corporate priorities, an updated evidence base and the Issues and Options and Preferred Option consultation comments.
- 3.67. 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.
- 3.68. In response to Essex County Council and Anglian Water Services recommendations that a more ambitious water efficiency standard is included in sustainable buildings (Policy DM25), the Policy has now been amended to require a water efficiency standard of 90 litres/person/day; and for non-residential buildings above a threshold to meet a national water consumption measure.
- 3.69. In response to other comments from Natural England, references have been included to their Green Infrastructure Framework where relevant. Also, in response to concerns raised by Natural England some site allocations include a new requirement to undertake an archaeological assessment to assess, and where appropriate mitigate, the potential cumulative effect on the designated features of Thrift Wood SSSI. References to contributions towards recreational mitigation measure at Hatfield Forst SSSI/NNR have been removed following confirmation from Natural England that they are no-longer required.
- 3.70. 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).
- 3.71. 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.

- 3.72. 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.
- 3.73. 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.
- 3.74. New and improved infrastructure, services and facilities proposed in the Preferred Options Local Plan have been informed by discussions with site promoters, service and infrastructure providers (including Essex County Council, National Highways and Anglian Water).
- 3.75. 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 Preferred Options Local Plan based on the requirements set out in the Essex County Council Developers' Guide to Infrastructure Contributions 2023 and updated in the Pre-Submission (Regulation 19) Local Plan. 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.
- 3.76. The Local Plan Viability Report (2023) provides 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).
- 3.77. 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.

### Draft Policies Map

- 3.78. For clarity the policy requirements for Strategic Growth Site 16a - East Chelmsford Garden Community (Hammonds Farm) now requires the area to the east of Sandon Brook notated on the Policies Map for 'Future Recreation/SuDS/Biodiversity', should focus on informal recreation, natural and semi natural green infrastructure uses rather than formal sports recreation requiring floodlighting or significant servicing.
- 3.79. The Chelmsford Open Space, Sports and Recreation Facilities Study and Sports Facilities Strategy and association assessment has been updated and the updated assessment of Open Spaces included on the Policies Map.

### NPPF December 2023 Checklist

- 3.80. The Council has reviewed the Pre-Submission (Regulation 19) Local Plan against the requirements of the December 2023 NPPF. The table below shows that the plan meets all requirements in respect to Infrastructure. The full Pre-Submission Local Plan Form and Contents Checklist (February 2025) is available at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

**Commentary key:**

Preferred Options Local Plan meets December 2023 NPPF requirement
Preferred Options Local Plan partially meets December 2023 NPPF requirement
Preferred Options Local Plan does not meet December 2023 NPPF requirement

<b>NPPF Requirement</b>	<b>NPPF Paragraph</b>	<b>Commentary</b>
<i>Plan Context</i>		
Set out contributions expected from development, and demonstrate that expected contributions will not undermine the deliverability of the Plan.	34, 58	Included in various strategic, site and local development management policies and supported by the Planning Obligations Supplementary Planning Document (SPD), Infrastructure Delivery Plan and Viability Evidence Base.
<i>Healthy and safe communities</i>		
Provide the social, recreational and cultural facilities and services the community needs.	97	Set out in various policies including site allocation policies, Strategic Policy S14, Policy DM23, DM24 and DM28-DM30, as well as through the masterplan process. This objective is also supported by the Making Places SPD.
Plan positively to meet school place requirements and to encourage development which will widen choice in education.	99	Data from ECC Education Services has been used guide site allocations in the plan to ensure appropriate education provision is made. Plan policies including S9, S10 and relevant residential site allocation policies include requirements for new school provision. More detail will be set out in a Topic Paper.
Work proactively and positively with promoters, delivery partners and statutory bodies to plan for public service infrastructure.	100	The City Council works proactively with service and infrastructure providers. More information will be set out in the Pre-Submission Duty to Cooperate Position Statement. The plan policies are also supported by needs identified in the Preferred Options Infrastructure Delivery Plan.
Provide and protect open space, sports and recreational facilities which meets the needs of the local area. Consider how they can deliver wider benefits for nature and support efforts to address climate change.	102, 103	Set out in various policies including Strategic Policies S5, S9 and S10, Site Allocation Policies and Development Management Policies DM16, DM20, DM21, DM24. Plan is supported by a Preferred Options Infrastructure Delivery Plan and update Open Space Assessment is underway.



<i>Transport</i>		
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 include ports, airports, interchanges for rail freight, public transport projects and roadside services.	110	A new roadside facility is identified as a possible complementary employment generating use/service in Strategic Site Allocation 16b.
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.
<i>Communications</i>		
Support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections, setting out how high-quality digital infrastructure is expected to be delivered and upgraded over time.	118	Covered by Strategic Priority 8, Strategic Policy S9 and supported by the Making Places SPD.

### Additional alternative approaches considered

3.81. The Local Plan review has considered a number of alternative policy approaches and options including different development quantum 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 plan is justified and an appropriate strategy, when considered against the alternatives and other available and proportionate evidence. 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. Furthermore, the Pre-Submission IIA has considered different spatial strategy and development site options for growth. More detail is set out in each evidence base report and the Pre-Submission Spatial Strategy Topic Paper.

3.82. In summary, key alternatives considered during the plan review in relation to Infrastructure include:

- **No Strategic Policy for overall infrastructure requirements but rely on NPPF or the Essex Local Transport Plan.** Relying on the NPPF alone would risk required infrastructure improvements not being delivered. The Essex Local Transport Plan predates the Local Plan; therefore, it does not address specific infrastructure requirements from Chelmsford's projected growth.
- **No Strategic Policy covering how infrastructure requirements will be delivered but rely on NPPF.** Relying on the NPPF alone would result in uncertainty regarding how developer contributions will be secured.

3.83. The IIA Pre-Submission report considers reasonable alternatives in light of updated national planning policy and guidance, local plan evidence and representations made on the Preferred Options (Regulation 18) Local Plan consultation. In terms of the transitional growth approach set out in the Pre-Submission (Regulation 19) Local Plan, it concludes that:

- it makes the best use of existing and proposed infrastructure capacity; provides key infrastructure benefits including radial distributor road to the north of Chelmsford and Section 1a of the Chelmsford North-East Bypass
- the East Chelmsford Garden Community (Hammonds Farm) has the opportunity to make use of the Green Wedge for multifunctional active travel routes including to existing and new employment locations
- there is the potential to create active and sustainable routes to existing Park and Ride sites, Beaulieu Park Rail Station, and deliver new Bus Rapid Transit infrastructure
- with development focused on the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and key service settlements, prospective residents are likely to benefit from high levels of accessibility which may promote walking and cycling.

## 4. Conclusion

- 4.1. The rationale for the City Council's approach to Infrastructure to support the Local Plan is clear and supported by various evidence base documents.
- 4.2. Growth, if unmitigated, could place pressure on existing facilities and services as well associated infrastructure. However, Strategic Policies in the Plan, Development Management Policies and Site Allocations will ensure that new development is supported by necessary infrastructure.

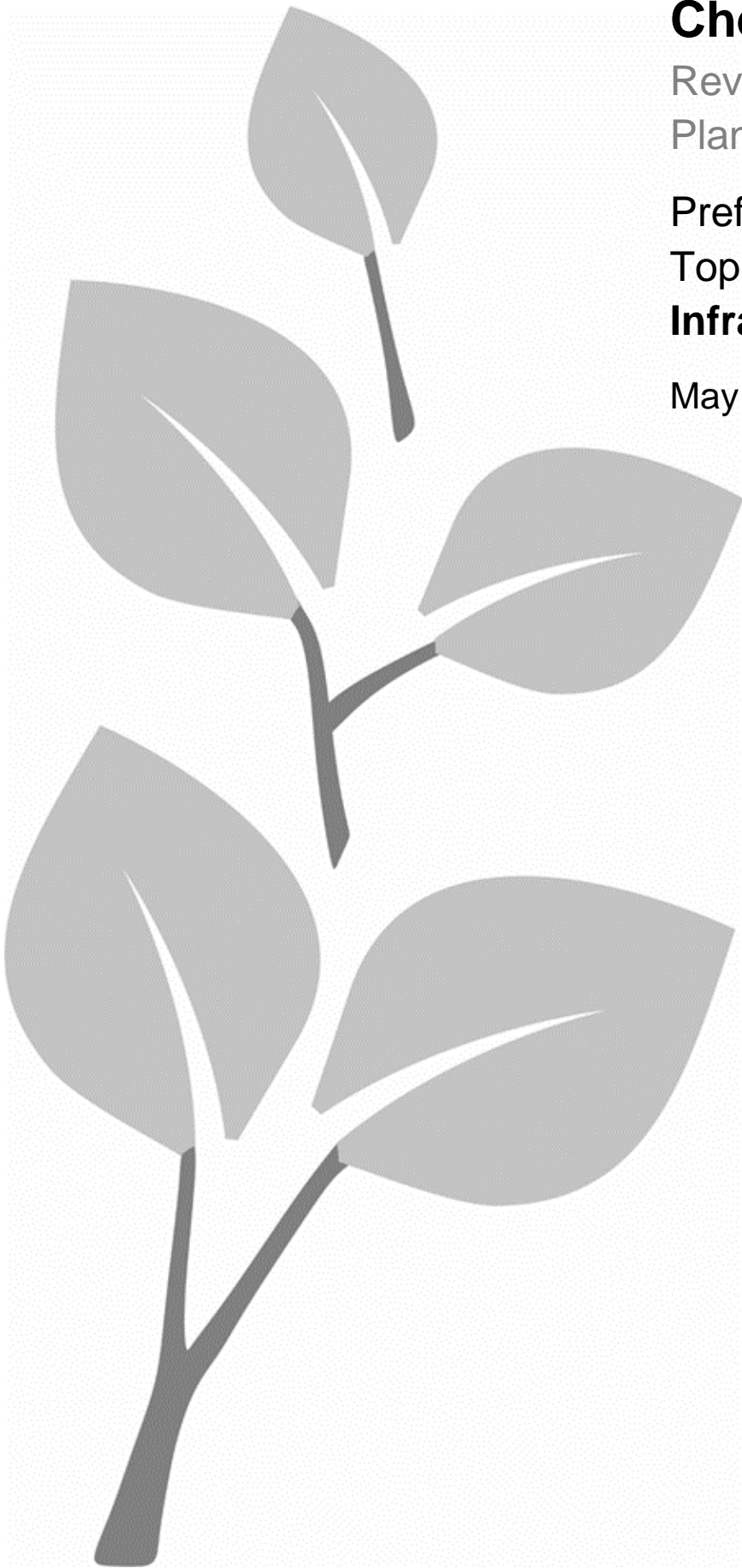
## 5. Next Steps

- 5.1. The Pre-Submission IDP will be finalised after the conclusion of the consultation of the Pre-Submission (Regulation 19) Local Plan. It will contain a full assessment of the infrastructure requirements associated with development across the plan period and test the cumulative impact of the infrastructure requirements set out in the Pre-Submission (Regulation 19) Local Plan, including when it will be required, its cost, how will it be funded and any identified funding gaps. The Pre-Submission Infrastructure Delivery Plan will also inform a revised Local Plan Viability Assessment Update (if appropriate) prior to the Submission of the Pre-Submission (Regulation 19) Local Plan.
- 5.2. Comments on the Consultation Draft Planning Obligations Supplementary Planning Document will be reviewed and the document amended and added to the evidence base before submission of the Plan for Independent Examination.
- 5.3. Any further specific infrastructure items identified through further evidence base work as being required to support the delivery of the Local Plan will be added to the list of items required by Strategic Policy S9 and included in any relevant site policies in the Pre-Submission (Regulation 19) Local Plan.
- 5.4. Moving forward the City Council will monitor any implications and/or opportunities arising from the following Nationally Significant Infrastructure Projects (NSIPs):
  - *Lower Thames Crossing (LTC)* - a road crossing downstream of the Dartford Crossing linking Kent and Essex providing improvements to the M25, A2 and A13. Examination closed in December 2023 with a decision expected in June 2024. Planned to be open to traffic between 2029/2030.
  - *A12 Chelmsford to A120 (Marks Tey) widening scheme (Junctions 19 to 25)* - the scheme was granted its Development Consent Order in January 2024 to widen part of the A12 to three lanes and partial re-routing to ease congestion. Planned to be open to traffic between 2027 to 2028.
  - *M25, Junction 28* - The scheme was granted its Development Consent Order in May 2022 to provide improved access between the M25 and A12. The scheme has a phased delivery and is planned to be fully open to traffic in Summer 2025.
  - *Bradwell B Nuclear Power Station* - to generate approximately 2.2GW of electricity providing power for around four million homes across the UK. In early 2020, the regulatory process for the DCO was paused until at least 2024.

- *Norwich to Tilbury* - a new 400kV high voltage power network running from Norwich to Bramford to Tilbury (approx. 180km) with a new 400 kV connection substation in Tendring district. The potential overhead line route passes through the rural north, west and south of Chelmsford. Scheme is planned to be fully operational by 2031.
- *Longfield Solar Farm* - a new solar photovoltaic array generating station (500MW) north-east of Chelmsford and north of the A12 (part in Braintree district). Granted development consent in June 2023 and is planned to be operational by 2026.

5.5. This Topic Paper will be updated following feedback to the Pre-Submission consultation and form part of the evidence base alongside submission of the plan for Independent Examination.

## Appendix 1 – Previous Infrastructure Topic Paper



# Chelmsford Local Plan

Review of the adopted Local Plan

Preferred Options

Topic Paper:

**Infrastructure**

May 2024

## 1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council to set out how the review of the Local Plan has been developed. Topic papers will be refreshed and updated at each stage of the Local Plan Review process to ensure the latest information/position is available. The previous Infrastructure Issues and Options Topic Paper is given in Appendix 1. As such, this topic paper supersedes any previous versions.
- 1.2. The intention of the topic papers is to provide background information; they do not contain any policies, proposals or site allocations. Topic papers form part of the Local Plan evidence base which will be submitted alongside the Local Plan for independent examination.
- 1.3. This paper covers infrastructure issues and requirements which will need to be assessed to support the review of the adopted Local Plan including the proposed approach to reviewing infrastructure requirements and policy proposals which relate to the provision of infrastructure.
- 1.4. The Topic Paper provides background information and provides context of how the Local Plan has been formulated. This Topic Paper should be read alongside the other Preferred Options Topic Papers produced.
- 1.5. The main issues covered by this Topic Paper relate to:
  - Strategic Priority 8 - Delivering new and improved strategic and local infrastructure
  - Strategic Policy S1 – Spatial Principles
  - Strategic Policy S9 – Infrastructure Requirements
  - Strategic Policy S10 – Securing Infrastructure and Impact Mitigation, and
  - Relevant Site Allocation Policies.

## 2. Background

- 2.1. 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, sports, leisure and recreation facilities, community and social facilities, cultural facilities, including public art, emergency services, green 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.
- 2.2. 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)<sup>1</sup> and Education Authority and NHS England and the Mid-Essex Clinical Commissioning Group as healthcare providers.

- 2.3. 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.
- 2.4. Infrastructure improvements can be in the form of new, co-located or expanded facilities, and can be delivered in a number of ways:
  - 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.
- 2.5. It should be noted that, within this Topic Paper, Transport is dealt with in so far as the general approach taken. A further and more detailed Transport Topic Paper has been produced to cover this subject.

### 3. Preferred Options

#### Policy Context

#### National Policy

- 3.1. 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).
- 3.2. The adopted Local Plan was examined under the 2012 National Planning Policy Framework (NPPF). There have subsequently been updates to the NPPF and the Preferred Options Local Plan has been considered against the requirements of the more recent national planning policy and guidance including the 2023 NPPF. Where possible, changes to the NPPF affecting plan-making have been reflected in the Preferred Options Local Plan.
- 3.3. Further detail on these key changes for consideration are set out in the table below, included under the section 'Local Plan Approach'.

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<sup>1</sup> Highway and Transportation Authority, including responsibility for the delivery of the Essex Local Transport Plan; lead authority for Education including early years and childcare (EYCC), SEND, and Post 16 education; Minerals and Waste Planning Authority; Lead Local Flood Authority (LLFA); lead advisors on public health; and has responsibilities for adult social care in relation to securing the right housing mix which takes account of the housing needs of older people and adults with disabilities;



## National Policy Guidance

- 3.4. The most relevant paragraph which covers infrastructure provision in respect of the Plan making process is paragraph 059 Reference ID: 61-059-20190315.

*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.*

*It is recommended that 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.*

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

## Local Policy

### *Current policy*

- 3.6. 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:

Physical Infrastructure	Highways, Access and Transport (including pedestrian facilities) Flood protection and water management Utilities
Green and Blue Infrastructure	Recreation and Leisure Environmental Mitigation Archaeology
Community Infrastructure	Early years, childcare and Education Health and social wellbeing Social and community facilities Other community infrastructure

- 3.8 The Council's Infrastructure Delivery Plan (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.
- 3.9 While the IDP identifies in more detail the infrastructure requirements to support the adopted Local Plan, 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 Plan's Spatial Strategy. Throughout the adopted Local Plan there are numerous references, policies and requirements which collectively seek to deliver this.
- 3.10 Further information regarding the delivery of infrastructure is set out in the adopted Planning Obligations Supplementary Planning Document, available at <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/supplementary-planning-documents-and-planning-advice-notes/>
- 3.11 Infrastructure can be delivered directly on site by infrastructure providers to support the future population or may be secured by planning conditions or planning obligations (Section 106 Agreements and S278 Agreements) or through the Community Infrastructure Levy (CIL).

3.12 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 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.

- 3.13. 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.
- 3.14. 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.
- 3.15. 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.
- 3.16. 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.
- 3.17. 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.
- 3.18. [Our Chelmsford: Our Plan](#) sets out the Council's priorities which will improve the lives of residents. There are four themes; a fairer and inclusive Chelmsford; a safer and greener place; healthy, active and enjoyable lives and connected Chelmsford.
- 3.19. 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.

3.20. 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.

### Duty to Co-operate

3.21. 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.

3.22. The Council will make every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way. We will continue to discuss the review of the adopted Local Plan with neighbouring planning authorities and the prescribed bodies at stages which align with and inform the stages of the review of the adopted Local Plan. These discussions will help to determine the quantum and distribution of Chelmsford's future growth, which will be supported by updated evidence.

3.23. At the same time, we continue to work constructively with nearby planning authorities on their own local plan preparation. Early engagement and demonstrating co-operation both with neighbours and the prescribed bodies through Statements of Common Ground are key to meeting the legal duty to co-operate.

3.24. In some cases, discussion on strategic matters continue through existing joint working arrangements. We will also arrange further joint Officer and Member meetings, technical stakeholder meetings, focused workshops, and prepare Statements of Common Ground.

3.25. The strategic matters for the Review of the adopted Local Plan are identified as follows:

- Delivering homes for all including Gypsy and Traveller 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.

3.26. As part of on-going Duty to Co-Operate relevant to this topic, CCC has attended relevant meetings and provides 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. Details of ongoing activity are contained in the Duty to Co-operate Statement, published as an interim report to accompany the Preferred Options consultation and available here: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

3.27. As part of the Preferred Options consultation we will be having meetings with neighbouring Local Planning Authorities as well as other relevant Duty to Co-operate bodies. Any strategic cross boundary issues relating to Infrastructure raised through these meetings and the consultation will be further considered and any further engagement undertaken if required.

### Integrated Impact Assessment

3.28. The Council is carrying out an ongoing Integrated Impact Assessment (IIA) as the review of the adopted Local Plan develops.

3.29. The IIA will assess the following aspects of sustainable development:

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

3.30. 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 adopted Local Plan.

3.31. The IIA identifies the key sustainability issues for the review of the adopted Local Plan, which feed into a framework against which proposals are assessed. It covers the potential environmental, social, economic and health performance of the proposed changes to the adopted Local Plan and any reasonable alternatives. It will be used at each stage of reviewing the Plan, and be subject to separate consultation, as follows:

- Scoping Report
- Issues and Options
- Preferred Options – Current Stage
- Submission
- Adoption.

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

Key sustainability issue	Appraisal Framework Objective
<b>Population and community</b>	3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone. 4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.
<b>Health and wellbeing</b>	5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the Chelmsford City area.
<b>Transport and accessibility</b>	6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.
<b>Water</b>	8. Water: To conserve and enhance water quality and resources. 9. Flood Risk and Coastal Erosion: To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.
<b>Air quality</b>	10. Air: To improve air quality.

3.33. The Preferred Options IIA notes the policies of the Preferred Options Consultation Document including the development requirements related to specific site allocations (in Section 7) will help to ensure that there is sufficient investment in educational facilities to accommodate future growth and that links with the two university campuses are capitalised upon. Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on IIA Objective 3 (Economy, Skills and Employment).

3.34. In relation to IIA Objective 4 (Sustainable Living and Revitalisation) the Preferred Options IIA concludes the proposed Spatial Strategy, allied with the provision of community facilities, services and employment land on many of the proposed site allocations (including developments using garden community principles), will help to ensure that new development is accessible to key services, facilities and employment opportunities, stimulates urban regeneration, tackles deprivation and promotes community inclusion. Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on this objective.

3.35. Whilst growth in the Plan could place pressure on existing healthcare facilities, the Preferred Options Consultation Document policies are expected to help mitigate such effects through, for example, protecting existing facilities, delivering healthcare provision on large strategic

sites, seeking developer contributions towards new provision and by providing a positive planning framework for investment in facilities in accessible locations.

- 3.36. Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the North of South Woodham Ferrers, promoting mixed used schemes and the adoption of Garden Community principles at strategic sites are together likely to encourage walking/cycling as services and employment opportunities would be physically accessible. Allied with proposed improvements to highway circulation, public transport and walking and cycling as well as the protection of existing green infrastructure including open space and recreational facilities and new provision, this is expected to generate a positive effect in relation to the promotion of healthy lifestyles.
- 3.37. In light of this, overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on IIA Objective 5 (Health and Wellbeing).
- 3.38. The Preferred Options IIA notes that the concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions that reflect Garden Community principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). New development should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development).
- 3.39. The Preferred Options Consultation Document identifies a number of transport infrastructure improvements including a proposed new Chelmsford North-East Bypass, highways improvements (including at the Army and Navy Junction and to the A132) and two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). These measures, together with the development requirements for proposed site allocations contained in Section 7, are expected to help mitigate adverse impacts associated with new development and enhance the City Area's transport network. Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed significant positive and minor negative effect on IIA Objective 6 (Transport).
- 3.40. 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) 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. However, the Detailed Water Cycle Study reports that this needs to be informed by further discussions with Anglian Water Services and the Environment Agency and can inform the Pre-Submission Local Plan. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding



reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.

- 3.41. Further, the policies of the Preferred Options Consultation Document promote sustainable design (which is expected to help minimise the consumption of water at new developments), seek to protect existing utilities infrastructure and will help ensure that there is sufficient infrastructure capacity to accommodate growth. Hanningfield Reservoir Treatment Works, a major site containing water treatment facilities, is also designated as a Special Policy Area. Through these provisions, the Preferred Options Consultation Document is expected to help lessen the adverse effects of development on water resources. On balance, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on IIA Objective 8 (Water).
- 3.42. A number of proposed site allocations are located partially within areas of flood risk. However, the policies of the Preferred Options Consultation Document seek to minimise flood risk and ensure that development does not give rise to flood risk elsewhere, in accordance with a sequential, risk-based approach. In particular, 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. 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 plan's emphasis on green infrastructure provision there may also be opportunities to enhance flood storage and reduce surface water run-off. Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on IIA Objective 9 (Flood Risk).

### Evidence base

- 3.43. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence.
- 3.44. In addition to the IIA, the following documents are of particular relevance to infrastructure and are supporting the Review of the Adopted Local Plan. Evidence base documents are available via: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review):

<b><u>Document</u></b>	<b><u>Summary</u></b>	<b><u>Status</u></b>
INF001: Infrastructure Delivery Plan Stage 1 Report February 2024	This report involves a high-level assessment of the five spatial approaches set out in the Issues and Options consultation document. It focuses on the level of growth and the broad locations identified within the five spatial approaches in the Issues and Option Local Plan consultation document and provides a high-level	Published

<b><u>Document</u></b>	<b><u>Summary</u></b>	<b><u>Status</u></b>
	overview of the infrastructure issues and opportunities associated with these spatial approaches. To undertake this assessment, the existing infrastructure capacity has been assessed to establish a baseline position.	
Infrastructure Delivery Plan Preferred Options Report	A full assessment of the infrastructure requirements associated with the new and existing site-specific allocations in the Preferred Option Local Plan. This full assessment will include modelling and scenario testing of the cumulative impact of the infrastructure requirements in the Preferred Option Local Plan.	Underway. To be published alongside Pre-Submission Local Plan
V001: Chelmsford Local Plan Viability Update 2023	This viability work assesses the cumulative impact of policies on planned development. The assessment models various levels of policy requirements on several different typologies of development.	Published
Chelmsford Open Space, Sports and Recreation Facilities Study and Sports Facilities Strategy	Provides an assessment of need for open space, playing pitches and indoor sports facilities.	Underway. To be published alongside Pre-Submission Local Plan
CC001: Level 1 Strategic Flood Risk Assessment 2024	Provides a comprehensive evidence base on flood risk, and is used to inform decisions on the location of future development and the preparation of sustainable policies for the long-term management of flood risk.	Published
CC010: Level 2 Strategic Flood Risk Assessment (SFRA) April 2024	The Level 2 assessment 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 to the site. From this, CCC and developers can make more informed decisions and pursue development in an effective and efficient manner. The Level 2 assessment also identifies	Published

<b><u>Document</u></b>	<b><u>Summary</u></b>	<b><u>Status</u></b>
	sites for further risk analysis at the site-specific Flood Risk Assessment (FRA) stage.	
CC002: Water Cycle Study, Scoping 2024	This provides a preliminary assessment of the baseline conditions and the three emerging spatial strategies for the plan period up to 2041 and supports CCC in developing the final Preferred Options Spatial Strategy to take forward for the Regulation 18 Preferred Options Consultation.	Published
CC003: Water Cycle Study, Stage 2 Detailed Study 2024	This study assesses the preferred spatial strategy for the period up to 2041. It considers whether the proposed growth can be accommodated by the water and wastewater infrastructure, and wider water environment. The study has been used to develop the Preferred Spatial Strategy.	Published
Planning Obligations SPD 2021 <a href="https://www.chelmsford.gov.uk/media/gzrfz1wm/planning-obligations-spd.pdf">https://www.chelmsford.gov.uk/media/gzrfz1wm/planning-obligations-spd.pdf</a>	Sets out the Council's approach towards seeking planning obligations which are needed to make development proposals acceptable in planning terms.	Under review and will be consulted on ahead of the submission of the Plan for Independent Examination.
Infrastructure Funding Statement <a href="https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/how-we-spend-cil/">https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/how-we-spend-cil/</a>	Annual statement to show how we spent CIL and S106 planning contributions.	Published annually online
T001: Transport Impact Appraisal of Spatial Approaches December 2023	This report documents the modelling methodology, results, and findings of the traffic impact appraisal of three selected hybrid spatial approaches, identified following the Issues and Options consultation.	Published
T002: Transport Impact of Preferred Spatial Approach March 2024	This report documents the modelling methodology, results, and findings of the traffic impact appraisal of development identified in the Preferred Options Local Plan.	Published

<b>Document</b>	<b>Summary</b>	<b>Status</b>
T003: Sustainable Accessibility Mapping and Appraisal July 2022	The study assesses the existing level of sustainable accessibility at 25 'settlement areas' identified across the five Spatial Approaches set out in the Issues and Options.	Published
T002-A: Preferred Spatial Approach Local Junction Modelling – Technical note May 2024	Assess the impact of the Spatial Strategy identified in the Preferred Options consultation document on specific local junctions on the highway network.	Published
INF002: Essex County Council Developers' Guide to Infrastructure Contributions 2023	This updated guide provides ECC's expectations regarding contributions to various types of infrastructure required to support development.	Published

### Issues and Options Consultation Feedback

3.86. The Review of the Local Plan Issues and Options document was published for consultation between August and October 2022. A total of 1,178 responses were received from 711 respondents. The 'You Said We Did' (YSWD) Feedback Report, available via [Local Plan Review \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/local-plan-review), sets out the main issues raised in the representations received, a summary of how the Preferred Options Local Plan has been informed by the comments and the plan evidence base. Main issues raised in the consultation responses include:

- Support for the proposed approach to providing infrastructure through the 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.

### Local Plan Approach

3.87. 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)

2023 sets out a high-level baseline of assumptions regarding infrastructure required to support the Preferred Options Local Plan proposed site allocations.

- 3.88. The IDP will be reviewed and updated as the Plan progresses and covers the whole Plan area. 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.
- 3.89. Changes have been made to the Preferred Options document taking into account a number of considerations including national planning policy and guidance, new Council corporate priorities, an updated evidence base and the Issues and Options 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) has been updated to reflect current infrastructure needs for the Preferred Options 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 made to relevant site allocations policies.
- 3.90. New and improved infrastructure, services and facilities proposed in the Preferred Options Local Plan has been informed by discussions with site promoters, service and infrastructure providers (including Essex County Council, National Highways and Anglian Water).
- 3.91. 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 Preferred Options 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.
- 3.92. The Local Plan Viability Report (2023) provides 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).
- 3.93. 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.

## NPPF 2023 Checklist

- 3.94. The Council has reviewed the Preferred Options Local Plan against the requirements of the latest 2023 NPPF. The table below shows that the plan meets all requirements in respect to Infrastructure. The full Preferred Options Local Plan Form and Contents Checklist (March 2024) is available at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

**Commentary key:**

Preferred Options Local Plan meets NPPF requirement
Preferred Options Local Plan partially meets NPPF requirement
Preferred Options Local Plan does not meet NPPF requirement

NPPF Requirement	NPPF Paragraph	Approach in Preferred Options Local Plan
<i>Plan Context</i>		
Set out contributions expected from development, and demonstrate that expected contributions will not undermine the deliverability of the Plan.	34, 58	Included in various strategic, site and local development management policies and supported by the Planning Obligations Supplementary Planning Document (SPD), Infrastructure Delivery Plan and Viability Evidence Base.
<i>Healthy and safe communities</i>		
Provide the social, recreational and cultural facilities and services the community needs.	97	Set out in various policies including site allocation policies, Strategic Policy S14, Policy DM23, DM24 and DM28-DM30, as well as through the masterplan process. This objective is also supported by the Making Places SPD.
Plan positively to meet school place requirements and to encourage development which will widen choice in education.	99	Data from ECC Education Services has been used guide site allocations in the plan to ensure appropriate education provision is made. Plan policies including S9, S10 and relevant residential site allocation policies include requirements for new school provision. More detail will be set out in the Preferred Options Infrastructure Topic Paper.
Work proactively and positively with promoters, delivery partners and statutory bodies to plan for public service infrastructure.	100	The City Council works proactively with service and infrastructure providers as set out in the Preferred Options Duty to Cooperate Position Statement. The plan policies are also supported by needs identified in the Infrastructure Delivery Plan.
Provide and protect open space, sports and recreational facilities which meets the needs of the local area.	102, 103	Set out in various policies including Strategic Policies S5, S9 and S10, Site Allocation Policies and

<p>Consider how they can deliver wider benefits for nature and support efforts to address climate change.</p>		<p>Development Management Policies DM16, DM20, DM21, DM24. Plan is supported by an Infrastructure Delivery Plan. An updated Open Space Assessment is underway and any updates to requirements identified through this work will be addressed in the Pre-Submission Local Plan.</p>
<p><i>Transport</i></p>		
<p>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.</p>	<p>110</p>	<p>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.</p>
<p>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).</p>	<p>110</p>	<p>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.</p>
<p>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 include ports, airports, interchanges for rail freight, public transport projects and roadside services.</p>	<p>110</p>	<p>A new roadside facility is identified as a possible complementary employment generating use/service in Strategic Site Allocation 16b.</p>
<p>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.</p>	<p>114</p>	<p>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.</p>

<i>Communications</i>		
Support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections, setting out how high-quality digital infrastructure is expected to be delivered and upgraded over time.	118	Covered by Strategic Priority 8, Strategic Policy S9 and supported by the Making Places SPD.

### Additional alternative approaches considered

3.95. Throughout the Preferred Options Local Plan each policy includes any 'Alternatives considered'. National Planning Practice Guidance (NPPG) makes it clear that a Local Plan reflects sustainability objectives and has considered reasonable alternatives. The alternatives considered have been tested by the Preferred Options Integrated Impact Assessment (IIA), alongside the proposed policies, to help ensure that the Preferred Options plan is justified and is an appropriate strategy, when considered against the alternatives and other available and proportionate evidence. Key alternatives considered in relation to infrastructure include:

- **No Strategic Policy for overall infrastructure requirements but rely on NPPF or the Essex Local Transport Plan.** Relying on the NPPF alone would risk required infrastructure improvements not being delivered. The Essex Local Transport Plan predates the Local Plan, therefore it does not address specific infrastructure requirements from Chelmsford's projected growth.
- **No Strategic Policy covering how infrastructure requirements will be delivered but rely on NPPF.** Relying on the NPPF alone would result in uncertainty regarding how developer contributions will be secured.

## 4. Next Steps

- 4.1. The full Infrastructure Delivery Plan is expected to be finalised in Summer 2024 to inform the Pre-Submission Local Plan. It will contain a full assessment of the infrastructure requirements associated with development across the plan period and test the cumulative impact of the infrastructure requirements set out in the Preferred Options Local Plan, including when it will be required, its cost, how will it be funded and any identified funding gaps. The full Infrastructure Delivery Plan will also inform a revised Local Plan Viability Assessment Update that is scheduled to be published alongside the Pre-Submission Local Plan.
- 4.2. The Planning Obligations Supplementary Planning Document will be reviewed before submission of the Plan for Independent Examination. Work to scope the required changes to the document is scheduled to start in June 2024. The Council intends to publish a revised draft Planning Obligations Supplementary Document for a Reg 12 consultation alongside the Reg 19 consultation on the Pre-Submission Local Plan between January – March 2025.
- 4.3. The Chelmsford Open Space, Sports and Recreation Facilities Study and Sports Facilities Strategy is currently being updated. This will include an updated assessment of Open Spaces on the Policies Map and will be reflected in updated open space standards in



Appendix B of the Local Plan Pre-Submission Document. It will also assess needs for indoor and outdoor sports and playing pitches and prepare a strategy for providing the identified needs. This will be used to inform on-site development requirements as part of the masterplans and detailed planning applications for development sites.

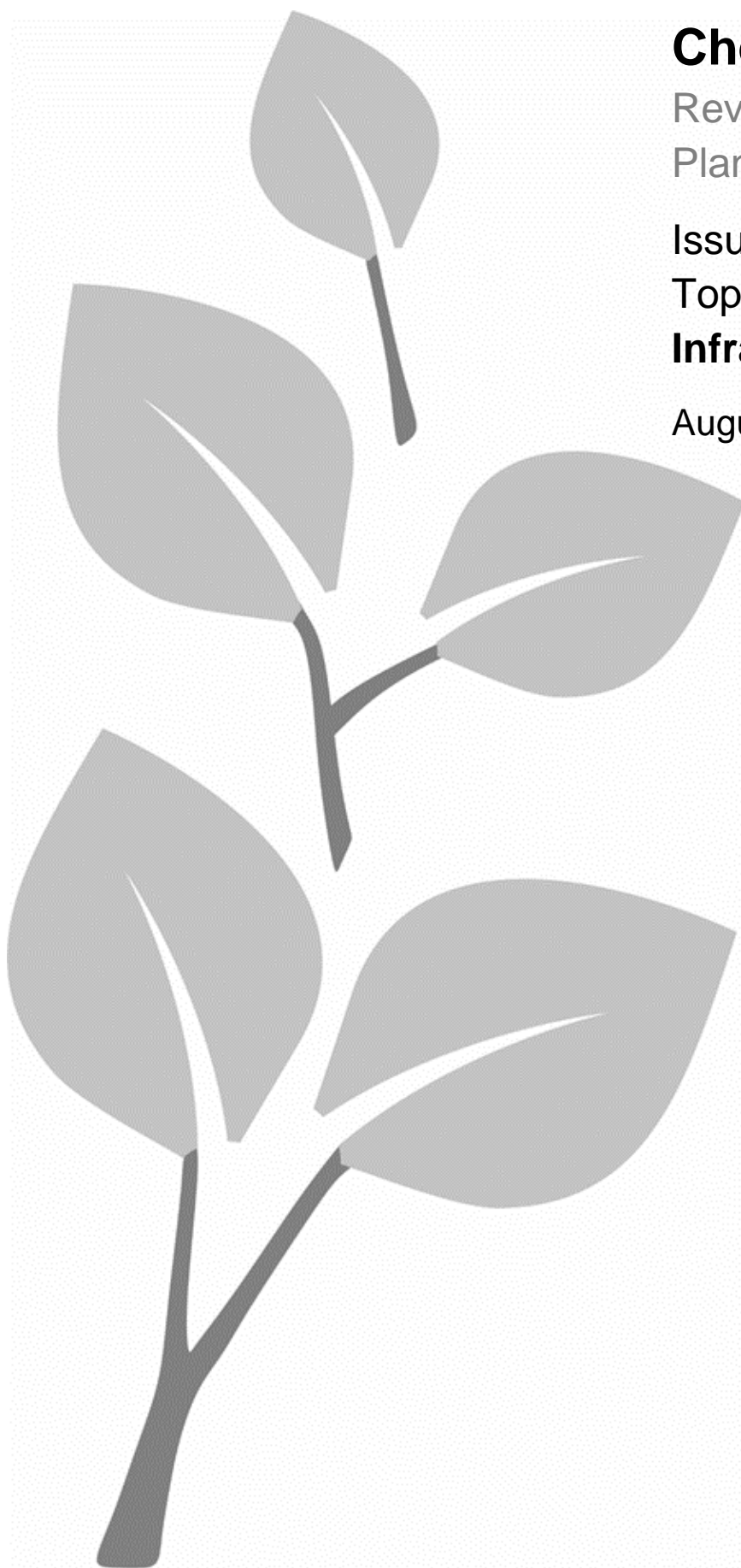
- 4.4. Transport modelling and any necessary transport infrastructure required to support the delivery of the Local Plan is covered in detail in the Preferred Options Transport Topic Paper.
- 4.5. Any further specific infrastructure items identified through further evidence base work as being required to support the delivery of the Local Plan will be added to list of items required by Strategic Policy S9 and included in any relevant site policies in the Pre-Submission Local Plan.
- 4.6. Moving forward the City Council will monitor any implications and/or opportunities arising from the following Nationally Significant Infrastructure Projects (NSIPs):
  - *Lower Thames Crossing (LTC)* - a road crossing downstream of the Dartford Crossing linking Kent and Essex providing improvements to the M25, A2 and A13. Examination closed in December 2023 with a decision expected in June 2024. Planned to be open to traffic between 2029/2030.
  - *A12 Chelmsford to A120 (Marks Tey) widening scheme (Junctions 19 to 25)* - the scheme was granted its Development Consent Order in January 2024 to widen part of the A12 to three lanes and partial re-routing to ease congestion. Planned to be open to traffic between 2027 to 2028.
  - *M25, Junction 28* - The scheme was granted its Development Consent Order in May 2022 to provide improved access between the M25 and A12. The scheme has a phased delivery and is planned to be fully open to traffic in Summer 2025.
  - *Bradwell B Nuclear Power Station* - to generate approximately 2.2GW of electricity providing power for around four million homes across the UK. In early 2020, the regulatory process for the DCO was paused until at least 2024.
  - *Norwich to Tilbury* - a new 400kV high voltage power network running from Norwich to Bramford to Tilbury (approx. 180km) with a new 400 kV connection substation in Tendring district. The potential overhead line route passes through the rural north, west and south of Chelmsford. Scheme is planned to be fully operational by 2031.
  - *Longfield Solar Farm* - a new solar photovoltaic array generating station (500MW) north-east of Chelmsford and north of the A12 (part in Braintree district). Granted development consent in June 2023 and is planned to be operational by 2026.
- 4.7. This Topic Paper will be updated and expanded on following feedback to the Preferred Options consultation and progress of further evidence-based documents. An updated version will be published at the next stage of Local Plan Consultation (Pre-Submission) setting out the progress made and the reasoning behind the proposals in the Pre-Submission Consultation Document.

# **Chelmsford Local Plan**

Review of the adopted Local Plan

Issues and Options  
Topic Paper:  
**Infrastructure**

August 2022



## 1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council to set out how the review of the Local Plan has been developed. Topic papers will be refreshed and updated at each stage of the Local Plan Review process to ensure the latest information/position is available. This will avoid confusion and duplication and the latest topic paper will supersede any previous versions.
- 1.2. The intention of the topic papers is to provide background information; they do not contain any policies, proposals or site allocations. Topic papers will form part of the Local Plan evidence base which will be submitted alongside the Local Plan for independent examination.
- 1.3. This paper covers infrastructure issues and requirements which will need to be assessed to support the review of the adopted Local Plan.
- 1.4. The Topic Paper provides background information and provides context of how the Local Plan has been formulated. This Topic Paper should be read alongside the other Topic Papers produced, in particular:
  - Transport
  - Climate Change
- 1.5. The main issues covered by this Topic Paper are:
  - The proposed approach to reviewing infrastructure requirements
  - Policy proposals which relate to the provision of infrastructure

## 2. Background

- 2.1. 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.
- 2.2. 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 as Highways and Education Authority and NHS England and the Mid-Essex Clinical Commissioning Group as healthcare providers. Some existing infrastructure in Chelmsford has little or no spare capacity to cope with population growth and new development. Therefore, new development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate.

- 2.3. Infrastructure improvements can be in the form of new, co-located or expanded facilities, and can be delivered in a number of ways:
- 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.
- 2.4. It should be noted that, within this Topic Paper, Transport is dealt with in so far as the general approach taken. A further and more detailed Transport Topic Paper has been produced to cover this subject.

### 3. Issues and Options

#### Policy Context

##### National Policy

- 3.1. 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).
- 3.2. The adopted Local Plan was examined using the 2012 National Planning Policy Framework (NPPF). There have subsequently been updates to the NPPF and the review of the adopted Local Plan needs to be considered against the requirements of the 2021 NPPF.
- 3.3. Although large areas of the NPPF remain unchanged in respect of infrastructure provision any new development proposals and policies will still be required to be tested against the relevant NPPF requirements. There are also some areas of the NPPF which have been updated/amended since the adoption of the Local Plan which will need to be reflected.
- 3.4. Further detail on these key changes for consideration are set out in the table below, included under the section 'Local Plan Approach'.

##### National Policy Guidance

- 3.5. The most relevant paragraph which covers infrastructure provision in respect of the Plan making process is paragraph 059 Reference ID: 61-059-20190315.

*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.*

*It is recommended that 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.*

- 3.6. Further detailed guidance on how an authority can demonstrate that there is a reasonable prospect that large scale development can be delivery in certain timescale are included in paragraph 060 Reference ID: 61-060-20190315.

## Local Policy

### *Current policy*

- 3.7. 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:

Physical Infrastructure	Highways, Access and Transport (including pedestrian facilities) Flood protection and water management Utilities
Green and Blue Infrastructure	Recreation and Leisure Environmental Mitigation Archaeology
Community Infrastructure	Early years, childcare and Education Health and social wellbeing Social and community facilities Other community infrastructure

- 3.13 The Council's Infrastructure Delivery Plan (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.
- 3.14 While the IDP identifies in more detail the infrastructure requirements to support the adopted Local Plan, 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 Plan's Spatial Strategy. Throughout the adopted Local Plan there are numerous references, policies and requirements which collectively seek to deliver this. The table at the 'Local Plan Approach' section below sets out the key policies which deal with the delivery of various forms of infrastructure throughout the adopted Local Plan and what changes may be required to ensure compliance with the 2021 NPPF.
- 3.15 Further information regarding the delivery of infrastructure is set out in the adopted Planning Obligations Supplementary Planning Document, available at <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/supplementary-planning-documents-and-planning-advice-notes/>

3.16 Infrastructure can be delivered directly on site by infrastructure providers to support the future population or may be secured by planning conditions or planning obligations (Section 106 Agreements) or through the Community Infrastructure Levy (CIL).

3.17 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 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.

- 3.22. 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.
- 3.23. 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.
- 3.24. Effective partnership working also gives strength to bidding towards funding mechanisms such as the South Essex Local Enterprise Partnership (SELEP) and the Housing and Infrastructure Fund (HIF). The City Council has been successful in securing funding from SELEP towards the City Growth Package and from the HIF towards infrastructure items in the adopted Local Plan.
- 3.25. The IDP 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.
- 3.26. 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 and strategies that inform this topic area.
- 3.27. [Our Chelmsford: Our Plan](#) sets out the Council's priorities which will improve the lives of residents. There are four themes; a fairer and inclusive Chelmsford; a safer and greener place; healthy, active and enjoyable lives and connected Chelmsford.
- 3.28. 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.



3.29. 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

### Duty to Co-operate

3.30. 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.

3.31. The Council will make every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way. We will discuss the review of the adopted Local Plan with neighbouring planning authorities and the prescribed bodies at stages which align with and inform the stages of the review of the adopted Local Plan. These discussions will help to formulate the quantum and distribution of Chelmsford's future growth, which will be supported by updated evidence.

3.32. At the same time, we will continue to work constructively with nearby planning authorities on their own local plan preparation. Early engagement and demonstrating co-operation both with neighbours and the prescribed bodies through Statements of Common Ground are key to meeting the legal duty to co-operate.

3.33. In some cases, discussion on strategic matters will continue through existing joint working arrangements. We will also arrange joint Officer and Member meetings, technical stakeholder meetings, focused workshops, and Statements of Common Ground.

3.34. The strategic matters that may apply to the review of the adopted Local Plan have been identified as follows:

- Delivering homes for all including Gypsy and Traveller 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.

- 3.35. As part of on-going Duty to Co-Operate relevant to this topic, CCC has attended relevant meetings and provides updates on our plan review such as through the Essex Planning Officers Association (EPOA). 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
- 3.36. As part of the Issues and Options consultation we will be having meetings with neighbouring Local Planning Authorities as well as other relevant Duty to Co-operate bodies. Any strategic cross boundary issues relating to Infrastructure raised through these meetings and the consultation will be further considered and any further engagement undertaken if required.

### Integrated Impact Assessment

- 3.37. The Council is carrying out an ongoing Integrated Impact Assessment (IIA) as the review of the adopted Local Plan develops.
- 3.38. The IIA will assess the following aspects of sustainable development:
- Sustainability Appraisal (SA)
  - Strategic Environmental Assessment (SEA)
  - Habitats Regulations Assessment (HRA)
  - Health Impact Assessment (HIA)
  - Equality Impact Assessment (EqIA)
- 3.39. 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 adopted Local Plan.
- 3.40. The IIA identifies the key sustainability issues for the review of the adopted Local Plan, which feed into a framework against which proposals will be assessed. It will cover the potential environmental, social, economic and health performance of the proposed changes to the adopted Local Plan and any reasonable alternatives. It will be used at each stage of reviewing the Plan, and be subject to separate consultation, as follows:
- Scoping Report
  - Issues and Options – Current Stage
  - Preferred Options
  - Submission
  - Adoption
- 3.41. The Issues and Options IIA appraises key sustainability issues (Table 3.19) and Appraisal Framework Objectives (Table 4.1) relating to this Topic Paper. Please see the Issues and Options IIA for more information.

## Evidence base

- 3.42. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence.
- 3.43. The following documents are documents of particular relevance to infrastructure requirements of the adopted Local Plan and will require reviewing and or updating to support the review of the adopted Local Plan:
- Infrastructure Delivery Plan (IDP)
  - Local Plan Viability Study
  - Open Space, Sports and Recreation Facilities Study and addendums
  - Chelmsford City Council Outdoor Sport Pitch and Facility Strategy and Action Plan – Future Growth Supplement 2018
  - Green Infrastructure Strategic Plan 2018-2036
  - Essex and Southend-on-Sea Waste Local Plan 2017
  - Essex Minerals Plan 2014
  - Essex County Council School Forecast Plans
  - Strategic Flood Risk Assessment
  - Chelmsford Water Cycle Study
  - Strategic and Local Junction Modelling
  - Planning Obligations SPD 2021
- 3.44. The following documents are new or updated documents of particular relevance to infrastructure requirements to support the review of the adopted Local Plan which have been completed:
- Infrastructure Funding Statement
  - Integrated Impact Assessment of the review of the adopted Local Plan
  - Sustainable Accessibility Mapping and Appraisal
- 3.45. Following the feedback from the Issues and Options consultation and further engagement with relevant infrastructure providers further relevant evidence may be undertaken to support any new policies or requirements intended to be included in the Plan.

## Local Plan Approach

3.46. The table below sets out the key issues to be considered at this Regulation 18 Issues and Options Stage. The table below assesses the adopted Local Plan against the key NPPF requirements in respect of infrastructure and Plan making and identifies CCC's assessment of the adopted Local Plan's compliance with the 2021 NPPF. The proposed approach to the Review of the Local Plan is then set out using the following colour codes:

Adopted Local Plan meets NPPF requirement
Adopted Local Plan partially meets NPPF requirement
Adopted Local Plan does not meet NPPF requirement

NPPF Paragraph	NPPF Requirement	Approach in Review of the Local Plan
NPPF Para 8,11	<p>For sustainable development to support an economic objective it should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.</p> <p>Sets out the presumption in favour of sustainable development and includes the need for Plans to promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects.</p>	<p>Applied throughout the adopted Local Plan with growth supported by the necessary infrastructure.</p> <p>Included in adopted Local Plan (Strategic Policies S1 to S13 and all Site Allocation policies which require specific infrastructure to support allocations).</p> <p>Further DM policies support specific forms of infrastructure.</p> <p>Need to check any amendments through the review continue to be NPPF compliant.</p>
NPPF Para 16, 25, 26	<p>Includes the need for Plans to be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.</p> <p>Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans. They should also engage with their local communities and</p>	<p>Adopted Local Plan engaged with all relevant providers at an early stage and throughout the Plan process.</p> <p>The review of the Plan will follow the same approach and the Councils adopted Duty to Co-Operate strategy and Statement of Community Involvement (SCI) set out how the Council will engage throughout the review of the Local Plan.</p>

	<p>relevant bodies including Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected Mayors and combined authorities (in cases where Mayors or combined authorities do not have plan-making powers). 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.</p>	
<p>NPPF Para 20</p>	<p>Requires local planning authorities to set out strategic priorities for the area in the Local Plan. This should, amongst other things, include strategic policies to deliver the provision of:</p> <ul style="list-style-type: none"> <li>• 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)</li> <li>• community facilities (such as health, education and cultural infrastructure)</li> <li>• 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.</li> </ul>	<p>Set out clearly in adopted Local Plan (Strategic Policies S1 to S13 and all Site Allocation policies as set out at paragraph 1.9 of the adopted Local Plan). Need to check any amendments through the review continue to be NPPF compliant.</p>
<p>NPPF Para 28</p>	<p>Sets out that non-strategic policies can include allocating sites, the provision of infrastructure and community facilities at a local level.</p>	<p>The adopted Local Plan includes a number of policies which include the provision of different types of infrastructure, including DM6, DM7, DM8, DM19, DM20, DM21, DM22, DM24.  Need to ensure any amendments through the review continue to do so.</p>

<p>NPPF Para 34</p>	<p>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.</p>	<p>The adopted Local Plan includes a number of policies which include the provision of different types of infrastructure, including, site allocation policies, DM1, DM2, DM6, DM7, DM8, DM19, DM20, DM21, DM22, DM24, and further supported by the Planning Obligations SPD. Collectively the requirements of the adopted Local Plan were shown to be viable. Further viability work will be required to be undertaken to ensure any amendments to the Plan not undermine the deliverability of the Plan.</p>
<p>NPPF Para 73</p>	<p>In identifying land for large scale development, consideration should be given to the opportunities presented by existing or planned investment in infrastructure.</p>	<p>The adopted Local Plan includes a number of large scale allocations, including North East Chelmsford, which seek to maximise the opportunities presented by the Chelmsford North East Bypass and new rail station. As part of the review of the Local Plan consideration should be given to any existing or planned infrastructure investment.</p>
<p>NPPF Para 82</p>	<p>Policies to support a strong, competitive economy should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.</p>	<p>Set out in adopted Local Plan (Strategic Policies S6, S7, S8, S12, Policies DM4, DM5, DM6 to DM12). Need to review evidence to ensure it covers these and consider economic changes since adoption, included impact of COVID, and identify any potential barriers. Ensure any amendments through the review continue to be NPPF compliant. Partial review required to address this NPPF requirement.</p>
<p>NPPF Para 92</p>	<p>Policies to promote healthy and safe communities should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – 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.</p>	<p>Set out in adopted Local Plan through a suite of policies (site allocation policies, Policy DM23, DM24, DM26, DM28, DM29 and DM30, as well as through the Masterplan process and supported by the Making Places SPD). Need to check any amendments through the review continue to be NPPF compliant.</p>
<p>NPPF Para 114</p>	<p>In respect of policies to support high quality communications, advanced, high quality and reliable communications infrastructure is essential for</p>	<p>Part of Strategic Priority 5 and Strategic Policy S9 and supported by the Making Places SPD of the adopted Local Plan. Need to check any amendments through the review continue to be NPPF</p>

	<p>economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).</p>	<p>compliant.</p>
<p>NPPF Para 152, 153</p>	<p>In respect of policies to assist in meeting the challenge of climate change, flooding and coastal change paragraph 152 seeks to support renewable and low carbon energy associated infrastructure. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.</p>	<p>The adopted Local Plan supports such infrastructure through Strategic Policy S2, S9, S10, and policies DM25, as well as being supported by the Making Places SPD. Need to check any amendments through the review continue to be NPPF compliant.</p>
<p>NPPF Para 175</p>	<p>Sets out the need to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure.</p>	<p>Set out in adopted Local Plan through site allocations and a suite of policies (Strategic Policies S4 and Policy DM16). Need to check any amendments through the review continue to be NPPF compliant.</p>

3.47. The adopted Local Plan policies generally remain consistent with national policy and are leading to effective decision making as demonstrated in the latest [AMR](#). However, as site allocations and local policies will be updated there may be further infrastructure requirements which will need to be delivered, both at a local and strategic level. The adopted Local Plan infrastructure policies will need to be updated to meet infrastructure requirements to support new development growth up to 2041. This will be informed by an updated Infrastructure Delivery Plan (IDP) and Viability Study. The IDP will identify key infrastructure needs, costs and any gaps in funding. It will also consider the funding mechanisms required to secure infrastructure in a timely manner and facilitate growth. Policies will also need to reflect any new infrastructure policy requirements in the plan.

3.48. Considering this the review of the Local Plan seeks to amend the Strategic Priorities as set out in the Issues and Options Consultation Document. Specific to this topic paper the following priorities are relevant:

<b>Priorities for climate</b>
<p><b>1. Addressing the Climate and Ecological Emergency (NEW priority)</b></p> <ul style="list-style-type: none"> <li>• Mitigate the impacts of climate change and adapt to its consequences</li> <li>• Ensure new development moves towards delivering net-zero carbon emissions (energy efficiency, sustainable construction, renewable energy, infrastructure for active and sustainable travel)</li> <li>• Ensure development adapts to minimise adverse impacts that create climate and ecological change, including managing flood risk and reducing carbon emissions</li> <li>• Encourage tree planting and an increase in woodland expansion</li> <li>• Ensure sustainable drainage systems in developments</li> </ul>
<p><b>2. Promoting smart, active travel and sustainable transport (NEW priority)</b></p> <ul style="list-style-type: none"> <li>• Promote/prioritise active travel and sustainable transport</li> <li>• Reduce reliance on fossil fuelled vehicles</li> <li>• Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles</li> <li>• Make provision for charging electric vehicles</li> <li>• Make provision for infrastructure to support active travel and the use of sustainable modes of transport</li> <li>• Promote innovations in transport including smart technology</li> </ul>
<p><b>3. Protecting and enhancing the natural and historic environment, and support an increase in biodiversity and ecological networks</b></p> <ul style="list-style-type: none"> <li>• Plan positively for biodiversity net gain and green infrastructure including high quality green spaces</li> <li>• Minimise the loss of the best and most versatile agricultural land to ensure future food production</li> <li>• Protect/enhance the River Valleys and increase opportunities for sustainable travel</li> <li>• Ensure that new development respects the character and appearance of the City's varied landscapes</li> </ul>
<b>Priorities for growth</b>
<p><b>4. Ensuring sustainable patterns of development and protecting the Green Belt</b></p> <ul style="list-style-type: none"> <li>• Ensure we plan positively to meet identified development needs</li> <li>• Promote development of previously developed land in Chelmsford's Urban Area</li> <li>• Use the Settlement Hierarchy to identify the most sustainable existing locations</li> <li>• Locate development in locations that are close to existing or proposed local facilities so people can walk/cycle/use public transport and be less reliant on the car</li> <li>• Protect the Green Belt from inappropriate development</li> <li>• Ensure accordance with the Minerals Local Plan, Waste Local Plan and South East Inshore Marine Plan</li> </ul>



Priorities for place
<p><b>7. Creating well designed and attractive places, and promoting the health and social wellbeing of communities</b></p> <ul style="list-style-type: none"> <li>• Promote the health and wellbeing of communities</li> <li>• Encourage healthy lifestyles and living environments for all residents for example by providing new green spaces, quality housing and enhanced walking and cycling infrastructure</li> <li>• Ensure that the integrity of communities is maintained, and social cohesion is promoted in new development</li> <li>• Ensure that all new development meets the highest standards of design</li> <li>• Require the use of masterplans and encourage design codes where appropriate for strategic scale developments</li> <li>• Ensure new development helps provide new primary health services</li> <li>• Promote community involvement in the long-term management and stewardship of new strategic residential development</li> <li>• Encourage development to be future-proofed and as sustainable and energy efficient as possible</li> </ul>
<p><b>8. Delivering new and improved infrastructure to support growth</b></p> <ul style="list-style-type: none"> <li>• Address city-wide infrastructure needs</li> <li>• Maximise the efficient use of existing infrastructure capacities</li> <li>• Explore opportunities for new sustainable infrastructure</li> <li>• Ensure that necessary new or upgraded local infrastructure is provided alongside new development when it is needed</li> <li>• Ensure appropriate and timely strategic infrastructure to support new development</li> </ul>
<p><b>9. Encouraging resilience in retail, leisure, commercial and cultural development</b></p> <ul style="list-style-type: none"> <li>• Promote the vitality and viability of Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres</li> <li>• Promote a range of functions which contribute to the vibrancy of Chelmsford City Centre and maintain its position as a leading destination</li> <li>• Enhance the retail, leisure, commercial and cultural development offer of South Woodham Ferrers Town Centre</li> <li>• Protect existing and support new/enhanced leisure, sports, arts, cultural and recreation facilities to ensure that all parts of the City Council area are vibrant and successful</li> </ul>

3.49. In light of the proposed updated Strategic Priorities some new policies may be explored to better reflect the updated Plan Vision and Strategic Priorities and other relevant changes since adoption including a greater focus on:

- Adoption of the Council's Climate Change and Ecological Emergency declaration and Action Plan to make the Council's activities net-zero carbon by 2030
- Alternative proposals for the Chelmsford Flood Alleviation Scheme are being explored by the Environment Agency in partnership with the City Council
- Adoption of the Council's Making Places SPD and Solar Farm SPDs which encourage development requirements that go beyond the adopted plan

- Maximising/prioritising active travel and sustainable transport and their connectivity
- Supporting the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles
- Increasing provision for charging electric vehicles
- Increasing provision for infrastructure to support active travel and the use of sustainable modes of transport
- Promoting innovations in transport including smart technology
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads

3.50. There is an expectation that future infrastructure needs are likely to be at a community scale, for example, electric vehicle charging and primary education and early years in the City Centre. However, depending on the preferred Spatial Strategy, for example if another Garden Community were proposed it would require some City-wide strategic infrastructure such as secondary school, sports facilities, and new employment to support such development.

3.51. The review of the adopted Local Plan is also expected to strengthen some areas to reflect the updated Vision and Strategic Priorities in relation to securing infrastructure such as to secure biodiversity net gain, strengthen health and wellbeing measures and facilities, and place stronger emphasis on improving sustainable and active travel infrastructure and opportunities. These may include additional or enhanced policy requirements such as:

- Increasing provision for electric vehicle charging points (EVCPs) and fast charging EVCPs for new housing and employment development
- Increasing provision for well-designed and secure cycle parking and electric cycle charging points for new housing and employment development, as well as associated storage facilities for cycle equipment (helmets, panniers etc.)
- Requiring contributions towards or the provision of car clubs on all major development sites, not just the larger strategic sites
- Requiring the layout of major site allocations for housing and employment to explore opportunities to future proof for autonomous vehicles
- Allocating or safeguarding land for expanding current Park and Ride sites

3.52. Opportunities could also be taken to ensure that the locations and layout of future housing and employment site allocations help to enable direct access to the walking and cycling network proposed by the Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP) in order to encourage active travel.

3.53. In additions to enhancing existing policies, we may explore the following new local policy:

- **15/20 Minute Walkable Neighbourhoods within major new developments including large strategic housing site allocations**

This initiative would make sure that wherever possible residents can easily walk or cycle to everyday services and facilities from their homes such as schools, shops, workplaces, community facilities, open spaces and sports facilities. The approach is also being rolled out in Chelmsford Garden Community.

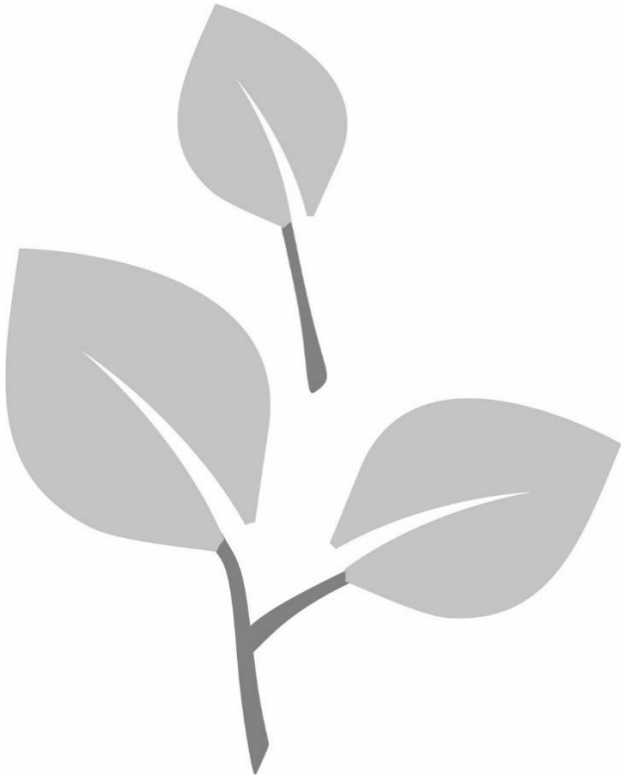
- **New site allocations**  
Exploring whether we should allocate land for other land uses such as large-scale renewable energy generation sites, such as solar and wind, and areas specifically for new tree and/or woodland planting
- **Require at least 20% Biodiversity Net Gain for all major developments.**  
This will help ensure that habitats for wildlife will be left in a measurably better state than before new development takes place.
- **Healthy Places**  
Explore how we can bring the objectives of the Council's Livewell Development Accreditation into planning policy.

3.54. As part of the process of preparing the review of the adopted Local Plan, we will ensure the amount of on-site infrastructure and contributions that the Council can require of new development do not affect development viability (what the development can afford to provide when taking into account development costs). We will be commissioning an updated viability assessment to help us set any new policy requirements at a level that is viable for new development to go ahead, and which considers the combined viability effects of all policies in the Local Plan to ensure it complies with national guidance regarding achieving an acceptable developer profit. See <https://www.gov.uk/guidance/viability> for further information on the latest requirements for Plan Making and viability.

- 3.55. Although not mutually exclusive of one another, further issues surrounding these potential policies and the background to them are covered in the following Topic Papers:
- Climate Change
  - Transport
  - Health and Well-being
  - Natural Environment

### Issues and Options Consultation Feedback

3.56. This Topic Paper will be updated and expanded on following feedback to the Issues and Options consultation and progress of further evidence-based documents. An updated version will then be published at the next stage of Local Plan Consultation (Preferred Options) setting out the progress made and the reasoning behind the proposals in the Preferred Options Consultation Document.



This publication is available in alternative formats including large print, audio and other languages

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