HS004 Matter 4

Chelmsford Local Plan

Examination Hearing Statement – Infrastructure and Transport

November/December 2026



Chelmsford Local Plan

Introduction

1. This hearing statement sets out the Council's response in relation to the Inspector's Matters, Issues and Questions.

2. All the evidence base documents referred to in this statement are listed at the end of the Hearing Statement, with their evidence base or examination document reference numbers as applicable.

3. Any relevant proposed modifications are included in a table at the end of each question.

Matter 4 – Infrastructure and Transport	
Issue 1	**Whether the planned infrastructure aligns with the planned housing and economic growth**
Q4.1	**Are there any consequences for the delivery of housing arising from the cancelling of the A12 widening scheme?**

CCC Response to Q4.1

4. Following the cancellation of the A12 Development Consent Order (DCO), as an immediate priority an alternative A12 Junction 19 improvement scheme needed to be developed and secured to ensure delivery of housing sites in the adopted Local Plan.

5. An alternative scheme has now been secured to enable the delivery of the new homes within Chelmsford Garden Community (Strategic Growth Site 6). This includes upgrading both Junction 19 (Boreham Interchange) and Beaulieu Access Roundabout, the junction to the north. Collectively these schemes are known as the Beaulieu Access Package.

6. It is planned to be funded through a collaborative partnership consisting of Homes England (£14m), National Highways (£8m), the developers (£8m) and Essex County Council (£8m). These contributions have all been agreed. In the case of the Homes England contribution a Material Amendment to the Grant Determination Agreement for the existing Chelmsford Housing Infrastructure Fund (HIF) award has been agreed. Confirmation of funding for the package from ECC was agreed on 31 July 2026 (**PostS002** refers), and formal agreement from National Highways for their £8m contribution was received on 16 July 2026, as set out in the letter attached at Appendix B of the updated Statement of Common Ground with National Highways and Essex County Council **(SOCG033-A).**

7. Further details of this package of improvements are provided in the Council's Response to Inspectors' letter 10 September 2026 **(CC01)** response to the questions.

8. In terms of the Local Plan submitted for examination, and the further sites identified within, further detailed traffic modelling is being undertaken by the promotors of East Chelmsford Garden Community (ECGC) (Strategic Growth Site 16a), in liaison with National Highways and Essex County Council, to establish whether additional growth proposed through the Local Plan would necessitate further mitigation at Junction 19 over and above what is already being progressed in association with the North East Chelmsford Garden Community. This issue is covered in more detail under Matter 6, Issue 1, in relation to Question f. for Location 16.

9. Extensive modelling is being undertaken by the promotors of ECGC. National Highways will require further detailed modelling work to be undertaken at the planning application stages to identify suitable mitigation and confirm access arrangements to Strategic Growth Site 16a at Junction 19. National Highways will also require further design work to be undertaken at the junction to demonstrate that the mitigation and access arrangements are deliverable.

10. However, as agreed in the Statement of Common Ground with National Highways and Essex County Council **(SOCG033-A)** page 4, the modelling to date indicates that additional Local Plan sites would have minimal impact upon the A12 and Junctions 17,18 and 19; and further modelling assessments with regards to these additional site are not required for the purposes of the Local Plan.

11. Relevant detailed mitigation measures will be assessed at the relevant Masterplan/Planning application stages for wider sites to ensure necessary mitigation, proportionate to a development's impact, is in place so severe impacts on the strategic highway network are avoided.

Q4.2	**There is currently no confirmed delivery timescale for sections 1b and 2 of the Chelmsford North East Bypass. Are there any consequences arising from this for the delivery of housing?**

CCC Response to Q4.2

12. The bypass is being delivered in phases. Paragraph 3.4.2, page 24 (pdf page 25) in the Transport Impact Appraisal of Spatial Approaches December 2023 **(T001)** sets out that the Chelmsford North East Bypass has been modelled as a single-lane carriageway and only Section 1a, as shown in Figure 3-5 on page 25 (pdf page 26) of **T001**, will be constructed by 2041.

13. Sections 1b and 2 are not linked to or required to support any housing growth sites in the Local Plan. As such these sections have not been included in the Local Plan highways modelling.

14. For clarification, while paragraph 6.96, page 91 (pdf page 91) of the Pre-Submission (Regulation 19) Local Plan Consultation Document **(SD001)** refers to Sections 1b and 2, any contributions towards these sections may be linked to longer-term and/or wider

growth in the future, beyond the current Local Plan Review period and are not linked to the delivery of housing growth in this Local Plan.

Q4.3	**Will the proposed improvements at Junction 19 of the A12 set out in the Beaulieu Access Package, be sufficient to deliver the strategic growth in the Plan and achieve sustainable/active travel requirements?**

CCC Response to Q4.3

15. The Beaulieu Access Package improvements will sufficiently support the planned growth of Chelmsford Garden Community (Strategic Growth Site 6). Chelmsford City Council, Essex County Council and the Chelmsford Garden Community developers have worked closely with National Highways to develop a set of improvements at A12 Junction 19 that will satisfactorily accommodate the traffic generated by the full 6,250 home development at Strategic Growth Site 6. In addition, the package includes improvements at Beaulieu Access Roundabout which will satisfactorily accommodate the growth associated with Chelmsford Garden Community.

16. The Beaulieu Access Package includes:

- Junction 19 (Boreham Interchange): The Drovers Lane roundabout will be widened with an additional lane, while extra lanes will also be added for entering and exiting the roundabout. Similarly, at Generals Lane there will be additional lanes for entering and exiting the roundabout. There will also be improved pedestrian/cyclist crossings.

- Beaulieu Access Roundabout: This roundabout is the existing roundabout which provides access to the Beaulieu Park Station. The diameter of the roundabout itself will be increased with the A131 Beaulieu Parkway also being widened for a longer two-lane approach and exit plus widening of the Beaulieu Park Station Approach (east) and Station Approach connections.

17. In terms of sustainable and active travel requirements specifically, the package includes improvements to pedestrian and cyclist connections across Junction 19 (Boreham Interchange). The existing pedestrian crossing across the Beaulieu Parkway arm of the junction is being upgraded to a signalised shared use crossing. As part of the overall transport strategy for the area pedestrian, cycling and bus connections between Chelmsford Garden Community and Beaulieu Park station and Boreham Interchange will be delivered.

18. Further details of the scheme can be found on the website Beaulieu Access Package.

19. As set out in response to question 4.1 above, National Highways and Essex County Council agree that the highways modelling to date indicates that additional Local Plan sites would have minimal impact upon the A12 and Junctions 17,18 and 19; and

further modelling assessments with regards to these additional sites are not required for the purposes of the wider strategic growth in the Local Plan.

20. Relevant detailed mitigation measures will be assessed at the relevant Masterplan/Planning application stages for wider Local Plan sites to ensure necessary mitigation, proportionate to a developments impact, is in place so severe impacts on the strategic highway network are avoided.

Q4.4	**Does the Infrastructure Delivery Plan March 2025 (INF012) contain the full range of infrastructure to support planned growth and how will it be kept up to date?**

CCC Response to Q4.4

21. The Council's position is that the Infrastructure Delivery Plan [IDP] **(INF012)** assesses the growth associated with the Submission Local Plan covering the period to 2041. It assesses the range of infrastructure required to support the planned growth, subject to the assumptions, limitations and assessment parameters set out in paragraph 23 of this statement.

22. The scope of infrastructure types considered within the IDP include:

- Highways, access and transport: comprising highways, rail services, bus services, and active travel and micromobility provision.
- Flood protection and water management: comprising flood and water management, water supply, and sewerage.
- Green infrastructure, recreation and leisure: comprising parks and gardens, natural and semi-natural green space, amenity green space, provision for children and young people, indoor sports facilities, and outdoor sports facilities.
- Broadband coverage.
- Minerals and waste planning: comprising recycling centres and waste transfer.
- Infrastructure for the provision of gas and electricity.
- Early years, childcare and primary, secondary, special needs and post 16 education.
- Health and safe communities including primary and secondary healthcare; specialist and supported housing; and the ambulance, police and fire service.
- Social and community facilities comprising youth services, libraries, community halls and cemeteries.
- Security, CCTV and safety initiatives.

23. The IDP has been prepared with the following assumptions, parameters and limitations:

- It assesses the infrastructure position at a fixed point in time. As different infrastructure providers respond to their own unique challenges, the information

that they provide will naturally date and alter over time. It is also important to note some of the sites upon which the infrastructure schedule is based are not expected to be built out until towards the end of the plan period, and the context and circumstances of these sites may therefore have changed by the time a planning application is submitted to the local planning authority. The current assessment is dated March 2026.

- Current Infrastructure Provision: The IDP collates detail of the scale, distribution and capacity of existing and proposed infrastructure across the administrative area of CCC, from publicly available service data and has been verified through stakeholder engagement.

- Infrastructure Schedule: The study is supported by schedules of planned projects across the administrative area of CCC. These schedules record all identified project requirements, including the infrastructure type, location, prioritisation, anticipated delivery mechanisms, responsibility for delivery, estimated cost, and funding gaps. This IDP incorporates the update of stakeholder engagement undertaken following the Regulation 19 consultations.

24. The Garden Communities have bespoke IDPs. The Chelmsford Garden Community SGS6 has an individual IDP **(POSTS003)**. A separate IDP is being prepared for SGS16a alongside a site masterplan. The current agreed position between the Council and the site promoter (Wates Developments) on the site specific IDP is set out in **SOCG049-A.**

25. The Council recognises the importance of establishing an up-to-date reliable, and proportionate IDP to ensure any investment decisions are based on a sound understanding of infrastructure requirements and growth. To ensure the IDP is up to date, the Council maintains a database which is reviewed and updated annually, or more frequently where required, to reflect changes in infrastructure requirements, funding arrangements and development proposals. By way of example, **INF012-A** (Location 1) provides an update to Location 1 to take account of the updated position on funding the Army and Navy Sustainable Transport Package. INF012-A (Location 14) provides an update to Location 14 to reflect the updated Statement of Common Ground **(SOCG028A)** and the resulting change in position regarding the provision of a community facility.

26. The purpose of the IDP is not to provide a definitive or fixed schedule of infrastructure requirements throughout the plan period. Rather, it provides a proportionate assessment of infrastructure needs based on the best available information at the time of preparation and establishes a framework for ongoing monitoring and review as infrastructure requirements evolve. This approach ensures the evidence base remains effective and responsive throughout the plan period.

27. The Council considers that the IDP **(INF012)**, when read alongside the infrastructure evidence prepared for the proposed Garden Communities **(PostS003** and

SOCG049A), provides a robust assessment of the full range of infrastructure required to support the planned growth set out in the Submission Local Plan to 2041 **(SD001 and SD002)**. Whilst infrastructure requirements and delivery arrangements will continue to evolve over the plan period, the evidence base establishes an appropriate and proportionate understanding of infrastructure needs and provides a sound basis for plan-making.

Q4.5	**Do the costs and funding/delivery sources in the Infrastructure Delivery Schedules (INF012 Appendix A) align with those of key service and infrastructure providers?**

CCC Response to Q4.5

28. The Council's position is that the costs, funding sources and delivery mechanisms set out in the Infrastructure Delivery Schedules **(INF012**. Appendix A) are appropriate and align with those identified by the relevant infrastructure and service providers. The infrastructure requirements have been assessed against the statutory tests for planning obligations, and the IDP includes only those items that are considered necessary to make development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

29. Preparation of the IDP commenced at an early stage of the plan-making process. The Stage 1 IDP **(INF001)** was produced to provide a high-level assessment of the spatial approaches considered through the Issues and Options consultation **(IO001)**. As part of this work, a baseline assessment of existing infrastructure capacity was undertaken through a review of available evidence, relevant strategies and engagement with infrastructure stakeholders. The Stage 2 IDP **(INF005)** was subsequently prepared to support the Regulation 19 Local Plan **(SD001)**. This was informed by further stakeholder engagement and took account of consultation responses received at both the Regulation 18 and Regulation 19 stages. The Stage 3 IDP **(INF012)** was then prepared following ongoing engagement with infrastructure providers and other stakeholders and was informed by responses received to the Regulation 19 Focused Consultation on Additional Sites **(SD005)**.

30. For ease of reference, Table 3 of the IDP **(INF012)** identifies the infrastructure categories, infrastructure types and stakeholder organisations that have informed the preparation of the IDP and are represented within its assessment of infrastructure requirements.

(INF012, Table 3, Paragraph 4.1, page 19 of pdf)

Infrastructure Category	Infrastructure Type	Stakeholder(s)
Highways, access and transport	Highways	Essex County Council (ECC), National Highways
	Rail Services	Network Rail, ECC

Infrastructure Category	Infrastructure Type	Stakeholder(s)
	Bus services	ECC, Arriva, First
	Active Travel and micromobility provision	ECC
Flood protection, water and management	Flood and water management	ECC
	Water Supply	Essex and Suffolk Water
	Sewage	Anglian Water
Green infrastructure, recreation and leisure	Parks and gardens	Chelmsford City Council (CCC), Environment Agency
	Natural and semi-natural green space	
	Amenity greenspace	
	Provision for children and young people	
	Indoor Sports facilities	CCC, Sport England
	Outdoor sports facilities	
Digital Infrastructure	Broadband coverage	ECC (Digital Essex) and commercial providers
Minerals and Waste Planning	Recycling centres	ECC
	Waste transfer	
Provision of energy	Gas	National Gas
	Electricity	National Grid, UK Power Networks
Early years, childcare and education	Early years	ECC
	Primary education	
	Secondary education	
	Special Education needs	
	Post 16 education	
Healthy and Safe communities	Primary Healthcare	Mid and South Essex ICB
	Secondary healthcare	
	Specialist and Supported Housing	CCC, ECC
	Ambulance services	East of England Ambulance NHS Trust (EEAST)
	Police Services	Essex Police Authority
	Fire Services	Essex Fire Service
Social and Community Facilities	Youth Services	CCC
	Libraries	ECC
	Community Halls	CCC
	Cemeteries	CCC
Public realm and public art	Site specific provision	CCC
Security	CCTV	CCC
	Safety Initiatives	

31. The IDP schedules include infrastructure which will be provided by Essex County Council (ECC), East of England Ambulance NHS Trust (EEAST), Mid and South Essex Integrated Care Board, Essex Police and Chelmsford City Council.

32. The Council has worked closely with ECC throughout the preparation of the Plan and the Infrastructure Delivery Plan. Essex County Council has provided input on a broad range of infrastructure matters, including transport, highways and access proposals, education provision requirements (as set out in **INF015, INF003, INF004, INF006, INF007** and **INF008**), and the associated indicative costs and developer contributions. Additional infrastructure contributions have been determined in accordance with the methodology contained within the Developers' Guide to Infrastructure Contributions **(INF015)**. As confirmed in Statement of Common Ground **SOCG021, page 6**, Essex County Council, in its capacity as a key infrastructure provider, supports the Infrastructure Delivery Plan.

33. In the preparation of the IDP, the Council engaged with East of England Ambulance NHS Trust (EEAST). EEAST have confirmed through **SOCG037** that, subject to modifications being made to Plan (as proposed in **SD005**, page 6, PDF page 7), there are no areas of disagreement or unresolved strategic matters, including the proposed approach to contribute to the funding of the new ambulance hub.

34. Mid and South Essex Integrated Care Board (ICB) supports the requirement for financial contributions and/or onsite provision (**SOCG039**, page 5). The calculation of costs of primary healthcare is directly derived from the formula the ICB apply to calculate the patient and primary care requirements arising from new development.

35. Essex Police Authority has sought infrastructure contributions to be identified in the Infrastructure Delivery Plan towards additional officers & additional vehicles as well as towards automated number plate recognition **(SOCG040)**. In the latest IDP **(INF012)**, CCC have incorporated an uplift in the indicative cost from **INF005** (based on a population-based formula with the addition of a per unit pro rata uplift) for the required level of police officers and vehicles. The IDP **(INF012)** does not include the costs associated with the automated number plate recognition (ANPR) system. In some areas ANPR is funded through the mainstream police budgets. Alternatively in other areas contributions have been made by local authorities, including Brentwood Borough Council, under the provisions of Section 55 of the Road Traffic Regulation Act 1985. The exclusion of ANPR from the IDP would not prevent the police from responding to planning applications and seeking a contribution through S106 and / or CIL funding should this be considered appropriate and meet the tests for acceptance of planning obligations by being necessary to make the development acceptable in planning terms, directly related to the development, and fairly related in scale and kind.

36. The delivery mechanisms identified for each infrastructure intervention in the IDP **(INF012)**, for which CCC is the key provider, accords with the guidance contained within the Council's Planning Obligations Supplementary Planning Document [POSPD] **(INF016)**.

37. CCC recognises that not all requests for infrastructure provision are included within the IDP for funding directly through the growth proposed in the Submission Local Plan **(SD001** & **SD002)**. CCC also notes that some infrastructure requirements identified by providers are disputed by other stakeholders. Nevertheless, the IDP represents a proportionate and robust assessment of infrastructure needs, prepared using the best available evidence and informed by ongoing engagement with infrastructure providers. It seeks to align infrastructure requirements with the funding and delivery mechanisms identified by those providers.

38. The Council considers that the IDP establishes a framework for ongoing monitoring, review and refinement as infrastructure needs evolve. This ensures that the evidence base remains effective, responsive and capable of informing infrastructure delivery throughout the plan period.

Modifications

Ref in SD005	Page No in PSLP	Page No in ASLP	Policy/ Para etc	Modification proposed	Reason
26	41		3.37	*Amend first sentence:* The Local Plan will seek to ensure that necessary new or upgraded strategic and local infrastructure and facilities are provided alongside the development of new residential communities including education, police, ambulance and fire and rescue, primary, acute, community and mental healthcare provision, recycling facilities and other waste infrastructure, and appropriate drainage, as well as community facilities such as halls and places of worship.	For consistency
AMEND 31	49		4.16	*Amend sentence to add:* Infrastructure includes but is not limited to roads and other transport facilities, education and healthcare and emergency services facilities, flood defences, open spaces and cultural and recreational facilities	For consistency

Q4.6	**Will Strategic Policy S9 be effective in securing new and improved infrastructure and are modifications necessary for soundness?**

CCC Response to Q 4.6

39. It is the Council's position that Strategic Policy S9 provides an effective framework for securing the delivery of new and improved infrastructure necessary to support planned growth.

40. Paragraph 7 of the NPPF (2023) states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. In the context of plan-making, this means that plans should promote a sustainable pattern of development that seeks to meet development needs, align growth with infrastructure provision, improve the natural and built environment, and mitigate and adapt to climate change.

41. In accordance with paragraphs 20(b), (c) and (d) of the NPPF (2023), Strategic Policy S9 provides the strategic framework for delivering the infrastructure necessary to support planned growth. The policy is supported by the Infrastructure Delivery Plan **(INF012)**, which identifies the infrastructure required to support the development strategy, including transport, telecommunications, utilities, waste management, water supply, wastewater, flood risk management, energy infrastructure, health services, education, community facilities, green infrastructure, and measures relating to climate change mitigation and adaptation. Together, the Submission Local Plans **(SD001 & SD002)** and the supporting evidence ensure that infrastructure requirements are comprehensively identified and addressed throughout the plan period.

42. Strategic Policy S9 should be read alongside Strategic Policy S10 (Delivering Infrastructure), the Infrastructure Delivery Plan **(INF012)**, the Planning Obligations Supplementary Planning Document **(INF016)**, and the Council's Community Infrastructure Levy Charging Schedule **(INF017)**. Collectively, these documents provide a clear and flexible framework for identifying, funding and delivering the infrastructure necessary to support the scale and distribution of growth proposed in the Plan. The Council therefore considers that Strategic Policy S9, subject to the modifications set out below, is effective and consistent with national policy.

43. The Council considers that Strategic Policy S9 is sound subject to proposed **MODS 71, 77 to 80 (SD005)** and a new modification set out below. These are required to ensure that the policy remains effective and up-to-date throughout the plan period. Subject to these proposed modifications, the Council considers that Strategic Policy S9 is justified, effective, positively prepared and consistent with national policy. The policy provides an effective framework for securing the delivery of new and improved

infrastructure necessary to support the sustainable growth proposed in the Plan.

Modifications

Ref in SD005	Page No in PSLP	Page No in ASLP	Policy/ Para etc	Modification proposed	Reason
71	87		S9	*Amend fifth bullet point under Green Infrastructure and Natural Environment:* • Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy and any future iterations.	For consistency and effectiveness.
NEW	89		Paragraph 6.84	*Amend paragraph:* Any residential development that is within the Zone of Influence of the Essex coast European Sites, will be required to either contribute financially towards mitigation measures in accordance with the adopted RAMS strategy and ~~Supplementary Planning Document~~ the supporting RAMs Technical Advice Note, or subsequent revisions, or in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. The latest RAMs strategy was adopted in July 2026, and the Technical Advice Note is currently being prepared.	For clarity to ensure plan is up to date
77	91		Strategic Policy S9	*Amend last sentence:* Section 1a is planned to be delivered by the end of	For effectiveness.

Ref in SD005	Page No in PSLP	Page No in ASLP	Policy/ Para etc	Modification proposed	Reason
			Paragraph 6.98	Summer 2026, and works on the Northern Radial Distributor Road are planned to begin ~~delivered by March~~ during Summer 2026.	
AMEND 79	91		Strategic Policy S9 Paragraph 6.99	*Amend paragraph:* Planning applications (one for the Army and Navy junction and two for each of the Park and Ride expansions) were approved in November 2024 by Essex County Council ~~submitted in early 2024~~ and a Final Business Case is anticipated to be submitted to the Department for Transport in Spring ~~late~~ 2024 7, with construction scheduled to start in Spring ~~2025~~ 2028 and open to traffic in ~~early 2028~~ 2029. The sequencing of the construction of the different elements of the package is yet to be agreed.	For clarity to ensure plan is up to date
80	91		Strategic Policy S9 Paragraph 6.100	*Amend second sentence:* Route-based strategies ~~are~~ have been prepared ~~and delivered by Essex County Council for strategic road corridors, in consultation with local authorities.~~ in Mid Essex ~~of delivery post 2023/24~~ for the A414 from Chelmsford to Maldon and the A132 at South Woodham Ferrers.	For effectiveness.

Q4.7	**Is Strategic Policy S16 sufficiently clear in what it requires new development of varying sizes to provide? Will it be effective in achieving its objectives?**

CCC Response to Q4.7

44. It is the Council's position that the policy is clear in what it requires new development of varying sizes to provide. Part A) applies to all new development and sets out how development can maximise opportunities for active and sustainable transport and movement. Part B) of the policy sets out additional requirements for all strategic scale development.

45. It is however suggested that modifications are required to this policy to ensure it is clear and precise in its wording. These are set out in the Schedule of Proposed Modifications **(SD005)** as **MOD Ref 69** and **MOD Ref 70** (page 21 (pdf page 22)) and make part A) clearer by adding 'to:' to the end of the paragraph, and part B) wholly consistent with other parts of the Plan in terms of the definition of 'strategic scale development'. Proposed modification **MOD Ref 70 (SD005)** also makes it clear in the policy that these requirements will need to be demonstrated within the masterplan process.

46. The suggested modifications result in a clearer and more effective policy.

47. The need for active and sustainable travel runs through a number of the Council's strategic priorities in the Plan, as set out in the Transport Submission Topic Paper **(TP012)**, paragraph 4.107 – 4.111, page 36 (pdf page 37). Strategic Policy S16 sets out a high level policy, to reflect the Council's overall strategy of seeking to create sustainable places which promote connectivity for all, by providing better access to key destinations via active and sustainable travel modes, including supporting development and infrastructure. This rationale is also set out in paragraphs 6.63, 6.64 and 6.65 on page 84 of the Pre-Submission Local Plan **(SD001).**

48. The site specific policies then set out requirements in line with Strategic Policy S16 which will then be supported in the Planning Application and Transport Assessment process. Paragraph 6.76 sets out that connectivity via active and sustainable travel for strategic sites should be considered at the earliest stages of preparing masterplans and design codes. Connectivity will also need to be considered as part of the Transport Assessment (TA) for developments of 50 or more dwellings. For smaller scale sites connectivity will be addressed through the preparation of a Transport Statement (TS) (25 – 50 dwellings), as required by the CCC Planning Validation Requirements set out in paragraphs 1.43/1.44. Details on the thresholds for TAs and TSs are given in Appendix B of ECC's Development Management Policies February 2011 and any subsequent updates.

49. With the modifications proposed the policy will be clear in what is required i.e. designing new development that prioritises and maximises opportunities for active and sustainable transport and movement, and more effective in achieving its objectives.

50. In summary, with the suggested modifications set out in the table below, the policy provides a sound and clear basis on which to determine varying sizes of development,

which will be effective in its objectives. The Council considers that Strategic Policy S16 is sound subject to **MOD Ref 69 and 70 (SD005)** to ensure the policy is effective.

Modifications

Ref in SD005	Page No in PSLP	Page No in ASLP	Policy/ Para etc	Modification proposed	Reason
69	83		Strategic Policy S16	*Amend paragraph:* A) New development must be designed to prioritise and maximise opportunities for active and sustainable transport and movement, through strategic and local sustainable measures to:	For clarity
70	84		Strategic Policy S16	*Amend paragraph:* B) In addition to the above, all new strategic scale development (defined as development for 100 or more units ~~and~~ or non-residential development ~~in excess~~ of 1,000 sqm or more) will be required to demonstrate through the masterplan process how ~~they have~~ the following have been considered in their place making objectives:	For Clarity and consistency

Q4.8	**Will the practical application of Policy S16 be effective? Are main modifications necessary for soundness?**

CCC Response to Q4.8

51. It is the Council's position that with the modifications proposed in response to Q4.7 above the policy will be clear in what is required i.e. designing new development that prioritises and maximises opportunities for active and sustainable transport and movement, and therefore more effective to apply in respect of determining planning applications.

52. For completeness the proposed modifications are set out in the Schedule of Proposed Modifications **(SD005)** as **MOD Ref 69** and **MOD Ref 70** (page 21 (pdf page 22)).

53. The Council considers that Strategic Policy S16 is sound subject to **MOD Ref 69 and 70 (SD005)** which are required to ensure the policy is clear and effective.

Modifications

Ref in SD005	Page No in PSLP	Page No in ASLP	Policy/ Para etc	Modification proposed	Reason
69	83		Strategic Policy S16	*Amend paragraph:* A) New development must be designed to prioritise and maximise opportunities for active and sustainable transport and movement, through strategic and local sustainable measures to:	For clarity
70	84		Strategic Policy S16	*Amend paragraph:* B) In addition to the above, all new strategic scale development (defined as development for 100 or more units ~~and~~ or non-residential development ~~in excess~~ of 1,000 sqm or more) will be required to demonstrate through the masterplan process how ~~they have~~ the following have been considered in their place making objectives:	For clarity and consistency

Q4.9	**Does the Plan provide sufficient flexibility of delivery mechanisms for necessary infrastructure. What is the role of the Community Infrastructure Levy (CIL) and s106 in that delivery?**

CCC Response to Q.4.9

54. It is the Council's position that the Local Plan provides sufficient flexibility in delivery mechanisms to secure the necessary infrastructure.

55. A key component of the Spatial Strategy **(SD002, page 64**) is the concentration of significant growth at strategic locations to facilitate infrastructure delivery by creating the necessary critical mass. Infrastructure is secured either through requisite on-site

provision or through appropriate financial contributions towards off-site infrastructure, using a range of established delivery mechanisms.

56. Strategic Policy S10 **(SD001, page 93**) sets out that:

Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- *Financial contributions towards new or expanded facilities and their maintenance*
- *On-site provision (which may include building works)*
- *Off-site capacity improvement works, and/or*
- *The provision of land.*

Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contribution through the Community Infrastructure Levy or its successor.

57. Chelmsford has an adopted Community Infrastructure Levy (CIL(**INF017)**). Consequently, the delivery mechanisms identified in the IDP **(INF012)** may be used either individually or in combination to secure infrastructure delivery. These mechanisms are as follows:

I. **Direct developer funding** through mechanisms such as Section 106 Agreements and Section 278 Agreements (for highway matters). These mechanisms are used to secure infrastructure that is necessary to make development acceptable in planning terms, either in relation to individual development sites or to address the cumulative impacts arising from development across multiple sites.

II. **Community Infrastructure Levy (CIL).** CIL is a charge levied on qualifying development based on the floorspace created. It is generally used to fund infrastructure that supports the wider impacts of growth and which is not directly attributable to, or required by, a specific development proposal. Information on CIL receipts, expenditure and infrastructure delivery is reported through the Infrastructure Funding Statements (IFS) published annually by both Chelmsford City Council (**INF013**) and Essex County Council (**INF014**).

III. **External funding sources.** Infrastructure may also be funded through external sources, including Government funding programmes, grants and investment from other public sector bodies and partner organisations. Major infrastructure projects are frequently delivered through a combination of funding streams. For example, improvements to the Army and Navy junction have benefitted from a combination of external funding and locally secured contributions.

58. The IDP (**INF012**), contains site schedules that detail the infrastructure requirements associated with policy-compliant development proposal, including the relevant

locational categorisation and the anticipated delivery mechanism for each identified infrastructure intervention.

59. The locational categorisation comprises three tiers:

I. Administrative area-wide – interventions required to address growth across the Council's administrative area. Costs are apportioned equally, on the basis that all development sites contribute proportionately to the identified need. Anticipated delivery mechanisms include Section 106 obligations, the Community Infrastructure Levy (CIL) and external funding.
II. Growth Area specific - used within the IDP for the provision of primary healthcare infrastructure. Requirements are calculated in relation to the scale of patient growth anticipated within each of the three growth areas. Anticipated delivery mechanisms include Section 106 obligations, CIL, external funding, and the direct provision of land through site allocation policies.
III. Site specific - interventions required to support individual development sites. The anticipated delivery mechanism for each intervention is identified within the schedules and is applied consistently throughout the IDP (**INF012**).

60. The delivery mechanisms identified for each infrastructure intervention accord with the guidance contained within the Council's Planning Obligations Supplementary Planning Document (POSPD) (**INF016**). The POSPD (**INF016**) establishes the Council's approach to securing planning obligations that are necessary to mitigate the impacts of development and ensure proposals are acceptable in planning terms. The Viability Assessment (**V003**) includes a high-level assessment of the proposed development typologies, taking account of the infrastructure requirements identified in the IDP (**INF012**) and the Council's Community Infrastructure Levy (CIL).

61. The Plan, read alongside the Council's adopted Community Infrastructure Levy (CIL) Charging Schedule, the IDP (**INF012**) and the POSPD (**INF016**), provides a clear framework for securing the infrastructure necessary to support planned growth. Collectively, these documents provide the flexibility to utilise the most appropriate delivery mechanism, or combination of delivery mechanisms, according to the nature of the infrastructure required. In doing so, they provide certainty to developers, landowners and infrastructure providers regarding the scale, nature and anticipated delivery mechanisms of infrastructure contributions that may be required.

62. The Plan will enable the continued delivery of infrastructure through a combination of on-site and off-site provision, supported by the Community Infrastructure Levy (CIL) and other appropriate delivery mechanisms, including planning conditions and planning obligations. This approach accords with Strategic Policy S10 (Delivering Infrastructure) and the requirements of relevant site allocation policies, ensuring that infrastructure is delivered in a timely and effective manner to support planned growth.

63. The Council is satisfied that the combination of delivery mechanisms identified within the IDP (**INF012**), including planning obligations, CIL, external funding and direct provision where appropriate, provides a robust and flexible framework for securing the infrastructure required to support planned growth. The anticipated funding sources and delivery mechanisms have informed both the preparation of the IDP and the Viability Assessment **(V003),** providing confidence that the infrastructure necessary to support the Plan can be delivered over the plan period. Accordingly, the Council considers that the Plan provides a robust, effective and flexible framework for infrastructure funding and delivery and is therefore justified, effective and consistent with national policy.

Q4.10	**Are there potential cumulative effects from the various mechanisms for placemaking, transport and financial contributions through s106 planning obligations and CIL that might affect the delivery of Site 16a East Chelmsford Garden Community? Is the approach to these costs justified and soundly based?**

CCC Response to Q4.10

64. The Council's position is that the cumulative effects of the various placemaking, transport and financial contribution mechanisms are justified, effective and soundly based.

65. The placemaking, transport and financial contribution measures are necessary to mitigate the cumulative impacts of the Plan's proposed growth, including development at Site 16a. They have been tested through the Infrastructure Delivery Plan (IDP) process and, where appropriate, site-specific assessments. The viability assessment (**V003**) takes account of the combined costs of these measures and site-specific requirements.

66. As set out in the Council's response to Question 4.9, the Council is satisfied that the combination of delivery mechanisms identified within the IDP (**INF012**), including planning obligations, Community Infrastructure Levy (CIL) receipts, external funding and direct provision where appropriate, provides a robust and flexible framework for securing the infrastructure required to support planned growth.

67. The Council and Wates Developments both agree that there are not over–riding issues with the infrastructure identified in the site allocation for Strategic Growth Site 16a **(SOCG049-A, page 6)** that would prevent the site coming forward for development.

68. The Council therefore considers that the cumulative effects of the various policy mechanisms relating to placemaking, transport and financial contributions that might

affect the delivery of Strategic growth Site 16a are justified, effective and soundly based.

Q4.11	**The Local Plan Review Infrastructure Topic Paper (TP016) refers to a Draft Planning Obligations SPD 2026.** **What is the current status of the Draft SPD and does it supersede the January 2026 version?**

CCC Response to Q 4.11

69. The Planning Obligations Supplementary Planning Document (**INF016**) was adopted by CCC Cabinet in May 2026. It was adopted under the provisions of Schedule 1 of The Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026, which came into force on the 25 March 2026, and required SPDs must be adopted no later than 30 June 2026.

70. The adopted POSPD (INF016) supersedes the Draft SPD (January 2026).

Matter 4 - Infrastructure and Transport	
Issue 2	**Transport**
Q4.12	**Do the Transport Impact Appraisals December 2024 (T006) and October 2025 (T007) provide a clear picture of the effects of housing and economic growth on the transport network and the mitigation required?**

CCC Response to Q4.12

71. It is the Council's position that the combination of the Transport Impact Appraisals December 2024 **(T006-A)** and October 2025 **(T007)** provide a clear picture of the effects of housing and economic growth on the transport network and the mitigation required to support the Plan.

72. The **T006-A** and **T007** Transport Impact Appraisal reports together provide the following analysis:
    - Strategic network and local junction impact appraisal of Local Plan housing and employment sites alongside background growth to 2041
    - Cross-boundary impact appraisal of Local Plan housing and employment sites on traffic flows entering/exiting neighbouring authority areas
    - Merge/Diverge assessment of Local Plan impact at junction on/off-slips along A12 corridor
    - Identification of sustainable mitigation measures and network capacity improvements

- Mitigation impact appraisal of an increase in sustainable modes of travel through improved provision, promotion and uptake
- Local junction impact appraisal considering several committed and proposed junction improvement measures.

73. Paragraphs 4.115 to 4.144 of the Transport Submission Topic Paper **(TP012)** (pages 37 to 42 (pdf pages 38 to 43) sets out a summary of the traffic modelling undertaken to support the Plan.

74. It is stated in the 'Summary of Strategic Network Impact' on page 13 of **T006-A** that, of the Local Plan development allocated in the Pre-Submission Plan **(SD001)** on greenfield sites outside of the city centre, only East Chelmsford Garden Community (Site SGS16a) and the employment site Land adjacent to the A12 J18 are shown in strategic modelling to generate vehicle flows of sufficient volume to impact traffic conditions significantly on the surrounding road network.

75. As stated in the summarised 'Conclusion' on page 19 of **T006-A,** the modelled traffic impact of the Plan allocation is largely limited to the A12 trunk road, the junctions along it and, to a lesser extent, the A414 east of the A12, and the A1114 and A138 corridors into Chelmsford City Centre. The minor quantum of development allocated in rural areas of Chelmsford is of insufficient size to likely impact the local road network.

76. The summary of findings and conclusions on page 40 of **T007** determines that it is highly unlikely that trips associated with the Regulation 19 Additional Sites Document **(SD002)** will be of a sufficient scale to significantly impact the capacity of local junctions and those along the A12 corridor. This position is supported by National Highways following Duty to Cooperate/engagement discussions, and as set out in the updated Statement of Common Ground with them **(SOCG033-A).**

77. Measures identified to mitigate the impact of Local Plan development can be found in Appendix A1 of the February 2024 IDP **(INF001)**. High-profile committed schemes including: the Army and Navy Sustainable Transport Package (including Chelmer Valley & Sandon Park and Ride expansion), Chelmsford North-East Bypass and Chelmsford Garden Community Northern Radial Distributor Road have been integrated into the strategic modelling for the highway impact appraisal. The increase in provision and uptake of active and sustainable modes of travel (facilitated by proposed sustainable travel corridors along the A1016 and A1114 and the redesign of the Army & Navy roundabout) has been modelled as a sensitivity test illustrating the impact of a reduction in Local Plan development car-based trips on the forecast road network.

78. In addition, the proposed Beaulieu Access Package aims to provide improved accessibility at A12 Junction 19, Boreham Interchange and to/from Beaulieu Park Rail Station. This package serves to best replicate earlier proposals put forward by National Highways as part of their A12 Widening Development Consent Order (DCO). These measures have been shown in separate modelling to support the Beaulieu Access Package to help mitigate the impact of the growth in trips associated with the

expansion of North-East Chelmsford Garden Community (Site SGS6) in Growth Area 2. National Highways-proposed capacity improvements at Boreham Interchange for the A12 Widening DCO were reviewed for the Local Plan Pre-Submission Plan (**T006-A pages 157-162**) and were shown to have the potential to accommodate a proportion (70%) of development trips from the East Chelmsford Garden Community site (SGS16a) in Growth Area 3. It is expected that the Beaulieu Access Package will provide similar capacity benefits to support development across both Garden Community developments. However, further measures to alleviate congestion forecast at the junction will be agreed with developers of site SGS16a through masterplanning and at the planning application stage, as supported by National Highways.

79. **T006-A** concludes that by maximising the potential for sustainable accessibility to and from Plan sites along the A12 corridor, the impact on the strategic highway network should not be considered severe. However, continued discussions with ECC and National Highways will be necessary to best ensure that future development growth in Chelmsford can be supported by the local and strategic highway network over the long-term.

80. SGS16a East Chelmsford Garden Community accommodates the largest proportion of housing and employment in the new site allocations proposed as part of the review of the Plan, as such, the site promoter and their consultants have been working with the local authority, Essex County Council and National Highways to identify and model a package of mitigation measures associated with site SGS16a to complement those already identified, and modelled as part of the Local Plan Pre-Submission work **(T006-A and T007).**

81. A Statement of Common Ground **(SOCG033-A)** has been agreed with National Highways, which includes National Highways' acceptance of the modelling undertaken in support of the Local Plan review, whilst noting the requirement for further detailed modelling to be undertaken at planning application stages for the East Chelmsford Graden Community.

82. As with the existing Chelmsford Garden Community at SGS6, planning consent given to development at East Chelmsford Garden Community will be predicated on a more detailed assessment of local and strategic network impact to be undertaken by consultants of the site promoter. **T006-A** notes the local network pressures along the A414 and at A12 junctions 18 and 19. Whilst measures to address development impact have been identified and are being explored further, detail around the extent of mitigation required, along with phasing plans will be agreed with ECC and National Highways through masterplanning and at the planning application stage as agreed with National Highways **(SOCG033A).**

83. In summary, the Transport Impact Appraisals December 2024 **(T006-A)** and October 2025 **(T007)** provide a clear picture of the effects of housing and economic growth on the transport network and the mitigation required at a strategic level appropriate for a Local Plan.

Q4.13	**Will the timescale for the delivery of the Beaulieu Access Package align with the timescale for the delivery of the Chelmsford Garden Community?**

CCC Response to Q4.13

84. The timescales for the delivery of the Beaulieu Access Package are set out in paragraph 3.44, page 95 (pdf page 12) of **(PostS002)** 05.08.26 ECC Cabinet 31 July 2026 - Beaulieu Access Package (Agenda and Minutes), and replicated below:

Milestone	Date
Design development	Underway
Acceptance of third-party funding	End July 2026
Junction 19 tender period	Apr 27 – Jul 27
Governance and contract award	Aug 27 – Nov 27
Junction 19 advanced works	Apr 27 – Dec 27
Junction 19 main works	Jan 28 – Apr 29
Roundabout 5 tender period	Oct 27 – Jan 28
Governance and contract award	Mar 28 – May 28
Roundabout 5 advance works	Feb 28 – Sep 28
Roundabout 5 main works	Oct 28 – Oct 30

85. There are restrictions on occupations relating only to the completion of the Junction 19 scheme - 875 dwellings within Zone 2. The draft Planning Framework Agreement (PFA) for Strategic Growth Site 6 (Chelmsford Garden Community), which is the overarching legal agreement for the entire site was published on the Council's website on 7th September 2026, Draft Planning Framework Agreement **(PL046-A)** refers to a Housing and Infrastructure Fund (HIF) Infrastructure Timetable on page 11 (pdf page 14), which requires:

> a) Practical Completion of Chelmsford North-East Bypass Section 1a by 31st March 2027
> b) Practical Completion of the Junction 19 Scheme by 31st December 2028 and
> c) Practical Completion of the Roundabout 5 Scheme in accordance with the programme notified in writing by the County Council pursuant to Clause 19 of the PFA.

86. The timescale for the delivery of Zone 2 of the Chelmsford Garden Community is set out in **(LDS012)** Five Year Housing Site Schedule (April 2026), page 8, rows 284. This shows 383 dwellings due to be completed by April 2031 (year 5). While this shows

expected build completions rather than occupations within this zone, as it is well within the 875 restriction of occupations it's safe to say there should be no impact on the projected timescales for the delivery of the Chelmsford Graden Community.

87. In conclusion the timescale for the delivery of the Beaulieu Access Package aligns with the timescale for the delivery of the Chelmsford Garden Community.

Q4.14	**How will the Plan achieve the aims of the three Strategic Zonal Focuses developed by Essex County Council?**

CCC Response to Q4.14

88. The Strategic Zonal Focuses of Essex County Council's (ECC) Chelmsford Future Transport Strategy are set out in paragraph 6.101 and Table 2, page 92 (pdf page 92) of the Pre-Submission Local Plan Consultation Document **(SD001).**

89. The Local Plan policies align with ECC's Chelmsford Future Transport Strategy and will contribute to achieving the aims of the three Strategic Zonal Focuses through securing a number of transportation infrastructure measures.

90. Strategic Policy S9 (Infrastructure Requirements) on page 86 **(SD001)** includes multiple bullet points to cover specific transportation infrastructure, including, but not limited to, active and sustainable routes, additional Park and Ride facilities, and bus improvement measures. These requirements are then specified in more detail in specific site policies and supported by the Development Management policies. Achieving these requirements will contribute towards meeting the aims of the Strategic Zonal Focuses.

91. Strategic Growth Site 6: North East Chelmsford Garden Community is a clear example of where the Local Plan facilitates achieving the aims of the Strategic Zonal Focuses. Section 1A of the Chelmsford North East Bypass (CNEB) and Beaulieu Park railway station have been delivered utilising funding contributions from the Housing Infrastructure Fund (£218m) and developer contributions from North Chelmsford Garden Community. The garden community has also delivered Beaulieu Parkway (RDR1). Additionally, land is safeguarded for expansion of the Chelmer Valley Park and Ride site. These are all examples of achieving aims of the Outer Zone by removing traffic from the network on the outskirts of Chelmsford, utilising the strategic route network and encouraging travel along the most appropriate routes.

92. The extension of Chelmsford Area Bus Based Rapid Transit (ChART) within Strategic Growth Site 6: North Chelmsford is an example of achieving the aims of the Mid Zone. Bus routes were established to serve the initial phases of the North Chelmsford Garden Community with direct and regular links to the city centre and also Beaulieu Park railway station. These services will be extended to serve the next phases of the Garden Community.

93. An example of where the Local Plan facilitates achieving the aims of the Central Zone is Strategic Growth Site 1a: Chelmer Waterside. As set out in the IDP (**INF015**, page 29), the Chelmer Waterside Road Access and Bridge was completed in July 2025 with funding through the Housing Infrastructure Fund. It provides additional capacity to the network and provides access only for pedestrians, cyclists, and vehicles to the Waterside development and onwards to the town centre via a more safe and direct route.

94. A further example where funding has been secured because of Local Plan growth is the Chelmsford City Growth Package. As set out in the IDP (**INF015**, page 29), this package of measures was completed in 2021 utilising £15 million funding (£10m Local Growth Funding via SELEP with £5m ECC monies) which was invested in sustainable transport schemes in the Mid and Central Zone, all designed to help alleviate pressure on Chelmsford's Road network. This included various measures including installation of cycle tracks, introduction of a safe crossing, creation of new cycle routes, improvements to signage, Admiral Park bridge replacement and creation of a dedicated bus lane.

95. In addition to those mentioned in Strategic Growth Site 6: North East Chelmsford Garden Community, future proposals at Strategic Growth Site Policy 16a: East Chelmsford Garden Community (Hammonds Farm) will also provide measures to achieve the aims of the Outer and Mid Zones. This will be achieved through bus based rapid transit infrastructure, with a new active and sustainable route and bridge over the A12 connecting to existing bus infrastructure that serves the Sandon Park and Ride service.

96. In summary, the Plan includes Strategic Policy S9 which covers specific transportation infrastructure, including, but not limited to, active and sustainable routes, additional Park and Ride facilities, and bus improvement measures. These requirements are then specified in more detail in specific site policies and supported by the Development Management policies. Achieving these requirements will contribute towards meeting the aims of the Strategic Zonal Focuses. This has been the same approach in the adopted Local Plan and has been shown to be effective with the examples set out in response to this question.

Q4.15	**How will localised cross boundary/cumulative impacts be assessed and how will mitigations be delivered?**

CCC Response to Q4.15

97. The transport evidence base report **T006-A** provides a summary of cross-boundary impact analysis on pages 82-87. Specifically, modelled forecast flows on key strategic routes between Chelmsford and neighbouring authorities have been determined and broadly evaluated in terms of network impact. With a concentration of allocated development at Site SGS16a East Chelmsford Garden Community, cross-boundary

analysis also includes a review of the distribution and quantum of modelled trips to/from the site in the strategic modelling – with a particular focus on the volume of trips routing between the site and neighbouring Maldon District along the A414.

98. Transport evidence base report **T005** documents the forecast model build assumptions upon which the Local Plan Review modelling has been based. Chapter 4 of the report (page 52) documents how housing and employment growth in neighbouring authorities has been accommodated. This includes the modelling of specific development sites in neighbouring authorities close to the border with Chelmsford, alongside the application of wider background growth to best represent forecast traffic flows entering and exiting neighbouring authority areas.

99. Section 1a of the Chelmsford North East Bypass (CNEB) is being funded by the Housing Infrastructure Fund (HIF). ECC has a contractual obligation to maximise recoupment of the Housing Infrastructure Fund (HIF) via developer contributions in the vicinity of the CNEB which could include along the A120 and the A131 corridor (i.e. Chelmsford North East Bypass). The adopted Braintree Local Plan (Policy LPR 17, bullet 3) and the Submission Draft (Regulation 19) (Policy LPR 19, criteria c), subject to public consultation between September/November 2026, require contributions to be made to the strategic road network in the vicinity of the site at Great Notley, namely the A131 corridor. The Memorandum of Understanding with Braintree District Council regarding the HIF Recovery and Recycling Strategy confirms that it will follow the Recovery and Recycling Strategy to make all reasonable endeavours to recover the HIF funding from the development of the Great Notley Site. Without the CNEB and its funding via HIF development sites may not be developed to their anticipated capacity without having to deliver and fund alternative planned transport interventions.

100. The emerging Local Plans of Maldon, Basildon, Brentwood and Rochford are at different stages of plan preparation and are subject to significant uncertainties with regards their agreed housing requirement using the standard method, its distribution, identification of key strategic sites, and the necessary transport evidence to identify the impact of any growth on their own and wider highway network. Consequently, it has not been possible to progress any detailed wider cumulative impacts beyond the administrative boundary of Chelmsford at this point in time. However as set out in **SOCG010** with Maldon District Council, **SOCG011** with Rochford District Council, **SOCG032** with Braintree District Council, **SOCG027** with Basildon District Council, and **SOCG034** with Brentwood Borough Council the Council's agree to continue to work together to ensure matters of strategic nature are considered and appropriately addressed. The example above regarding how the Council has worked with Braintree District Council demonstrates how the Council have worked towards establishing cross boundary impacts and the delivery of any cross boundary mitigation required to support development.

101. In summary, the Local Plan Transport modelling has considered any relevant growth from the Council's neighbouring authorities and will continue to work with them as their Local Plans progress to identify any impacts and mitigation which may be necessary to address these. The example of how the Council have worked collaboratively with

Braintree District Council and ECC regarding the CNEB demonstrates how this can work in practice.

EVIDENCE BASE LIST FOR MATTER 4	
SD001	Pre-Submission (Regulation 19) Local Plan Consultation Document
SD002	Pre Submission Additional Sites Consultation 2025
SD005	Schedule of Proposed Modifications (June 2026)
CC01	Council's Response to Inspectors' letter 10 September 2026
T001	Transport Impact Appraisal of Spatial Approaches December 2023
T005	Chelmsford VISUM Model Army and Navy Forecasting Report 2022
T006-A	Transport Impact Appraisal of Local Plan Review Pre-Submission (December 2024) (July 2025 Update)
T007	Additional Sites (Reg19) Highways Impact Junction Modelling Appraisal October 2025
TP012	Submission Topic Paper Transport (May 2026)
INF001	Infrastructure Delivery Plan Stage 1 Report (February 2024)
INF003	Chelmsford City Council Housing Scenario Test - Early Years and Childcare December 2024
INF004	Chelmsford City Council Housing Scenario Test - Primary and Secondary Education December 2024
INF005	Chelmsford City Council IDP Stage 2 Report November 2024
INF006	10 Year Plan: Meeting the demand for mainstream school places in Essex 2024 to 2033
INF007	Additional Sites - Chelmsford City Council Housing Scenario Test - Early Years and Childcare September 2025
INF008	Additional Sites - Chelmsford City Council Housing Scenario Test - Primary and Secondary Education September 2025
INF012	Chelmsford City Council Infrastructure Delivery Plan
INF012-A	Post Consultation Amendments to IDP in response to MIQs
INF013	CCC Infrastructure Funding Statement 2024-25
INF014	2024 to 2025 Infrastructure Funding Statement
INF015	The Essex County Council's developers guide to infrastructure contributions
INF016	Planning Obligations SPD May 2026
INF017	CIL Charging Schedule
LDS012	Five Year Housing Site Schedule (April 2026)
VOO3	Chelmsford Local Plan Viabilty Update April 2026
IO001	Issues and Options Consultation Document 2022
PL046-A	CGC Chelmsford Garden Community – Draft Planning Framework Agreement
PostS002	05.08.26 ECC Cabinet 31 July 2026 - Beaulieu Access Package (Agenda and Minutes)
PostS003	021225 CGC Draft IDP Narrative Report Update

EVIDENCE BASE LIST FOR MATTER 4	
SOCG010	Statement of Common Ground with Maldon District Council March 2026
SOCG011	Statement of Common Ground with Rochford District Council February 2026
SOCG021	Statement of Common Ground with Essex County Council March 2026
SOCG027	Statement of Common Ground with Basildon Borough Council April 2026
SOCG028-A	Statement of Common Ground with Dandara (GS14b) – Update October 2026
SOCG032	Statement of Common Ground with Braintree District Council April 2026
SOCG033-A	Statement of Common Ground with National Highways (Update October 2026)
SOCG034	Statement of Common Ground with Brentwood Borough Council April 2026
SOCG037	Statement of Common Ground with East of England Ambulance NHS Trust April 2026
SOCG039	Statement of Common Ground with Mid and South Essex Integrated Care Board (June 2026)
SOCG040	Statement of Common Ground with Essex Police (Strategic Planning April 2026
S0CG049-A	Statement of Common Ground with Wates (Infrastructure) – Update October 2026



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