

Chelmsford Local Plan

Review of the adopted Local
Plan

TP012

Submission Topic Paper
Transport

May 2026



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1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council (CCC) to provide background information and context of how the Local Plan has been formulated. This topic paper covers how transport matters and transport impacts have been considered when preparing the Local Plan and how the review will seek to provide a development strategy compatible with sustainable movement objectives.
- 1.2. Topic papers have been refreshed and updated during Local Plan Review process to ensure the latest information/position is available. This topic paper updates the Pre-Submission Transport Topic Paper ahead of submission following:
 - An analysis of the Pre-Submission Local Plan consultation responses
 - Publication of the Focused Consultation Additional Sites Document and analysis of the consultation responses
 - Finalisation and updating of evidence base documents
 - Outcomes of ongoing cooperation and work to address any outstanding potential cross boundary impacts.
- 1.3. This Topic Paper also reflects suggested additional changes to the Local Plan as set out in the 'Schedule of Proposed Modifications, May 2026' (SD005). These changes do not affect the soundness of the Local Plan and are in response to comments made to the Pre-Submission Local Plan and Focused Consultation Additional Sites Document. They are also proposed to ensure that the submitted Local Plan reflects the latest position and is consistent.
- 1.4. The main issues covered by this Topic Paper are:
 - Policy proposals to assist in increasing active and sustainable travel
 - The approach to highways modelling
 - Relevant Strategic Priorities and Policies related to transport including Strategic Priority 1 and 2, Strategic Policies S1, S14 and S16.
- 1.5. This Topic Paper covers how transport matters and transport impacts have been considered when preparing the Local Plan and how the Plan will seek to provide a development strategy compatible with sustainable movement objectives.
- 1.6. This Topic Paper supersedes the Pre-Submission Transport Topic Paper (TP004) published in February 2025, which included versions published at Issues and Options, and Preferred Options as Appendices.

2. Introduction

- 2.1. The review of the adopted Chelmsford Local Plan commenced in Winter 2021 and following consultations in 2022 and 2024, the Pre-Submission (Regulation 19) version was published for consultation in Spring 2025. A further focused stage of consultation on proposed additional sites to add to the Pre-Submission (Regulation 19) Local Plan ran from late

November 2025 to early January 2026. This further consultation was undertaken to ensure sufficient land for new housing and employment development is identified particularly in the first 5 years of the plan's adoption.

- 2.2. The Local Plan submitted for examination will comprise the Pre-Submission (Regulation 19) Consultation Document, February 2025 and the Focused Consultation Additional Sites (Regulation 19) Document, November 2025. If found sound following the examination, these documents will be incorporated together in a single new Local Plan before being finalised for adoption.

3. Background

- 3.1. Chelmsford is located in the heart of Essex, 30 miles north-east of London and consists of the principal settlements of Chelmsford and South Woodham Ferrers, surrounded by villages set within countryside and Green Belt, which generally follows the A130 in the south of the district to the administrative boundary and westwards along the A1060.
- 3.2. An improved transport network can bring about much-needed change connecting people to opportunities for work, education and leisure, and supporting local economies. Enhanced transport links between and within growing places and business clusters will enable an area to function as a coherent economy and improve productivity. Government has clear commitments to cut transport related carbon emissions to net zero through the decarbonisation of transport. Dependence on the private car causes other problems beyond carbon emissions. Many urban areas are heavily congested at peak times and a behavioural change is necessary to prioritise walking, cycling and public transport movements particularly for short trips.

Transport in Chelmsford

- 3.3. High car ownership and high levels of vehicle movements and commuting cause traffic congestion on main roads across Chelmsford at peak times. The high cost of local housing also results in some workers living a significant distance from their workplace.
- 3.4. Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods. The first phase of the Chelmsford North East Bypass (CNEB) (Section 1a) is programmed for delivery in Summer 2026. The complete CNEB has planning permission and a safeguarded corridor and will provide when fully complete a new 4.6km single carriageway bypass from the A12 in the south to Braintree, and London Stanstead Airport in the north.

- 3.5. Chelmsford is well served by a range of urban and inter urban bus services between key centres in Essex. Chelmsford also has two Park and Ride facilities (Chelmer Valley and Sandon) with frequent connections to the City Centre for commuters and shoppers. North Chelmsford is also served by a bus-based rapid transit (ChART) connecting the new neighbourhood in north east Chelmsford with the City Centre and rail station.
- 3.6. The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford. It also carries freight traffic to and from Freeport East (Harwich), which handles container ships and freight transport to the rest of the UK. Freeport East (Harwich) works in conjunction with Harwich International and Port of Felixstowe operating as a ports and logistics hub for offshore and green energy projects. The Elizabeth Line (Crossrail) provides services commencing south of Chelmsford in Shenfield providing additional capacity and quicker journeys to a wider choice of destinations through central London towards Reading. The new Beaulieu Park Rail Station, which opened in Autumn 2025 provides Chelmsford with an additional railway station and access with regular connections to London, with services taking around 40 minutes. The Elizabeth Line and the new main line rail station at Beaulieu Park in north east Chelmsford contributes to the continued attractiveness of Chelmsford as a place to live and to do business. Chelmsford also has good connections to London Stansted and Southend airports, as illustrated below:



- 3.7. Chelmsford's relative affluence combined with good access to the local and strategic road network means that there are high levels of car ownership. This contributes towards heavy use of Chelmsford's road network with some main roads through the City Centre at, or near to operating at full capacity during peak periods. This includes peak time congestion into and within Chelmsford City Centre, notably around the Army and Navy Junction and along Baddow Road and also along Broomfield Road, Springfield Road and Waterhouse Lane. There are also congestion 'hotspots' on the strategic road network for example, the A12

between junctions 15 and 19, and the A414 east of the A12 can be heavily congested during peak hours, particularly if there are issues on the A12.

- 3.8. In determining the locations for future growth, consideration has been given as to how they can take advantage of any additional capacity or help secure the funding towards any necessary transportation infrastructure be it highway or active and sustainable modes. For example, the Housing Infrastructure Fund (HIF) in combination with developer contributions from site allocations helped to fund the new rail station and will contribute towards Chelmsford North East Bypass (CNEB), rather than the provision of new roads in the existing built-up areas. ECC has a contractual obligation with Homes England to maximise recovery of the Housing Infrastructure Fund (HIF) via developer contributions in the vicinity of the Chelmsford North East Bypass (CNEB) which could include along the A120 (Strategic Road Network) and the A131 corridor. A Memorandum of Understanding with Braintree District Council (BDC) 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 allocated in the adopted and Local Plan Review. The CNEB was granted planning permission by Essex County Council (ECC) in March 2022.
- 3.9. The CNEB will be delivered in stages with the first stage (Section 1a) being funded by the Housing Infrastructure Fund (HIF). When complete, Section 1a and 1b of the CNEB will provide a new 4.6km single carriageway route between Beaulieu Parkway and the A131 at Chatham Green with the existing A131 becoming dual carriageway to the Deres Bridge junction south of Great Leighs.
- 3.10. Under the staged approach Section 1a of the single carriageway (the southern section) will be delivered first, connecting with Beaulieu Parkway in the south and providing connectivity to the A12 at Boreham Interchange via the newly opened Generals Lane Connector Bridge. To the north, the CNEB will join with a new east-west link (i.e. the Northern Radial Distributor Road) which is due to be delivered as part of the planned North East Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A131 Essex Regiment Way.
- 3.11. To the north of Beaulieu Parkway, as part of the CNEB enabling works, a new conveyor bridge was completed in 2024 allowing the existing mineral quarry at Bulls Lodge to continue to operate during construction and operation of the bypass. Once the quarrying is complete, the conveyor bridge will be upgraded by the North East Chelmsford Garden Community developers to provide a new east-west pedestrian, cycle and vehicle route. This will provide connectivity for local residents between the two areas of the Garden Community either side of the CNEB. Section 1a is planned to be delivered by the end of Summer 2026 and works to begin on the Northern Radial Distributor Road during Summer 2026. Construction work commenced on the mainline of Section 1b in January 2025 following advanced works completed in 2024.
- 3.12. Section 1b of the CNEB will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green and Deres Bridge roundabout. It is anticipated that these sections will be subject to a future round of DfT/Major Road Network funding combined with potential developer contributions and will be

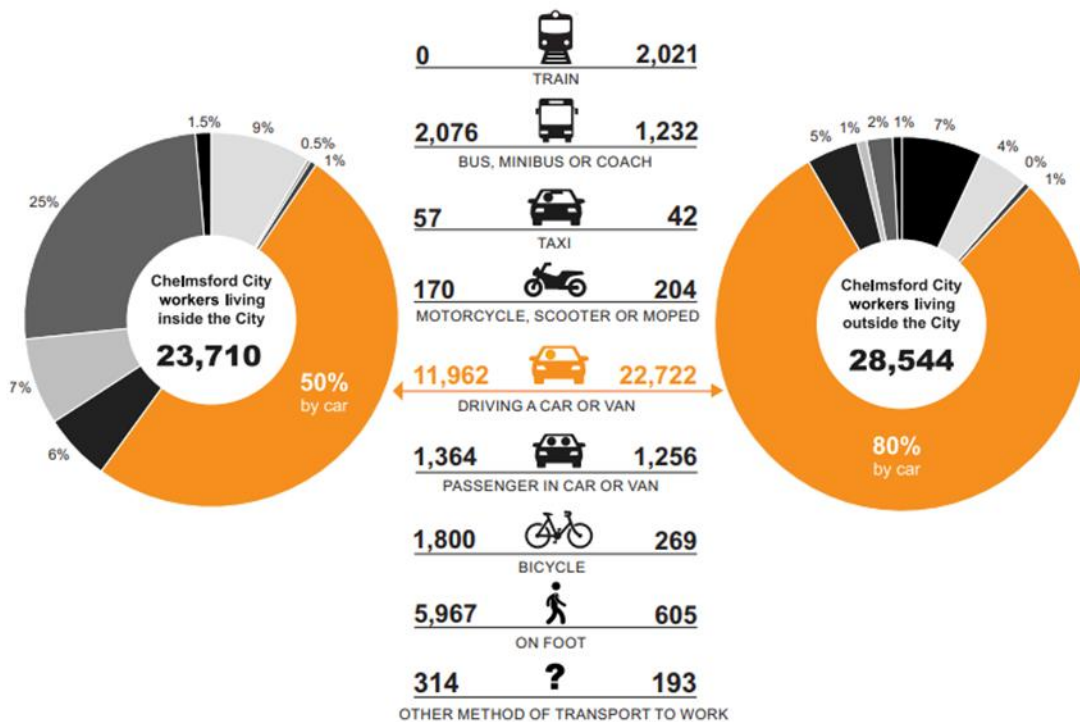
delivered at a later date. The safeguarded route for the bypass is shown on the Local Plan Policies Map.

- 3.13. Essex Highways (EH) has undertaken further traffic modelling consistent with, and following on from, the modelling undertaken for the development of the 2020 Local Plan transport evidence base (see Evidence Base section below). This modelling has continued through the plan making process and has assessed the likely need for infrastructure by 2041 to inform the Local Plan. The assessment uses the forecast model developed to assess the latest proposals for the Army and Navy junction and updated infrastructure assumptions for a 2041 future year, including the latest National Highways A12 widening proposals (DCO granted), CNEB proposals and capacity assumptions at Beaulieu Park railway station.
- 3.14. Chelmsford's wider sub-regional economic, transport and community functions means that significant levels of trips to Chelmsford originate from outside the City Council's area. For example, the neighbouring town of Maldon has no railway station and pre Covid-19 many residents commuted to London as well as employment locations in Chelmsford via the A414. The Council expects that this pressure will return on both the road network and public parking within the City. Around 5,500 daily commuters also travel to Chelmsford from the Braintree area via the A131 for employment purposes.
- 3.15. Likewise, Chelmsford's second largest town, South Woodham Ferrers, is served by the Southminster branch line without direct rail access to Chelmsford. Although there are bus links, many residents travel by car to Chelmsford along the A130 via Howe Green (A12, junction 17) and into the City Centre via the Army and Navy junction. Similarly, some villages have poor public transport links and are sufficiently far from the City Centre to make walking or cycling impractical or less desirable. The Sustainable Accessibility Mapping and Appraisal: Technical Note (T003) assessed the existing level of sustainable accessibility at 25 'settlement areas' identified across the five draft Spatial Approaches included in the Issues and Options consultation.
- 3.16. There are 24 public car parks that the City Council operates providing a mixture of short, medium and long stay car spaces. The majority of these are located within or on the edge of the City Centre.
- 3.17. ECC has developed a Strategic Zonal Approach to the Chelmsford transport system which seeks to remove as much traffic as possible from the outskirts of the city and reducing the need for city centre car parks. Park and Ride is a key means of achieving this. Chelmsford has two existing Park and Ride sites at Chelmer Valley to the north and Sandon to the east, which presently have just over 1,000 and 1,420 car spaces respectively. Buses run approximately every 10-15 minutes during the day into Chelmsford city centre. Although the COVID-19 pandemic changed people's travelling behaviour, Park and Ride demand has been recovering year on year since 2021/22. Patronage was around 63% of 2019/20 levels by the end of September 2024 and is expected to increase in the future due to Local Plan growth, both in Chelmsford and wider Essex. The Park and Rides are still a key component of the long term strategy. As such, land was safeguarded at both Park and Ride sites for their expansion in the adopted Local Plan along with additional sites in West Chelmsford and North East Chelmsford being identified for consideration. Planned expansion of the Sandon Park and Ride site will be delivered via the Army and Navy Sustainable Transport Package

project, with Chelmer Valley expansion land remaining safeguarded for its future development when funding becomes available.

3.18. The Army and Navy roundabout is a key gateway into and out of Chelmsford and experiences severe congestion and delays for all users at peak periods. The Planning Applications for the Army and Navy Sustainable Transport Package were approved in November 2024 by Essex County Council. The scheme comprises a new Hamburger Roundabout junction layout; walking and cycling improvements at and on the approaches to the junction; a 350-space expansion of Sandon Park and Ride; a new northbound bus lane on Princes Road; and improved bus priority in both directions on Parkway. In October 2024, ECC was conditionally awarded £69m from the Government's Major Road Network funding towards the overall £81m costs, which will also be part funded by ECC and Chelmsford City Council via Community Infrastructure Levy monies. A final business case is planned to be submitted to DfT in early 2028 with construction scheduled to commence in 2028 and be open to traffic in 2031. The sequencing of the construction of the different elements of the package is yet to be agreed.

3.19. ECC's Chelmsford's Future Network Strategy highlights that the network is under significant strain with limited highway capacity in the city centre available during peak periods. This leads to queuing, unreliable journey times, poor air quality and increased traffic on unsuitable residential streets. It also impacts bus users, and the quality of journeys made by walking and cycling as well as health issues such as obesity levels which may be worsened by children being unable to walk or cycle to school because of safety concerns. The Chelmsford's Future Network study 2017 showed that 80% of those working in Chelmsford but living outside the City drove to work in cars, and 50% who live in the City still drove to work.



- 3.20. A different approach is required to ensure that future travel demands are managed in the most sustainable way. This includes managing public car parking which allows people to access local services and support local businesses without causing significant traffic congestion or environmental impacts.

Rail

- 3.21. Chelmsford has regular main line rail services that connect the city with London Liverpool Street (with up to ten trains per hour), Ipswich and Norwich. The network also carries freight traffic to and from Freeport East (Felixstowe, Harwich and Ipswich), which handle container ships and freight transport to the rest of the UK. Although services are more limited, the Southminster branch line provides train services to London every 40 minutes with some all-through trains at peak hours passing through the town of South Woodham Ferrers and the small settlement of Battlesbridge in the Chelmsford administrative area. New trains provide significant additional passenger seating capacity of some 66% in the off-peak and at peak times a new 10 car train has about 12% additional seating capacity than the old 12 car train. However, given the imposed speed limits and number of crossings on the line the one train every 40 minutes is the best timetable that can presently be offered. Any improvement to provide 2 trains per hour would require significant investment in the track and platforms. The emerging LTP4 identifies the potential to improve Wickford station to make rail travel more attractive and accessible for local residents, along with potential to extend the platform to increase capacity. LTP4 also identifies a potential Great Eastern Mainline package of capacity, line speed, and resilience enhancements to deliver future passenger and freight demand on the line. Bow Junction is a known capacity constraint for services to London Liverpool Street and reconfiguration of the junction has been proposed to alleviate capacity issues. Haughley Junction, coupled with improvements at Ely, will enable increased freight services from key ports and enable freight services to be redistributed from Stratford, opening up capacity for passenger service improvements and line speed enhancements.
- 3.22. Chelmsford's rail network is heavily used, particularly given the proximity to and connectivity with London. Chelmsford rail station is one of the busiest in the East of England, accommodating up to 8 million passenger trips per year. The new Beaulieu Park rail station, which opened in Autumn 2025, provides Chelmsford with an additional railway station and access with regular connections to London, with services taking around 40 minutes. This station will help to relieve pressure on the congested Chelmsford station and reduce the need for people commuting into London to travel into Chelmsford by car. By locating new development within acceptable public transport travel distances (cycle, walk, bus) of the two rail stations there will be greater potential for residents to make their journeys by rail.
- 3.23. The new Beaulieu Park railway station provides access to the Great Eastern Main Line (GEML) with a central loop line and new tracks to enable stopping services while allowing fast trains to pass through unimpeded to make the whole line more reliable. It relieves crowding at Chelmsford railway station and acts as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new North East Chelmsford Garden Community.

Bus

- 3.24. Bus services are concentrated within the centre of Chelmsford, linking the city centre, railway station and the surrounding areas. The majority of services run through Chelmsford bus station, and therefore the city centre is well served by existing bus services. Chelmsford Area Bus Based Rapid Transit (ChART) is a direct, frequent bus service that connects development in North East Chelmsford with the City Centre. When the new Beaulieu Park station in North East Chelmsford opened in Autumn 2025 the ChART service was extended to provide a link to serve the station from Chelmsford Garden Community as well as the city centre. It is critical for enabling local, frequent travel without reliance on the private car.
- 3.25. Further out from the centre, the number of buses serving the local area decreases although South Woodham Ferrers and larger villages have a good service particularly during the peak period to Chelmsford and other larger settlements such as Braintree and Basildon, but are more limited in the evenings and at weekends. Travel by bus offers a main alternative to journeys made by private car. By locating new development adjacent to urban areas and their high frequency reliable bus services there will be greater potential for residents to make their journeys by public transport.

Cycling and Walking

- 3.26. Chelmsford has an extensive 61 mile well used cycle network which includes National Cycle Route 1 which provides east / west connectivity through the city centre and provides access to Writtle and Chelmer Village alongside the river and in parks, with on-road routes provided on quieter roads. The Chelmsford City Growth Package provided upgrades to existing cycle links, signage, surfacing, parking and lighting improvements through 7 of the 11 schemes within the package. There are opportunities to further enhance cycle routes along Chelmsford's Green Wedge by creating multifunctional greenways, whose design will depend on their location and function (recreational, commuting), and need to balance sustainable and active travel movements and biodiversity enhancement. Where possible these routes should be funded by developers where they directly relate to development. Any design of new routes should be consistent with LTN 1/20 – Cycling infrastructure design (2020) and be:
- Coherent - allow people to reach day to day destinations easily in a way that is easy to navigate, avoiding arrangements that are unintuitive or taking cyclists away from the obvious route;
 - Direct – to be as direct, if not more direct, than the routes available to motor vehicles;
 - Safe - as well as being safe, emphasis is given to the need for infrastructure to feel safe;
 - Comfortable - quality maintained surfaces, proper widths and favourable gradients are crucial; and
 - Attractive - should contribute positively to the urban realm, and naturally be attractive to use.
- 3.27. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying

cycling and walking improvements required at the local level. Essex County Council has identified a cycling network comprising 20 routes and a walking network comprising 21 routes within the [Chelmsford LCWIP \(September 2024\)](#), which covers the urban area. Work is now being progressed to help prioritise schemes for development along the new cycling and walking routes to develop a pipeline of schemes. ECC will continue to explore and apply for as many funding opportunities as possible to try and secure funding for any of the new schemes. New development should look to either provide contributions to deliver sections of these routes if they are in the vicinity, or provide active travel connections to them. As well as assisting in providing better accessibility these will help to reduce the need for motorised transportation on the roads, helping to reduce emissions.

- 3.28. An Essex-wide LCWIP was published in August 2025 to identify potential cross boundary corridors and ensure separate related LCWIPs are aligned to improve wider connectivity.
- 3.29. As part of Tranche 2 of the Government's Active Travel Fund the following projects have been completed in the Chelmsford area:
- Trinity Road Healthy School Street – removed existing bollards and replaced them with pencil-shaped ones; installed temporary street art to alert drivers to slow down and installed "20s Plenty" and "Children Crossing" signage.
 - Springfield Park Road / Springfield Park Lane junction alterations - installed on-carriageway cycle markings; refreshed all street lining and the existing roundels and improved the Springfield Park Road and Springfield Park Lane junction and raised table.
 - Navigation Road - refreshed all street lining and existing roundels; removed the existing centre line; and replaced signage on the Navigation Road and Hill Road junction.
 - Chelmer Road and Sandford Road – pruned existing vegetation and upgraded existing crossing to a Toucan crossing.
 - Waterloo Lane – completed the raised table; on-carriageway cycle markings, the segregated cycleway along the Riverside cycle path and refreshed cycle markings.
- 3.30. Essex County Council have been successful in securing further funding via the 4th Tranche of the Government's Active Travel Fund for elements of a package of works along LCWIP3: City Centre – Beaulieu Park. Funding was secured for the Pump Lane crossing improvements, which includes the upgrade of the zebra crossing to a signalised crossing, upgrading of footpaths to shared paths for pedestrians and cyclists, new dropped kerbs, tactile paving, cycle markings, improved lighting and new double yellow lines to deter dangerous parking. The works are scheduled to be completed by the end of Summer 2026.
- 3.31. The successful cycle parking initiative, CyclePoint (2018), established around 960 secure spaces at Chelmsford Station and has demonstrated that there is potential to influence travel behaviour to/from rail stations. The new Beaulieu Park Railway Station provides 500 spaces for cycle parking and storage. The ECC Safer, Greener, Healthier Campaign includes a range of projects to encourage the use of walking, cycling, e-scooter for shorter journeys and the bus for longer journeys. Initiatives include the [Go Jauntly App](#) providing details of walking routes around Chelmsford. It provides simple photo guides for walks and enables walking challenges to be undertaken. 'Walk this Way' provides information on leisure walks. Cycling projects including Essex Cycling Grant, Bikeability, Essex Pedal Power and Love to

Ride, can be viewed [here](#). Working with Business for Smarter Travel which can be viewed [here](#) and Healthy School Streets which can be viewed [here](#), where there is an initial scheme in the Chelmsford area at Writtle Infants and Juniors.

Micromobility

- 3.32. An e-scooter hire trial has been in operation in Chelmsford with Essex County Council, currently partnered with e-scooter company, Voi. The trial was launched in Chelmsford in February 2021, and latest figures show there have been over 1.68 million rides so far covering nearly 2.2 million miles (April 2026). This represents a clear mode shift, with riders regularly opting to use e-scooters rather than private cars to make some key journeys particularly for travel to/from work.
- 3.33. The trials were designed to inform Government policy on whether e-scooters should be legalised for wider use and the safety criteria needed. No decision has yet been made around legalising e-scooters by the government. However, the Department for Transport have extended the trials, to allow for time to process any legislation. The current trial is due to end in May 2027, but Essex County Council has an option to extend it by a further 12 months to May 2028.

4. Policy Context

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

National policy context

- 4.4. Paragraphs 001 Reference ID: 54-001-20141010 to 012 Reference ID: 54-012-20150313 of the Planning Practice Guidance (PPG) set out the transport evidence base required to support plan making and decision taking in full. The following is a summary of the points for consideration.

- 4.5. It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan.
- 4.6. The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.
- 4.7. Local planning authorities should also refer to the Department for Transport's [Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development](#).
- 4.8. A robust evidence base will enable an assessment of the transport impacts of both existing and proposed development which can help inform sustainable approaches to transport at a plan-making level. This will include consideration of viability and deliverability.
- 4.9. The key issues, which should be considered in developing a transport evidence base, include the need to:
 - assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
 - assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
 - highlight and promote opportunities to reduce the need for travel where appropriate
 - identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
 - consider the cumulative impacts of existing and proposed development on transport networks
 - assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
 - identify the short, medium and long-term transport proposals across all modes.
- 4.10. The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.
- 4.11. An assessment of the transport implications should be undertaken at a number of stages in the preparation of a Local Plan:
 - as part of the initial evidence base in terms of issues and opportunities
 - as part of the options testing
 - as part of the preparation of the final submission.
- 4.12. The last of these stages should highlight the scale of and priorities for investment requirements and support infrastructure spending plans. Like a sustainability appraisal, it will be an iterative process and become more refined and detailed as the process concludes.

4.13. The following list indicates the key aspects that should be addressed in the transport assessment. This list is not exhaustive, and there may be additional issues that are important to consider locally:

- all current transport issues as they affect all modes and freight covering, for example, accessibility, congestion, mobility, safety, pollution, affordability, carbon reduction across the whole Plan area and, within relevant areas of the Plan, including existing settlements and proposed land allocations
- the potential options to address the issues identified and any gaps in the networks in the short, medium and longer term covering, for example, accessibility, congestion, mobility, safety, pollution, carbon reduction
- the locations of proposed land allocations and areas/corridors of development and potential options for the provision of sustainable transport and transport networks to serve them
- solutions to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- the scope and options for maximising travel planning and behavioural change
- accessibility of transport nodes such as rail/bus stations to facilitate integrated solutions.

4.14. The transport assessment should be produced at a Local Plan level in partnership with all relevant transport and planning authorities, transport providers and key stakeholders. It may be appropriate for the transport assessment to cover an area wider than the Local Plan at least initially given the size of some travel to work areas (this would be similar to the Strategic Housing Market Assessment). This process should help to identify any potential measures that may be required to mitigate negative impacts.

4.15. Local planning authorities will need to consider the demographics of the area and also the desired or perceived changes likely to take place in the life of the Plan as they might affect the transport network. A number of other considerations that could be included, but are not limited to, are opportunities to change to other forms of transport, parking facilities, including park and ride, and committed network improvements.

4.16. Paragraph 007 Reference ID: 54-007-20141010 sets out the detail of how to carry out a transport assessment of the Local Plan and explains that this is likely to be scenario based and in terms of projections look at a range of potential outcomes given a number of assumptions, for example, a movement in the proportion of people using different forms of transport consistent with best practice. It goes on to explain the data that should be included in such an assessment, and how to quantify the impact of land allocations in the Local Plan on the transport system in paragraph 008 Reference ID: 54-008-20141010.

4.17. The transport assessment should also identify any significant highway safety issues and provide an analysis of the recent accident history of the affected/impacted areas. The extent of the safety issue considerations and accident analysis will depend on the scale and type of developments in the context of the character of the affected Strategic Road Network. The need to minimise conflicts between vehicles and other road user groups should be adequately addressed.

4.18. Any proposed land allocation impact should be considered in the context of two alternative scenarios – ‘with development’ and ‘without development’. This will enable a comparative analysis of the transport effects of the proposed allocation. The assessment should ideally cover the period of the Local Plan.

Other relevant guidance and legislation

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

- The 2018 [Road to Zero](#), the Government’s carbon reduction strategy for road transport and the publication in July 2021 of the [Transport Decarbonisation Plan](#)
- The [Future of Mobility: Urban Strategy 2019](#) and the complementary [Rural Strategy](#) (currently in development)
- Publication of [Gear Change](#), the Government’s vision for walking and cycling, and new guidance on the design of [cycle infrastructure](#) (e.g., Local Transport Note (LTN) 1/20)
- New approaches to rail and bus service delivery contained within [Bus Back Better](#) and the [Williams-Shapps Plan for Rail](#) published in 2021
- [Draft revised National Networks National Policy Statement](#) (NPS) (March 2023). This provides an updated framework with measures to protect the environment in new major road, rail and rail freight schemes
- New guidance for [Local Transport Plans \(April 2026\)](#). Explains how local transport authorities (LTAs) should prepare statutory local transport plans (LTPs), the relevant statutory duties and sets out the overall approach LTAs are expected to follow
- The [Better Connected - a Strategy for Integrated Transport \(April 2026\)](#). Adopts an approach of how best to facilitate journeys as an experience across the transport network as a whole based on 8 priorities including making transport accessible to all and at a manageable price; making healthier travel choices easy and convenient; integrating planning across transport, housing and other development; and embedding technology and innovation
- New guidance for Quantified Carbon Reduction Guidance (awaited)
- The publication of a revised Manual for Streets (awaited).

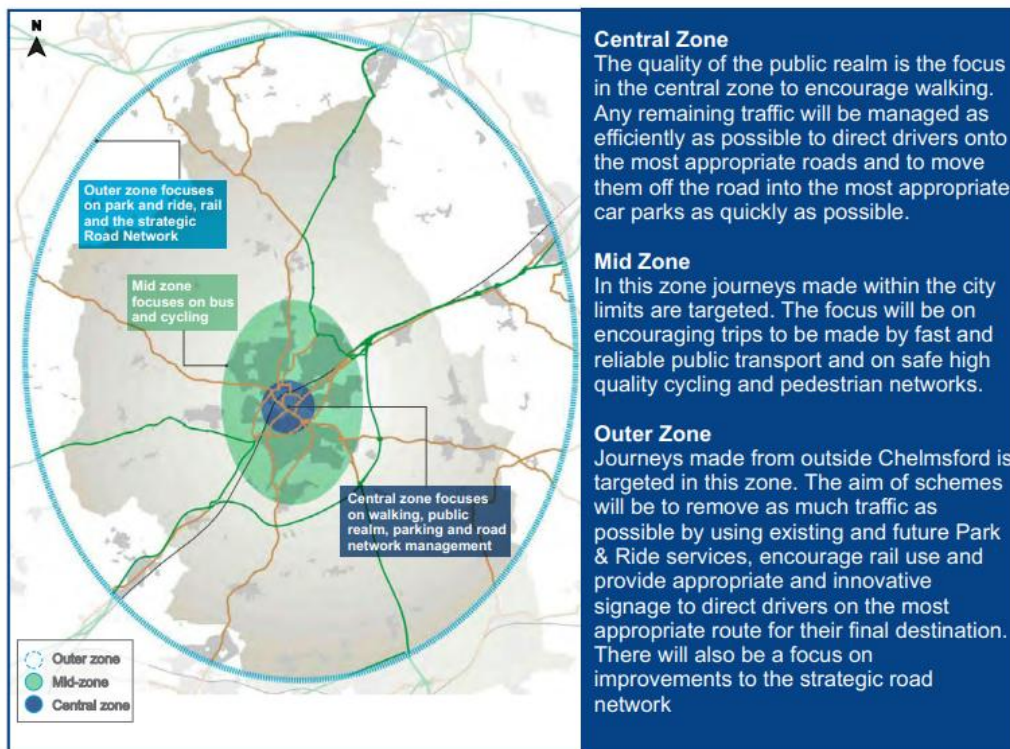
4.20. In 2021 the Government published [Decarbonising Transport Plan: A Better Greener Britain](#) which recognised that transport is not just how you get around, it shapes towns, cities, countryside, living standards, health, and quality of life. It commits to embedding transport decarbonisation principles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

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

Local Policy context

Current policy

- 4.22. Chelmsford City Council (CCC) worked in partnership with Essex County Council (ECC), and National Highways (NH) as Highways Authorities to ensure projected development growth in the adopted Chelmsford Local Plan was tested robustly and an appropriate strategy for mitigation formulated.
- 4.23. Good transport provision was considered essential to Chelmsford's continuing prosperity and improvements to the network are needed to be implemented in ways that are both sustainable and minimise the adverse environmental and social impacts.
- 4.24. Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure was already considered under pressure in the adopted Local Plan. A significant change in how people make their journeys towards more sustainable travel choices was considered necessary.
- 4.25. Therefore, the adopted Local Plan promotes improvements to transport infrastructure to ensure that new development is accessible by sustainable forms of transport and which allows Chelmsford to be well-connected. It also ensures that new development will not unduly exacerbate congestion and will provide appropriate mitigation measures to ameliorate effects on the local road network and maximises and improves the way people move around by sustainable modes of transport.
- 4.26. The adopted Local Plan sets out the following Zonal Approach to Chelmsford's Transport System:



4.27. This is set out in the adopted Local Plan in the follow ways:

- **Strategic Priorities 5 and 6** - these seek to deliver new and improved strategic and local infrastructure including ensuring the transport network accommodate future growth
- **The Local Plan Vision** – this seeks to maximise opportunities for sustainable transport by providing increased opportunities for walking, cycling and public transport
- **The Spatial Strategy (Strategic Policy S7)** - this focuses new development at well-connected locations (in line with Strategic Policy S1) for example along strategic transport corridors, close to existing local services, in areas with a good level of existing or proposed transport infrastructure including sustainable transport, and where daily needs can be met locally where possible. This helps reduce the need to travel, and maximise opportunities for sustainable travel and modal shift through planned new development
- **Strategic Policy S9** - this recognises that new development can place additional demand upon existing infrastructure and services, and requires new development to be supported by sustainable means of transport to serve its need including walking, cycling and public transport modes. It also sets out how new highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. It further lists a number of transport improvement schemes that are proposed across Chelmsford and which will help to relieve congestion and provide connections in the strategic road network, including:
 - New Rail Station
 - Chelmsford North East Bypass
 - An additional new Radial Distributor Road 2 in North East Chelmsford
 - New access road to Broomfield Hospital
 - Safeguard land for the expansion of Chelmer Valley and Sandon Park and Ride sites
 - Additional Park and Ride facilities will be provided in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map
 - Improvements to the Army and Navy Junction
 - Improvements to A130 (Essex Regiment Way) and A131
 - Junction improvements on the A12 and other main roads to reduce congestion
 - Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact
 - Multi-user crossings across the B1012 in South Woodham Ferrers which may include a bridge or underpass
 - New and improved cycling and walking routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas
 - Bus Priority schemes and rapid transit measures
 - Improvements to inter-urban public transport
 - Transport links between new neighbourhoods and Chelmsford City Centre and employment areas
 - Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

- **Strategic Policy S10** – this provides the means to secure necessary infrastructure and mitigate the impact of development. Infrastructure will be secured through the use of planning conditions and/or planning obligations and/or financial contributions through the Community Infrastructure Levy or its successor for both on and off-site provision, including the provision of land.
- **Site allocation policies** - require developments to provide appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority and appropriate measures to promote and enhance sustainable modes of transport. In doing so, planned new development will provide physical local highway mitigation measures as well as opportunities for sustainable transport to enable the modal shift of trips away from car borne to sustainable travel modes. All major development will also be encouraged to follow the modal hierarchy with walking, cycling and public transport modes prioritised over private cars (in accordance with Strategic Policy S1)
- **Development Management Policies DM6, DM7 and DM8** set out the circumstances whereby new local transport infrastructure can be provided outside of built-up or allocated areas. **Policy DM20** seeks to ensure that new community facilities are accessible by sustainable modes of transport such as by public transport, cycling, or on foot. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency are also supported. **Policy DM24** requires all new major development to create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car. **Policy DM27** provides standards for parking in all forms of development.

4.28. Essentially, Strategic Policy S11 together with the individual site allocation policies broadly identify what and where new transport infrastructure is required. This was informed by a robust evidence base and through engagement and support from key stakeholders including Essex County Council (ECC), National Highways (NH) and the promoters of the main developments.

4.29. Site specific highway requirements are then also covered in more detail through the masterplan process required for Strategic Site Allocations in the Local Plan and supported by the Development Management policies set out in the adopted Local Plan. Transport Assessments will also be undertaken to support individual planning applications.

4.30. The adopted [Making Places Supplementary Planning Document](#) (SPD) seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes. It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible.

- 4.31. The SPD offers further detailed guidance on principles to consider to ensure development offers sustainable travel alternatives to the private car as well as including detailed guidance on parking standards, electric charging points and car clubs.
- 4.32. The Council consulted on an updated draft Planning Obligations Supplementary Planning Document alongside the Pre-Submission (Regulation 19) Local Plan Document. This SPD was revised to reflect changes to national planning policy guidance, proposed modifications to the Local Plan and new local strategies and policy guidance. It refers to the latest published Infrastructure Delivery Plan which sets out what infrastructure is required to support the Local Plan. Representations on the Draft Planning Obligations SPD were reviewed at Chelmsford Policy Board in January 2026 and modifications to the document incorporated in the revised evidence base document ([INF011\) Planning Obligations Supplementary Planning Documents \(January 2026\)](#)).
- 4.33. Of relevance to this topic is the need for possible Section 106 Planning contributions towards highways, access and transport. It sets out that all development proposals will be assessed on their own merits in relation to the impact they have upon the highway network. There are no types of development which are exempt from necessary highway infrastructure obligations.
- 4.34. In addition to changes in national planning policy and guidance, the review of the adopted Local Plan has considered the achievability and effectiveness of Transport policies in decision making in the adopted Local Plan (2020), as well as new corporate priorities and strategies of the Council. Collectively these seek to ensure development does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network are not severe. In addition to the Local Plan, there are a number of other local and regional strategies or guidance that have informed this topic area.
- 4.35. [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.
- 4.36. 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.
- 4.37. In January 2020 a [Climate and Ecological Emergency Action Plan](#) with an initial focus on fifteen key areas of activity was agreed by the Council. It is aimed at:
- reducing carbon emissions
 - lowering energy consumption
 - reducing waste and pollution
 - improving air quality
 - greening Chelmsford
 - increasing biodiversity
 - encouraging more sustainable travel choices.
- 4.38. ECC transport policy is comprised of the following:

- The Local Transport Plan (2011) is the Essex Transport Strategy (LTP3)
- Given policy evolution since the adoption of LTP3, due consideration should be given to more recent documents such as Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of sustainable transport and the decarbonisation of the transport network.

4.39. ECC is preparing a new Local Transport Plan 4 (LTP4), which will reflect and formally incorporate the revised policy framework contained within Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of sustainable transport and the decarbonisation of the transport network. LTP4 will be based on three key themes of; Supporting People: Health, Wellbeing & Independence; Creating Sustainable Places and Communities; and Connecting People, Places and Businesses. To achieve the outcomes a staged approach will be applied. Firstly, managing and maintaining the existing network will be prioritised, then minor improvements and changes will be considered. After this, significant improvements and transformation will be considered. All of which will have a key focus on prioritising and promoting sustainable transport options.

4.40. LTP4 will follow the ECAC recommendations to implement an Avoid, Shift and Improve approach:

- Avoid – avoid or reduce unnecessary private car journeys trips, particularly over short distances through changing travel behaviour;
- Shift - deliver a behaviour change to encourage residents to shift to more sustainable modes, such as walking, cycling, and public transport or train; and
- Improve - where road journeys are essential improve vehicle efficiency by reducing the reliance on fossil fuelled vehicles and encouraging electric vehicles.

4.41. A key component of LTP4 is a shift towards a more flexible place and movement approach away from the traditional vehicle-based approach of road classification. Place can be defined as the ‘feel’ of an area and what people do when they get there and movement considers moving between, within and around a place and how users are doing it, such as by walking, taking the bus or driving. By classifying roads and streets differently focussed improvements can be made where they make the most sense for the road users and places. Alongside the strategy, LTP4 will incorporate place-based Implementation Plans (IPs) of which Strategic issues; Chelmsford Urban Area and Mid Essex are of particular relevance. These set out ideas of projects which are not guaranteed to be funded through LTP4 but will be considered as priorities and funding opportunities arise. It will also comprise a number of activity-based documents including the Bus Service Improvement Plan (BSIP); Sustainable Travel Planning; EV Charging Strategy; Local Cycling and Walking Infrastructure Plans (LCWIPs); Transport Technology Strategy; Network Management Plans and Maintenance Strategies.

4.42. A countywide [Air Quality Strategy](#) (December 2025) has been published setting out the current baseline position in Essex, identifying and prioritising areas of concern and includes an Action Plan. This outlines the actions proposed to improve air quality and how progress will be measured. The action plan is a live document, which will be updated as needed.

- 4.43. Transport East adopted its Transport Strategy to 2050 in July 2022. The Strategy sets a single regional voice for transport investment and supports the acceleration of regional transport priorities.
- 4.44. The Strategy identifies four key priorities for the East that strongly reflect the views captured from across the region including Essex:
- Decarbonising to Net Zero
 - Connecting growing places
 - Energise coastal and rural communities
 - Unlocking international gateways.
- 4.45. The regional Transport Strategy is accompanied by an Investment and Delivery Plan which includes six corridor programmes, of which the London – Chelmsford – Colchester – Ipswich – Norwich and Suffolk Coast connecting the fastest growing cities and towns and gateway ports is relevant to Chelmsford. Strategic schemes relevant to Chelmsford include:
- Great Eastern Mainline strategic package (improvements in London, Essex, Suffolk, Norfolk);
 - A12 strategic package South (Colchester to M25); and
 - Chelmsford strategic package NE bypass, Army and Navy, Beaulieu Park).
- 4.46. ECC, as the Local Transportation and Highways Authority, formally endorsed the Transport East strategy in July 2022. The Strategy, its priorities for transport and delivery goals will be reflected in the future LTP4.
- 4.47. ECC has published its Bus Service Improvement Plan (2021 - 2026) (BSIP) outlining that ECC is to follow the Enhanced Partnership (EP) approach between the Local Transport Authority (LTA) and Bus Operators to provide a new, high quality and reliable bus network. The periodic reviews of the ECC Bus Service Improvement Plan 2021 can be viewed [here](#). A Bus Network review has been undertaken for Chelmsford City and can be viewed [here](#). It identifies the key characteristics of the existing bus network services and its supporting infrastructure; identify the issues creating barriers to passenger growth, connectivity or accessibility; identify measures to over-come the barriers and promote bus passenger. The Review documents are 'live' documents listing schemes to be considered for progression but are not a prescriptive list of actions/projects that will be progressed and already have secured funding.
- 4.48. ECC has undertaken a number of projects and reviews with regards highway and transportation policy for existing and for new communities, which will feed into the new Local Transport Plan 4. The following have been completed:
- Essex Planning Officers Association (EPOA) Parking Guidance;
 - [Part 1](#) – for most development applications across Essex. It also provides the foundations for part 2. The general guidance section looks at calculation of

- parking requirements, introduces the zonal approach, relationship to transport assessments and travel plans, enforcement and car park management plans.
- [Part 2](#) – the role of parking in Garden Communities and Large Scale Developments – this part is focused on outcomes for sustainable growth to create quality places. This guidance is accompanied by a [connectivity tool spreadsheet](#)
- [A new development model for Essex](#) seeks to assist achieving net zero carbon transport emissions by 2050, the report seeks to demonstrate how delivering more walkable neighbourhoods have wider place-making benefits that go beyond the immediate value of reducing car use, such as increased biodiversity, more usable public open space, better air quality, lowering embodied carbon as well as commercial viability benefits through the potential to increase the number of dwellings within a well-planned, legible and cohesive development.
- [Electric Vehicle Charge Point Strategy](#) to deliver ‘the Right Charger in the Right Place’ so that by 2030, residents, businesses and visitors in Essex, where car travel is necessary, will be able to use electric vehicles and be assured there is an accessible, reliable, easy-to-use, safe and fairly priced charging network.
- [Chelmsford LCWIP \(September 2024\)](#) covers the urban area identifying a cycling network comprising 20 routes and a walking network comprising 21 routes.
- [Essex-wide LCWIP \(August 2025\)](#) prioritises links between villages, towns and cities to make use of off-road routes such as byways and bridleways, alongside innovative on-road cycling solutions on space-limited networks such as quiet lanes.
- [Mobility Hubs Implementation Guide \(September 2024\)](#) seeks to improve the efficiency of the design process for mobility hubs by identifying requirements and options and anticipating their future management and maintenance needs.
- [Essex Cycling Strategy \(September 2025\)](#) helps secure funding to improve and maintain cycling facilities and infrastructure across the county to enable cycling to become a natural and attractive option for travel and leisure.
- [Developers Guide to Infrastructure Contributions \(February 2026\)](#) includes details on Travel Planning (including large scale developments/garden communities).

4.49. Further guidance is also being prepared with regards the following:

- Review of Essex Development Management Policies
- Travel Plan Guide for Large-Scale Developments and Garden Communities: A Guide for Developers – will provide the necessary tools and guidance to develop, monitor and manage Travel Plans for large-scale developments across Essex
- Transport Assessment Guide for Large-Scale Developments and Garden Communities: A Guide for Developers – will provide the necessary tools and guidance to develop, monitor and manage TAs for large-scale developments across Essex
- Operational Model for Future Rapid Transit Schemes
- Essex Safer Speeds Strategy.

4.50. [Safer, Greener, Healthier](#) is an Essex Highways’ on-going campaign aiming to make it as easy as possible for people to travel more sustainably, especially for shorter journeys by walking, cycling, e-scooting or taking the bus or train for longer journeys. The vision is to

deliver and enable safer, greener and healthier travel for current and future users of the transport network in Essex. Please refer to paragraph 3.31 above for further details.

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

Co-operation with Key Stakeholders

4.52. The Council is committed to co-operating with other bodies on strategic planning matters. The Duty to Co-operate Strategy was reviewed and adopted in January 2022.

4.53. The Duty to Co-operate (DtC) was introduced through the Localism Act 2011, and until recently set out in the [2024 National Planning Policy Framework \(NPPF\)](#) (from Paragraph 24). However, this formal duty was removed from 25 March 2026 following introduction of the [Levelling-up and Regeneration Act 2023 \(Commencement No. 11 and Saving and Transitional Provisions\) Regulations 2026](#).

4.54. The Council has made every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way throughout the plan-making process. These discussions have helped to formulate the Local Plan, and we will continue to engage positively with key stakeholders as the Plan progresses through its examination and on its implementation once adopted. Evidence of engagement work carried out is set out in Statements of Common Ground and the Statement of Co-operation (SD004).

4.55. The strategic matters for the Review of the Adopted Local Plan are identified as follows:

- Delivering homes for all including Gypsy and Traveller and Travelling Showpeople accommodation
- Jobs and economy including green employment and regeneration
- Retail, leisure, and cultural development
- Sustainable transport, highways and active travel
- Climate change action and mitigation including flood risk and zero carbon
- Natural and historic environment including increased biodiversity and green/blue/wild spaces and connectivity of ecological networks
- Community infrastructure including education, health and community facilities
- Utility infrastructure including communications, waste, water and energy
- London Stansted Airport future airspace redesign.

4.56. The following issues raised by key bodies through the preparation of the Local Plan were taken into account in formulating the policy approach towards transport in the Local Plan.

4.57. We have engaged with National Highways throughout the review of the Local Plan, with discussions and formal consultation feedback being used to refine the Transport modelling at each stage of the review process. The Pre-Submission modelling sought to address the additional modelling requests set out by National Highways in their response to the Preferred Options consultation available to view via the Council's consultation Portal, www.chelmsford.gov.uk/planningpolicyconsult

4.58. Following representations made by National Highways to the second Regulation 19, Additional Sites consultation we have continued to engage with National Highways and have agreed the following position in respect of the Local Plan's impact on the Strategic Road Network (SRN) in a statement of common ground with National Highways and Essex County Council (SOCG033 refers):

The A12 DCO scheme for improvements between J19 and 25, including significant improvements to Junction 19, had its funding formally withdrawn by Government in July 2025 and therefore has been cancelled in its entirety.

The Local Plan traffic modelling (October 2025) concluded that the full package of improvements to Junction 19 of the A12, as contained within the DCO, was required to support the delivery of strategic growth identified in the Adopted Local Plan, and to achieve the associated sustainable and active travel objectives. Furthermore, the Strategic Model baseline 'Do Nothing' scenario (i.e. excluding Local Plan growth), which has been agreed with National Highways, demonstrates that there are existing capacity constraints at Junction 19 Boreham Interchange. The mitigation associated with the Local Plan Review growth should be proportionate to its impacts.

As part of consideration of planning applications on allocations in the Adopted Local Plan more detailed modelling has been undertaken by North Chelmsford Garden Community to identify their impact on Junction 19 and provide necessary mitigation measures to accommodate their growth.

CCC and National Highways have been working closely with Essex County Council (ECC), Homes England, the Department for Transport and developers of North Chelmsford Garden Community (an allocation in the adopted Local Plan with planning permission) to identify an alternative solution to deliver improvements required to mitigate the impact of the North Chelmsford Garden Community and to secure an appropriate funding mechanism for those works. An in-principle way forward was agreed at CCC Planning Committee on 15th December 2025 as part of the resolution to grant outline planning permission for Zones 1 and 3, to bring forward a coordinated package of improvements at Junction 19 and the nearby Beaulieu Park Station Access roundabout on the A131. Given the proximity and operational interdependency of these junctions, the agreed approach focuses on increasing capacity and improving safety to appropriately accommodate the traffic impacts arising from the proposed Local Plan growth. The funding package includes contributions from the North Chelmsford Garden Community developer consortium, ECC, National Highways and Homes England. 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 in principle, subject to contractual conformations, contributing an additional £14m for Junction 19/ Beaulieu Park Station Access roundabout scheme. Good progress is being made and confirmation of the entire funding package is expected by the

spring/summer of 2026 with works to commence the following year. An application has been made to National Highways for their £8m contribution towards Junction 19. A decision on this is expected following the publication of the next Road Investment Strategy (covering the period 2026-2031) in March 2026. ECC will confirm its £8m contribution towards Station Access Roundabout via Cabinet and enter into agreements and contracts needed to deliver the junctions. This decision is required expected in June 2026.

In light of the above further detailed traffic modelling is being undertaken 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.

Extensive modelling has been undertaken, however, NH will require further detailed modelling work to be undertaken at the planning application stages to identify suitable mitigation and confirm access arrangements to the Hammonds Farm site at Junction 19. NH will also require further design work to be undertaken at the junction to demonstrate that the mitigation and access arrangements are deliverable.

The modelling to date indicates that the additional sites (in addition to the original LPR sites, as introduced in November) would have minimal impact upon the A12 and Junctions 17, 18 and 19; and further modelling assessments with regards to these are not required for the purposes of the Local Plan.

As part of the DCO cancellation announcement, the Minister of State for Transport stated that smaller scale interventions on the A12 could still be considered where they are capable of unlocking growth. Discussions are ongoing between National Highways and Government to explore opportunities to access funding and to consider options for a phased approach to delivering improvements on the A12, including at Junction 19 Boreham Interchange, in support of the proposed Local Plan growth. It is also considered that continuing with the review of the Local Plan and its associated growth, strengthens the case for Government to prioritise Junction 19 as part of the smaller scale intervention programme referenced by the Secretary of State, by demonstrating a clear and deliverable growth proposition. It is agreed that all parties will continue to work collaboratively to lobby for further funding to secure any additional improvements that may be required.

All parties are committed to continue to work in a collaborative and constructive manor to support the progression of the Local Plan Review. As part of this ongoing engagement, National Highways will work with ECC and CCC to develop a clearer understanding of the impact of the proposed Local Plan development upon the A12, and to identify the mitigation measures that should be reflected within both the Local Plan Infrastructure Delivery Plan (IDP) and the Strategic Growth Site 16a - East Chelmsford Garden Community IDP being prepared by the site promoter in partnership with CCC.

Developers of Local Plan allocations should consider relevant mitigation measures identified within current planning documentation and/or schemes proposed as part of the latest Local Plan Review evidence base and/or schemes yet to be identified, with a view to making proportionate funding contributions towards their delivery where appropriate. This will include developing a proportionate and reasonable mitigation strategy that enables planned

development to proceed, while ensuring that severe impacts on the strategic highway network are avoided.

- 4.59. Crucially, all parties agree that the Local Plan modelling to date indicates that the development in the Local Plan would have minimal impact upon the A12 and Junctions 17,18 and 19. Further modelling assessments with regards to these junctions are not required for the purposes of the Local Plan, and no modifications are required to be proposed to the Plan.
- 4.60. In addition to this position, it should be noted that [Road Investment Strategy 3 \(RIS3\)](#), page 63 published in March 2026, acknowledges that some growth locations have complex interfaces with the Strategic Road Network, with the latter playing a significant role in enabling growth. RIS3 confirms that National Highways is '*..exploring a more proportionate and targeted plan of any potential small-scale interventions for the A12 corridor in Essex. Any potential small-scale interventions would be subject to demonstrating that they would achieve wider government objectives for possible delivery in future road periods*'.
- 4.61. The Chelmsford City Council Infrastructure Delivery Plan (IDP) Stage 3: Infrastructure Delivery Plan to Support the Submission Local Plan (INF012) sets out the high-level site mitigation required to support the Local Plan. More detailed transport assessments and site-specific modelling will continue to be developed and will be undertaken to support the masterplan/planning application stage to establish the detailed mitigation requirements for sites, in particular in relation to SGS16a (Hammonds Farm).
- 4.62. Local Plan sites will make proportionate funding contributions towards the necessary and reasonable mitigation required to ensure there is not a severe impact on the strategic highway network.
- 4.63. As the Highways and Transportation Authority, Essex County Council (ECC) have been fully engaged with all aspects of transport modelling and related policy preparation. As a result, a number of amendments were made to the Pre-Submission Local Plan in response to their comments to the Preferred Options consultation. A signed Statement of Common Ground with ECC (SOCG021) sets out the relevant amendments made to the Local Plan, or proposed to be made through the 'Schedule of Proposed Modifications, May 2026' (SD004), with no areas without agreement or unresolved strategic matters.
- 4.64. Maldon District Council raised some concerns over the potential impact of SGS16a (Hammonds Farm) on the road network in their response to the Preferred Options consultation. Following further engagement with Maldon District Council a signed Statement of Common Ground (SOCG010) sets out there are no areas without agreement or unresolved strategic matters, including traffic issues.
- 4.65. As part of their comments to the Pre-Submission consultation, Rochford District Council raised some concerns over the delivery of the employment site SGS16b (Land adjacent to A12 Junction 18) and ensuring it is adequately supported by local infrastructure improvements, including enhanced North-South public transport and active travel infrastructure due to the additional pressure on the highway network created by this quantum of employment space. Rochford District Council agreed in a signed Statement of Common

Ground (SOCG011), that the Local Plan transport modelling takes into account cross boundary impacts. This site now has planning permission, granted through an appeal, where the Inspector noted that the proposal, the mitigation and the modelling which supports it properly takes into account future growth in network demand and usage, the adjacent Hammonds Farm (SGS16a) development proposals and other relevant future planned growth. As a result, it was agreed that this issue is resolved.

Integrated Impact Assessment (IIA)

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

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

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

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

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

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

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

Appraisal Framework Objective	Key Sustainability Issue
4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living	Population Human Health
5. Health and Wellbeing: To improve the health and well being of those living and working in the Chelmsford City area	Population Human Health

Appraisal Framework Objective	Key Sustainability Issue
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth	Population Human Health Air Climatic Factors
10. Air: To improve air quality	Air Human health Biodiversity, Fauna and Flora
11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change	Climatic Factors

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

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

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

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

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

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

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

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

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

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

- 4.78. In relation to IIA Objective 5 (Health and Wellbeing) the Pre-Submission IIA notes that 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. In light of this, overall, the Local Plan has been assessed as having a cumulative significant positive effect on IIA Objective 5 (Health and Wellbeing).
- 4.79. The Pre-Submission IIA notes that growth over the plan period will result in increased vehicle movements which could have adverse effects on the highways network, notably increased pressure on the local and strategic road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, 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).
- 4.80. The Local Plan 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 between the Rettendon Turnpike and South Woodham Ferrers) and two potential 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, are expected to help mitigate adverse impacts associated with new development and enhance the City Area's transport network. Overall, the Local Plan has been assessed as having a cumulative mixed significant positive and minor negative effect on IIA Objective 6 (Transport).
- 4.81. In relation to Air (IIA Objective 10) and Climate Change (IIA Objective 11) growth over the plan period will result in increased emissions to air during both the construction of new development and once development is complete. However, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of strategic mixed use sustainable urban extensions that reflect Garden Community principles

and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and associated emissions to air, including greenhouse gases. Investment in transportation infrastructure may also help to address air quality issues. For these reasons, overall, the Local Plan has been assessed as having a cumulative mixed positive and negative effect on IIA Objective 10 (Air) and IIA Objective 11 (Climate Change).

4.82. Section 5 and Appendix H of the Pre-Submission IIA Report assesses Local Plan policies. Findings in relation to IIA Objectives 4 (Sustainable Living and Revitalisation), 5 (Health and Wellbeing), 6 (Transport), 10 (Air), 11 (Climate Change) include:

- Overall, the Spatial Principles, Policy S1, and Strategic Policies S2-S5 and S14-S15 have a significant positive effect on all five objectives
- The Spatial Strategy is likely to have a mixed significant positive and negative effect on objective 4, 5 and 6, and a mixed positive and negative effect on objective 10, with a positive effect on objective 11
- Strategic Policy S9 (Infrastructure Requirements) has been assessed as having a significant positive effect on objective 4, 6, 10, and 11, and a mixed significant positive and minor negative effect on objective 5
- Strategic Policy S16 (Connectivity and Travel) has been assessed as having a significant positive effect on objective 4, 5, 6, a mixed minor positive and minor negative effect on objective 10, and a positive effect on objective 11.

4.83. Section 8 of the Pre-Submission IIA includes recommendations for Local Plan content and implementation and suggests measures to be considered by Council as part of the further refinement of the Local Plan prior to its publication for Examination. There are no further recommendations relating to Transport.

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

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

IIA Recommendation	CCC Comment/Action
	requirements for Garden Communities (Strategic Growth Site Policies 6 and 16a)
A need to work collaboratively with partners to implement and monitor Policy DM31 Net Zero Carbon Development (In Operation)	CCC is working collaboratively with ECC as implementation lead and other partners
Identify measures to address the effects of inconsistent delivery on specific sites (especially on large extensions)	Covered within the development trajectory and monitoring. Text amended for clarity in Section 6 (How will future development growth be accommodated?)
Make reference to the aspiration for regeneration schemes to benefit existing residents	This principle is central to Strategic Growth Site 1cc Andrews Place, and will be considered for other sites where applicable
Suggest monitoring the degree of self-containment in large extensions so that residents and vulnerable groups are not disadvantaged in access to basic services	Will be addressed through the masterplanning process and S106 agreements
Address the requirements for site developers in respect of sustainable design and construction, including a Construction Environmental Management Plan (CEMP)	Text amended to incorporate this in Section 9 (Making High Quality Places)
Monitor the balance between housing and jobs provision to maintain a balance between in and out commuting, for long term sustainability	Current allocations aim to achieve this balance
Work with public and private sector partners to facilitate behavioural change in matters such as travel choices, attitudes to health and well-being, water use and recycling patterns.	This is a focus for spatial planning, including engagement activity with partners, and having regard to external strategies and guidance, such as the Essex Design Guide (2018), Essex Local Transport Plan (2011) and its successor LTP4, Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy 2018-2038, Chelmsford Surface Water Management Plan (2014), Make Space for Girls 2025-2028

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

Habitats Regulations Assessment (HRA)

- 4.88. Overall, the HRA has concluded that most aspects of the Local Plan will have no significant effects on any European sites, alone or in combination due to the absence of effect pathways.
- 4.89. 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 Local Plan will have no adverse effects on the integrity of any European sites, alone or in combination.
- 4.90. The HRA Report Addendum (as part of the IIA) considered the proposed changes in the Additional Sites Document. The Addendum found that the proposed changes to the Local Plan do not affect the findings of the earlier HRA work and that the position remains that the Local Plan will not have adverse effects on any European sites either alone or in combination.

Equality Impact Assessment (EqIA)

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

Health Impact Assessment (HIA)

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

Reasonable Alternatives

- 4.95. The Pre-Submission IIA has considered a range of reasonable alternative strategies and options, through the IIA process and through technical evidence base testing, before finalising the policies and sites in the Local Plan. This has included the assessment of different Spatial Strategy options, higher and lower growth requirements, and different housing and employment development sites.
- 4.96. At the Additional Sites consultation stage, due to the Council's position of not being able to demonstrate a 5-year housing land supply, further options for meeting the residual need were assessed through the IIA Addendum.
- 4.97. The two options were to either allocate additional small sites and increase capacity at other identified allocations (Option 1); or to allocate an additional strategic site or sites to meet the shortfall (Option 2).
- 4.98. Option 1 was selected as the preferred approach as it aligned well with the Local Plan's strategic priorities, spatial principles and the settlement hierarchy; performed well in terms of housing, economy and employment; and deliverability of sites within the first five years of the Local Plan.
- 4.99. Option 2 was rejected due to not aligning with the Local Plan's strategic priorities, spatial principles and the settlement hierarchy; poorer performance in terms of housing, economy and employment; and uncertainties about deliverability within the first five years of the Local Plan.
- 4.100. Overall, the sustainability performance of the proposed additional sites, in light of their contribution to the Local Plan spatial strategy and mitigation proposed through specific site policies associated with each of them, is as good as or better than sites rejected at Pre-Submission and Additional Sites stages.

Evidence base

- 4.101. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence.
- 4.102. In addition to the IIA, the following documents are of particular relevance to (Insert Topic) and support the Review of the Local Plan. Evidence base documents are available online via [Local Plan Review](#).

Document	Summary
<p>Integrated Impact Assessment IIA001 Integrated Impact Assessment Scoping Report 2022 IIA002: Integrated Impact Assessment Issues and Options 2022</p>	<p>The Integrated Impact Assessment (IIA) brings together a Sustainability Appraisal (SA), a Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA), an Equalities Impact Assessment (EqIA) and a Habitats Regulations Assessment (HRA) to assess the socio-economic and environmental effects of the</p>

Document	Summary
<p>IIA004: Integrated Impact Assessment Feedback Report Issues and Options 2023</p> <p>IIA005: Integrated Impact Assessment Preferred Options (May 2024)</p> <p>IIA006: Integrated Impact Assessment Preferred Options Feedback Report 2024</p> <p>IIA007: Integrated Impact Assessment Pre-Submission 2024</p> <p>IIA009: Integrated Impact Assessment Pre-Submission Feedback Report</p> <p>IIA010: Integrated Impact Assessment (IIA): Focused Consultation Additional Sites (Regulation 19) Addendum</p> <p>IIA012: Chelmsford HRA Addendum August 2025</p> <p>IIA013: Integrated Impact Assessment: Additional Sites (Regulation 19) Addendum Feedback Report</p>	<p>Local Plan. The first stage involved consultation on a Scoping Report on the proposed approach to the assessment of the Local Plan. The Issues and Options, Preferred Options, Pre-Submission and Additional Sites stages of the Local Plan were accompanied by IIA Reports. The findings of the IIA Reports, together with consultation responses published in Feedback Reports, were used to help refine further Local Plan stages.</p>
<p>Regulation 22 Consultation Statement SD003: Regulation 22 Consultation Statement (Available online via Local Plan Review)</p>	<p>This statement details how the community and stakeholders were consulted during the process of preparing the Review of the Local Plan. It details who was consulted and when this happened, the main issues raised in the responses and how these have been considered.</p>
<p>PAS Toolkits: OSP001 Toolkit Part 1 - Local Plan Review Assessment</p> <p>OSP011 Toolkit Part 2 – Submission Local Plan Form and Contents Checklist (Available online via Local Plan Review)</p> <p>OSP012 Toolkit Part 3 - Submission Local Plan Process Requirements Checklist (Available online via Local Plan Review)</p> <p>OSP013 Toolkit Part 4 - Submission Local Plan Soundness Quality Assessment (Available online via Local Plan Review)</p>	<p>The Planning Advisory Service (PAS) produces a number of Toolkits to assist Local Authorities in the review of their Local Plans. This suite of documents have been considered through the preparation of the Local Plan to help understand which policies require updating against the 2023 NPPF, that the correct process has been followed in undertaking the review, and that the Plan being submitted for Examination is sound.</p>

Document	Summary
VISUM Model Validation T004: Chelmsford VISUM Model Local Validation Report (LMVR) 2021	This report documents the improvements made to the 2019 Chelmsford VISUM Forecast Model and the subsequent recalibration and validation process to the strategic model used in the Local Plan transport modelling.
VISUM Army and Navy Forecast Model T005: Chelmsford VISUM Model Army and Navy Forecasting Report 2022	This report documents the development and infrastructure assumptions for Chelmsford included in a 2026 and 2041 forecast year for the purposes of assessing the future-year performance of the Army & Navy junction proposals. This has informed the strategic model used in the Local Plan transport modelling.
Sustainable Accessibility Mapping and Appraisal T003: Sustainable Accessibility Mapping and Appraisal July 2022	The study assessed the existing level of sustainable accessibility at 25 'settlement areas' identified across the five Spatial Approaches set out in the Issues and Options.
Local Plan Transport Impact Appraisals T001: Transport Impact Appraisal of Spatial Approaches December 2023 T002: Transport Impact of Preferred Spatial Approach March 2024 T002-A: Preferred Spatial Approach Local Junction Modelling – Technical note May 2024 T006 Transport Impact Appraisal of Local Plan Review Pre-Submission (December 2024) 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	These reports document the modelling methodology, results, and findings of the traffic impact appraisal of the spatial approaches, identified at each stage of the Local Plan.
Air Quality Impact Assessment CC014 Review of the Chelmsford Local Plan – Air Quality Impact Assessment (December 2024) CC016 Additional Sites – Review of Air Quality Impact Assessment (September 2025)	Considers the impact of the proposed development sites on local air quality now and in the future. Overall, the assessment concludes that the impact of the Local Plan in 2041 can be considered negligible for all pollutants.
Infrastructure Delivery Plan:	The IDP provides a high-level assessment of the infrastructure issues and requirements associated with the spatial strategy and proposed site allocations. An initial baseline report has been

Document	Summary
INF012: Chelmsford City Council Infrastructure Delivery Plan (March-2026) INF005: Chelmsford City Council IDP Stage 2 Report (November 2024) INF001: Infrastructure Delivery Plan Stage 1 Report (February 2024)	updated to include further analysis of the infrastructure required to support the preferred spatial strategy in the Local Plan.

Consultation Feedback

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

- Support the need for greater emphasis on promoting active and sustainable transport, including walkable neighbourhoods
- Development should be focused near existing strategic transport corridors such as the A12, A130 and rail stations
- Need to ensure enough EV charging points are included in development
- Opposition expressed to Hammonds Farm allocation on the basis of the impact on the Local and Strategic highway networks
- Concern over the lack of detailed localised junction modelling and site access assessments being undertaken for all sites
- Safety concerns for local roads near to sites.

4.104. The Council commissioned Essex Highways to review and consider the key issues raised in the highway and transportation responses received to the Preferred Options, Pre-Submission and Additional Sites consultations.

4.105. These reports are included with the Regulation 22 Consultation Statement (SD003) and have been used by CCC to understand and respond to matters of concern raised at each stage of the Local Plan.

Local Plan Approach

4.106. The approach in the Local Plan takes account of a number of considerations including national planning policy and guidance, new corporate priorities, an updated evidence base and comments received to the Issues and Options, Preferred Options, Pre-Submission and Additional Sites consultations. The Local Plan approach and key changes are described below.

- 4.107. The need for active and sustainable travel are covered throughout the Local Plan. They are included within new and updated Strategic Priority 1 (Addressing Climate Change and Ecological Emergency), 2 (Promoting smart, active travel and sustainable transport), 3 (Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks), 7 (Creating well designed and attractive places, and promoting the health and social wellbeing of communities), and 8 (Delivering new and improved strategic and local infrastructure). They also feed into an updated Vision and Strategic Policy S1 (Spatial Principles).
- 4.108. The need for active and sustainable transport to be included in development is then required in new and updated Strategic Policies S2 (Addressing Climate Change and Flood Risk), S14 (Health and Wellbeing), S5 (Protecting and Enhancing Community Assets), S16 (Connectivity and Travel), S9 (Infrastructure Requirements), S11 (The Role of the Countryside), S17 (Future of Chelmsford City Centre), through site allocation policies, and through Development Management Policies DM4 (Employment Areas and Rural Employment Areas), DM7 (New Buildings and Structures in the Green Wedge, DM10 (Change of Use (land and buildings) and Engineering Operations), DM20 (Delivering Community Facilities), DM24 (Design and Place Shaping Principles in Major Developments, and DM27 (Parking Standards).
- 4.109. Relevant proposed site allocation policies provide requirements for new and/or improved active and sustainable travel routes within the site and connecting to key destinations beyond, as well as the need for other transport infrastructure to be provided on site, or to mitigate a sites impact.
- 4.110. New Strategic Policy S16 (Connectivity and Travel) and Development Management Policies DM7 (New Buildings and Structures in the Green Wedge), and DM10 (Change of Use (land and buildings) and Engineering Operations) introduce the role and function of the Green Wedge to include infrastructure to support active travel. This policy also includes reference to the Local Cycling and Walking Infrastructure Plan (LCWIP). The City Council rely on Essex County Council to produce these as the Highways and Transportation Authority.
- 4.111. New Strategic Policy S16 (Connectivity and Travel) also seeks to create sustainable places which promote connectivity for all, by providing better access to modes of active and sustainable travel, including supporting development and infrastructure. It also includes new strategic scale developments to ensure they have considered how walkable neighbourhoods can be achieved, as well as achieve a significant modal shift to active and sustainable modes of travel.
- 4.112. Strategic Policy S9 (Infrastructure Requirements) includes reference to the existing Essex County Council Local Transport Plan (LTP) and the need to continue to work with Essex County Council on the emerging LTP4 and include any further infrastructure requirements as they emerge. It also includes the requirement for new development to be supported by active and sustainable transport and new highway infrastructure which will help reduce congestion, link new development and provide connections to the strategic road network.
- 4.113. New Strategic Policy S14 (Health and Wellbeing) includes the need for developments to create opportunities for active travel, including the provision of safe and attractive pedestrian

and cycle routes. It also requires strategic scale development to incorporate Sport England and National Design Guide Active Design principles.

- 4.114. Development Management Policy DM25 (Sustainable Buildings) includes updated requirements for Electric Vehicle charging points. These are based on the [EPOA Parking Guidance Part 1](#). Development Management Policy DM27 (Parking Standards) then sets out the full parking standards for all development.

Traffic modelling

- 4.115. Specific traffic modelling to assess the potential impact of the Local Plan has been carried out at each stage of plan preparation and has been used to inform the Spatial Strategy. Full details on how the Council have arrived at the Spatial Strategy included in the Local Plan is set out in the Spatial Strategy and Strategic Sites Topic Paper. However, a full summary of the traffic modelling carried out is set out below.
- 4.116. A summary note outlining the traffic modelling approach to be undertaken throughout the Review of the Local Plan was included in the Issues and Options Topic Paper, appended to the Pre-Submission Topic Paper (TP004). This was based largely on the approach used for the adopted Local Plan modelling and has evolved based on the identification of the locations for development in the Local Plan.
- 4.117. The Sustainable Accessibility Mapping and Appraisal of Sites 2022 (T003) assessed 25 settlement areas identified across the five spatial approaches in the Issues and Options consultation document on their level of sustainable connectivity to key urban centres, employment, rail stations, bus services and bus stops, healthcare and education. They were also assessed on their digital connectivity highlighting the ability for residents to work from home thereby reducing peak hour journey trips on the local transport network. It should be noted that the appraisal placed a focus on the current levels of accessibility and connectivity at the potential development locations and did not generally seek to take into account future uncommitted infrastructure improvements which might come forward to support new development. However, the potential level of accessibility at larger sites was considered and reported in the appendices, based on an expectation that sustainable measures would be implemented and/or improved by developers to boost site accessibility
- 4.118. The Transport Impact Appraisal of Spatial Approaches 2023 (T001) sets out the modelling methodology, results, and findings of the traffic impact appraisal of three selected Spatial Strategy options, identified following the Issues and Options consultation. The evidence showed that, in terms of overall network impact (severity and breadth) and without considering the scope for mitigation, Approach 2 (New Settlement /Employment) was modelled as having the smallest impact, and Approach 3 (Transport Corridors) as having the largest. Approach 1 (Existing Strategy) was characterised as having a broader, but less pronounced impact on the road network. The wider cross boundary impacts are included in the relevant assessments.
- 4.119. The Transport Impact Appraisal of the Preferred Spatial Approach 2024 (T002) assessed the impact of the Spatial Strategy included within the Preferred Options Local Plan and provided

insight into the likely effectiveness of proposed infrastructure and/or sustainable measures to mitigate the impact of development traffic growth. The forecast model was updated to reflect the latest position regarding the layout of the proposed Chelmsford North-East Bypass and the timescales for its delivery. Specifically, only the southern section of the bypass (Section 1a) between the proposed Northern Radial Distributor Road and Beaulieu Parkway was modelled as being delivered within the plan period.

- 4.120. The Transport Impact Appraisal of the Preferred Spatial Approach 2024 (T002), undertaken by Essex Highways, concludes that by maximising the potential for sustainable accessibility to and from the sites along the A12 corridor, the impact on the strategic highway network should not be considered severe. However, continued discussions with National Highways are necessary to best ensure that future development growth in Chelmsford can be supported by the strategic highway network over the long-term.
- 4.121. In addition to the main Transport Impact Appraisal of the Preferred Spatial Approach (T002), more detailed junction modelling work was included as an addendum (T002-A) which supports the above conclusions.
- 4.122. Following the Preferred Options consultation the Council also commissioned Essex Highways to review and consider the key issues raised in the highway and transportation responses received to the Preferred Options consultation. This report entitled Preferred Spatial Approach - Response to Representations (November 2024) is given in Appendix 1 of the Pre-Submission Topic Paper, (TP004), and includes a review of the Transport Technical Note, prepared by consultants Stomor (June 2024) on behalf of Little Baddow, Danbury, Boreham Parish Councils. The Preferred Spatial Approach - Response to Representations (November 2024) report was used by CCC to understand and respond to matters of concern raised at the Preferred Options Stage, and to inform the Pre-Submission Local Plan.
- 4.123. Following the Preferred Options consultation CCC also continued to engage with Essex County Council and National Highways to agree the methodology for further modelling to be undertaken which sought to address any further modelling requirements that had been raised. As a result, the Transport Impact Appraisal of the Local Plan Review Pre-Submission (T006) modelling included the following amendments/additions:
- Additional local capacity modelling of A12 Junctions 15 and 16 using up-to-date (2024) count data for base model build
 - Updated local capacity modelling of A12 Junctions 17 and 18 using 2024 count data and improved calibration to journey time delays
 - An alternative appraisal of A12 Junction 19 (Boreham Interchange) referencing modelling work undertaken by National Highways for the A12 widening Development Consent Order (DCO)
 - A Merge/Diverge appraisal of junction on/off slips along the A12 corridor
 - A sensitivity test assessment of Local Plan development impact with and without the A12 widening DCO proposals
 - Use of Variable Demand Modelling (VDM) to provide a robust appraisal of development impact along the A12 corridor

- Inclusion of recent proposed infrastructure in Chelmsford, including the expansion of the Sandon and Chelmer Valley P&R sites, which was granted permission on 22nd November 2024
- Inclusion of the latest National Highways long term design proposals for the Boreham Interchange as per the DCO granted in January 2024
- Inclusion of early concept development accesses onto the wider road network are, based on outline developer proposals.

4.124. The objective of the Transport Impact Appraisal of the Local Plan Review Pre-Submission (T006) was to provide sufficient transport modelling evidence with which to inform CCC of the potential traffic impact of the Pre-Submission plan proposals and insight into the likely effectiveness of proposed infrastructure and/or active and sustainable measures to mitigate the impact of development traffic growth. The study specifically looked at the following:

- The impact of the additional Local Plan Review Pre-Submission (LPRPS) development traffic on the future capacity of links and junctions on the strategic and local road network, at key junctions and across neighbouring authority boundaries.
- The effectiveness of mitigation measures proposed by developers of large, proposed development sites in Chelmsford – specifically SGS6 – North East Chelmsford (Chelmsford Garden Community) and SGS16a – East Chelmsford Garden Community (Hammonds Farm).
- The impact of forecast traffic flows on the accessibility of passenger transport services and the network of bus priority infrastructure in Chelmsford.

4.125. The Pre-Submission modelling concludes that, with a focus on development along the A12 corridor, the modelled traffic impact of the Pre-Submission plan 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.

4.126. Overall, the allocation of development in the Pre-Submission plan provides the opportunity to make good use of existing and potential active and sustainable modes of transport to and from proposed sites. However, this will be dependent on the delivery of the bus, cycling and walking infrastructure proposed by developers, as well as additional measures required to provide the necessary connectivity to the wider sustainable transport network to achieve 60% modal shift targets. This will be crucial to ensure that the growth in trips associated with the proposed development is managed and does not have a significant impact on the surrounding local area.

4.127. With PM peak traffic congestion along Parkway in the City Centre shown to worsen with LPRPS development trips added, it would therefore be appropriate for all developers to contribute towards public transport measures to mitigate the impact on the City Centre.

4.128. With forecast-year modelling for the Pre-Submission development suggesting that sections of the A414 east of the A12 will operate close to, or at capacity; developers of sites located off the A414 should be required to consider journey time impact along the route in the vicinity

of A12 Junction 18, and through Danbury, and ensure that traffic conditions are sufficiently managed with the addition of development trips.

- 4.129. Trips from proposed development in the vicinity of A12 Junctions 18 (Sandon) and 19 (Boreham Interchange) are modelled to have a direct impact on the capacity of these junctions, and it should be expected that developers of sites including; Chelmsford Garden Community, East Chelmsford Garden Community and Land Adjacent to A12 Junction 18, identify and make provision for the potential funding and delivery of necessary junction capacity improvements alongside provision of sustainable and active mode infrastructure and services. Junction capacity improvements will be required in the event that development impact cannot be reasonably mitigated through bus, cycling and walking measures alone. The design and delivery of such capacity improvements would require collaboration with National Highways from an early planning stage.
- 4.130. The Pre-Submission modelling suggests that the delivery of Boreham Interchange improvements associated with the A12 widening DCO proposals is required as a minimum to help ensure that the junction has the capacity to accommodate proposed development across Chelmsford. Should funding for the DCO proposals be withheld following the proposed central government review in Spring 2025, capacity improvements would require funding by alternative means and ECC and CCC would then jointly lobby for funding for the provision of necessary infrastructure at the junction.
- 4.131. Forecast modelling suggests that the impact of traffic flows associated with the Pre-Submission development would have a minor impact along the A12 trunk road – relative to background traffic growth. However, the volume of development trips modelled on the on and off-slips at the A12 junctions may exacerbate potential safety issues in the future associated with carriageway merging.
- 4.132. By maximising the potential for sustainable accessibility to and from the sites along the A12 corridor, the impact on the strategic highway network should not be considered severe as a result of the addition of trips to/from the Pre-Submission sites. However, continued discussions with National Highways are seen as being necessary to best ensure that future development growth in Chelmsford can be supported by the strategic highway network over the long-term.
- 4.133. Following the Pre-Submission consultation, the need for carrying out the Additional Sites consultation was identified. There were a number of reasons for this, as set out in the Additional Sites Document, but of relevance to transport was the Government cancelling the A12 (Chelmsford to A120) Widening Scheme on 8 July 2025, which had planning permission through a Development Consent Order (DCO) and supported significant house building in Chelmsford and neighbouring districts. Of particular relevance to Chelmsford the DCO included significant improvements to Junction 19 (the Boreham Interchange).
- 4.134. The Additional Sites (Reg19) Highways Impact Junction Modelling Appraisal October 2025 (T007) serves as an update to the Chelmsford Local Plan Review Pre-Submission modelling undertaken (T006 and T006-A) and assesses the traffic impact of the additional housing and employment growth identified in the Additional Sites Document. The appraisal focuses on the impact of trips to/from the Additional Sites on the capacities of local junctions, and uses

distributions from the Chelmsford Pre-Submission strategic modelling to inform a manual assignment of development trips through the assessed junctions. The study also considered the cross-boundary impact of the additional sites modelled.

- 4.135. The Additional Sites modelling concludes that the manual assignment of trips calculated to/from the additional sites has shown that small numbers will likely be added to background traffic flows and Adopted Local Plan development trips at junctions on the strategic road network in a 2041 forecast year. It is therefore considered highly unlikely that trips associated with the additional sites will be of a sufficient scale to significantly impact the capacity of these junctions.
- 4.136. It is likely that development south of Chelmsford will increase the volume of trips looking to route through A12 Junction 17 at Howe Green. The overall impact on junction capacity is, however, likely to be small given the extent of congestion already modelled at the junction in 2041 for the recent Pre-Submission modelling appraisal. It is highly likely that trips from the additional sites south of Chelmsford will lead to the displacement of background traffic flows, potentially causing a small quantum of 'rat-running' through West Hanningfield, but resulting in little overall change to the forecast modelled capacity of the junction itself.
- 4.137. Several junctions assessed, are modelled to operate over-capacity by 2041 to a greater or lesser extent – primarily as a result of background traffic growth and flows from Adopted Local Plan development. These junctions, along with those assessed as part of the recent Pre-Submission modelling (specifically A12 Junctions 17 and 18 and Eves Corner), are the subject of various development impact mitigation measures that have either been highlighted in this appraisal and/or commented on in the December 2024 Pre-Submission modelling report - July 2025 Update (T006-A).
- 4.138. It is not expected that further mitigation needs be considered to address the highway impact of trips associated with the additional sites considered alongside the Local Plan Pre-Submission. However, it is recommended that developers of these sites should consider relevant mitigation measures in current planning documentation and/or schemes proposed as part of the latest Plan Review evidence base, with a view towards providing a funding contribution towards their implementation. Further detail of the schemes for consideration are set out in Section 5 of the Additional Sites modelling (T007).
- 4.139. The Local Plan Pre-Submission traffic modelling (T006-A) had concluded that the full package of improvements to Junction 19 of the A12, as contained within the DCO, was required to support the delivery of strategic growth identified in the Adopted Local Plan and the review of the Local Plan, and to achieve the associated sustainable and active travel objectives. However, the Strategic Model baseline 'Do Nothing' scenario (i.e. excluding Local Plan growth), which was agreed with National Highways, demonstrates that there are existing capacity constraints at Junction 19 Boreham Interchange. These baseline issues occur independently of planned growth within the Local Plan Review. Accordingly, development arising from the Local Plan Review should not be expected to deliver mitigation equivalent to the full A12 DCO scheme at Junction 19, but be proportionate to its impacts on the junction.

- 4.140. It should be noted that the highways modelling undertaken for the Local Plan is strategic and area-wide in nature. As agreed in the Statement of Common Ground with National Highways and Essex County Council (SOCG033 refers) the Local Plan modelling to date indicates that the development in the Local Plan would have minimal impact upon the A12 and Junctions 17,18 and 19. Further modelling assessments with regards to these junctions are not required for the purposes of the Local Plan, and no modifications are required to be proposed to the Plan.
- 4.141. The Chelmsford City Council Infrastructure Delivery Plan (IDP) Stage 3: Infrastructure Delivery Plan to Support the Submission Local Plan (INF012) sets out the high-level site mitigation required to support the Local Plan. More detailed transport assessments and site-specific modelling will continue to be developed and will be undertaken to support the masterplan/planning application stage to establish the detailed mitigation requirements for sites, in particular in relation to SGS16a (East Chelmsford Garden Community - Hammonds Farm).
- 4.142. Local Plan sites will make proportionate funding contributions towards the necessary and reasonable mitigation required to ensure there is not a severe impact on the strategic highway network.
- 4.143. While it is not within the practical scope of the Local Plan highways modelling to assess the full scale of mitigation required along alternative sustainable corridors into the city centre from the Hammonds Farm site, the Local Plan transport modelling evidence base does recognise the need for a city centre sustainable access corridor study to be undertaken as part of the Hammonds Farm planning application, should proposals for a bus service to Beaulieu Rail Station be compromised by access difficulties at the Boreham Interchange.
- 4.144. Overall, the suite of traffic modelling demonstrates that with proportionate and reasonable mitigation strategies in place to support the Local Plan growth, development will ensure that severe impacts on the strategic highway network are avoided.

Draft Policies Map

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

NPPF December 2023 Checklist

- 4.146. The Local Plan submitted for examination will comprise the Pre-Submission (Regulation 19) Local Plan) and Focused Consultation Additional Sites (Regulation 19) Document. The Council has therefore reviewed these together against the requirements of the December 2023 NPPF.
- 4.147. The table below shows that the Local Plan partially meet/ meet all the requirements in respect to transport. The full Local Plan Form and Contents Checklist updated in May

2026 (OSP11) is available online via [Local Plan Review](#). Please note that the following table supersedes the version presented in the Pre-Submission Transport Topic Paper.

Commentary key:

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

NPPF Requirement	NPPF Paragraph	Approach in the Local Plan
<i>Transport</i>		
Actively manage patterns of growth. Significant development should be focused on locations which are/can be made sustainable. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas - this should be taken into account in plan-making.	109	These considerations have been considered in the Spatial Strategy (Strategic Policy S7) which is informed by the wider plan evidence base including the 2024 Parish Audit and Integrated Impact Assessment.
Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.	110	The plan provides for a variety of site types and uses to minimise journeys. The plan includes proposals and policies which seek to reduce the need to travel including Strategic Policies S2 and S16 and site allocations policies. It has also been prepared with the active involvement of local highways authorities.
Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.	110	The plan safeguards a corridor for the North East Chelmsford Bypass and identifies locations for proposed key transport infrastructure including bridges and areas for additional park and ride facilities to support new development growth.
Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).	110	The plan provides for attractive walking and cycling networks drawing on the Chelmsford Cycling and Walking Infrastructure Plan as set out in Strategic Policy S16 and site allocation policies.
Provide for any large-scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. Such facilities 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.
Recognise the importance of maintaining a national network of general aviation airfields.	110	Not relevant as no airfields within the plan area.

NPPF Requirement	NPPF Paragraph	Approach in the Local Plan
Provide adequate overnight lorry parking facilities, taking into account any local shortages.	113	Provision is made within Strategic Growth Site 16b to other complementary uses, including roadside facilities, that may be appropriate on site. National Highways are content that this provides adequate opportunities.
In assessing sites that may be allocated for development in plans, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.	114	Provision is set out in plan site allocations including requirements to promote sustainable travel provision and ensure suitable site access. Site policies are supported by other policies including Strategic Policies S1 and S16, the masterplan process and Making Places SPD. The site allocations are also supported by the Transport/Highways Modelling and Infrastructure Delivery Plan.
Development should only be prevented on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.	115	The plan site allocations are supported by updated Transport/Highways Modelling which demonstrates to the satisfaction of National Highways and Essex County Council that they do not have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not found to be severe subject to proportionate and reasonable mitigation being in place.

Alternative Policy Approaches

4.148. The Local Plan review has considered a number of alternative policy approaches and options including different development quanta and spatial strategy options. Each policy in the Preferred Options Local Plan Consultation Document included 'Alternatives considered' which were tested in the Preferred Options Integrated Impact Assessment (IIA), alongside the proposed policies, to help ensure that the final version of the plan is justified and an appropriate strategy, when considered against the alternatives and other available and proportionate evidence.

4.149. Alternative spatial strategy options have also been tested in other evidence base reports such as the Water Cycle Study Scoping Report and Preferred Options Traffic Modelling Report. Both the Pre-Submission IIA and Additional Sites IIA Addendum consider different spatial strategy and development site options for growth. More detail is set out in each evidence base report and the Submission Spatial Strategy and Strategic Sites Topic Paper (TP010).

4.150. In summary, key alternatives considered during the plan review in relation to the (insert topic) include:

- **No Strategic Policy for Connectivity and Travel but rely on NPPF.** The policy follows the requirements of the NPPF. However, the NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities. Therefore, this is not a reasonable alternative.
- **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.

5. Future Work – Beyond the Local Plan

5.1. The Local Plan traffic modelling evidence base is considered to be suitably robust by Essex Highways to support the Local Plan. The suite of evidence base Transport Assessments carried out at each stage assess the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A130 to/from Basildon Borough, A131 to/from Braintree District, and A414 East to/from Maldon District.

5.2. Further work in respect of transport matters related to bringing forward planned strategic growth sites in the Local Plan will be addressed through detailed site masterplans, approved by the Council, as required in relevant site allocation policies. These may involve further transport modelling as well as public consultation. The transportation and highway elements of the Masterplan should be agreed with the Highway Authority and National Highways (where relevant). Alternatives to the private car are to be considered as a first principle to minimise the number of trips by private vehicles. As such, active and sustainable travel infrastructure for cycling, walking, public transport and horse riding will be given priority in consideration of the design and layout of proposed development.

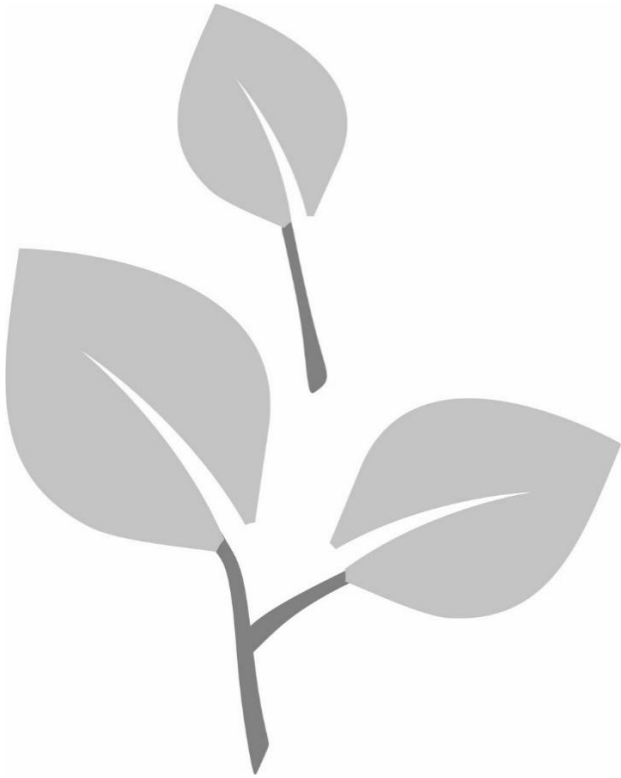
- 5.3. More detailed analysis of traffic impacts and mitigation options testing will be required through the preparation of Transport Assessments/Statements as part of future masterplans/planning applications when they are submitted. These will be required to consider the transport implications and mitigation measures (where appropriate) to support the sites. The need for future modelling work identified above is not considered to be critical to the delivery of the Local Plan as such, but will inform the site-specific detailed measures employed to mitigate development at the local level. Developers will be required to complete a Transport Assessment (TA) to accompany planning applications for sites in excess of 50 dwellings or the specified floorspace size for commercial development uses, or a Transport Statement for smaller developments if required by the Highway Authority. As well as impact on the highway network (capacity and safety), traffic generation, site access and mitigation, the TA should also include detailed analysis of active and sustainable transport options.
- 5.4. The Local Plan transport modelling undertaken to date identifies the need to deliver a range of mitigation schemes. Where these schemes have already been confirmed as being necessary, these are included within the Infrastructure Delivery Plan (IDP) March 2026 (INF012). Information concerning costs, funding and phasing are included, where this is currently known, within this document. The IDP is a live document and will be updated as information becomes available or further refined through any design stages.

6. Conclusion

- 6.1. The rationale for the City Council's approach to Transport to support the Local Plan is clear, compliant with national policy and well informed.
- 6.2. The relevant supporting evidence base studies and documents set out that while Chelmsford faces some constraints there are suitable means to ensure the impact on the highway network is not severe, and that there are opportunities to secure safe and convenient active and sustainable connections to residents to and from development locations in the Local Plan. The Council's approach is to:
- Locate development in the most sustainable locations
 - Encourage a significant modal shift to active and sustainable travel, including a 60% shift within the two garden communities
 - Promote and enhance active and sustainable modes of travel for all
 - Mitigate the impact of development on the highway network
 - Provide greener alternatives on developments to support sustainable travel e.g. EV charging points required to be provided.
- 6.3. The purpose of the Local Plan is to shape where development takes place through the Spatial Strategy, and at the same time to set out how the area will be connected by walking and cycling routes, public transport corridors and the local and strategic road network in pursuit of the Plan's Strategic Priorities, Vision and Spatial Principles.
- 6.4. The Spatial Strategy builds upon that in the adopted Local Plan, and focuses new development at well-connected locations for example along strategic transport corridors, close to existing local services, in areas with a good level of existing or proposed transport

infrastructure including active and sustainable transport, and where daily needs can be met locally where possible. This will help reduce the need to travel, and maximise opportunities for active and sustainable travel and modal shift through planned new development.

- 6.5. Strategic Policy S9 and S10 together with individual site allocation policies broadly identify what and where new transport infrastructure is required, and how it will be secured. This is informed by a robust evidence base and through engagement and support from key stakeholders including Essex Highways, National Highways and the promoters of the main development sites. The Local Plan policies are broadly consistent with the NPPF 2023.
- 6.6. Chelmsford City Council has worked in partnership with Essex Highways and National Highways as Highways Authorities to ensure projected development growth in Chelmsford is tested robustly and a strategy for mitigation is formulated. With the necessary mitigation being secured through the site allocations, both key bodies consider the Plan to be 'sound' and, therefore, fit for purpose.



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Please call 01245 606330

Spatial Planning Services
Directorate for Sustainable Communities
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
Essex
CM1 1JE

Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

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