

# Boreham Neighbourhood Development Plan Consultation Statement

Dated: 1<sup>st</sup> December 2025

Prepared by the Boreham Neighbourhood Plan Steering Group

Approved by Boreham Parish Council: 1<sup>st</sup> December 2025

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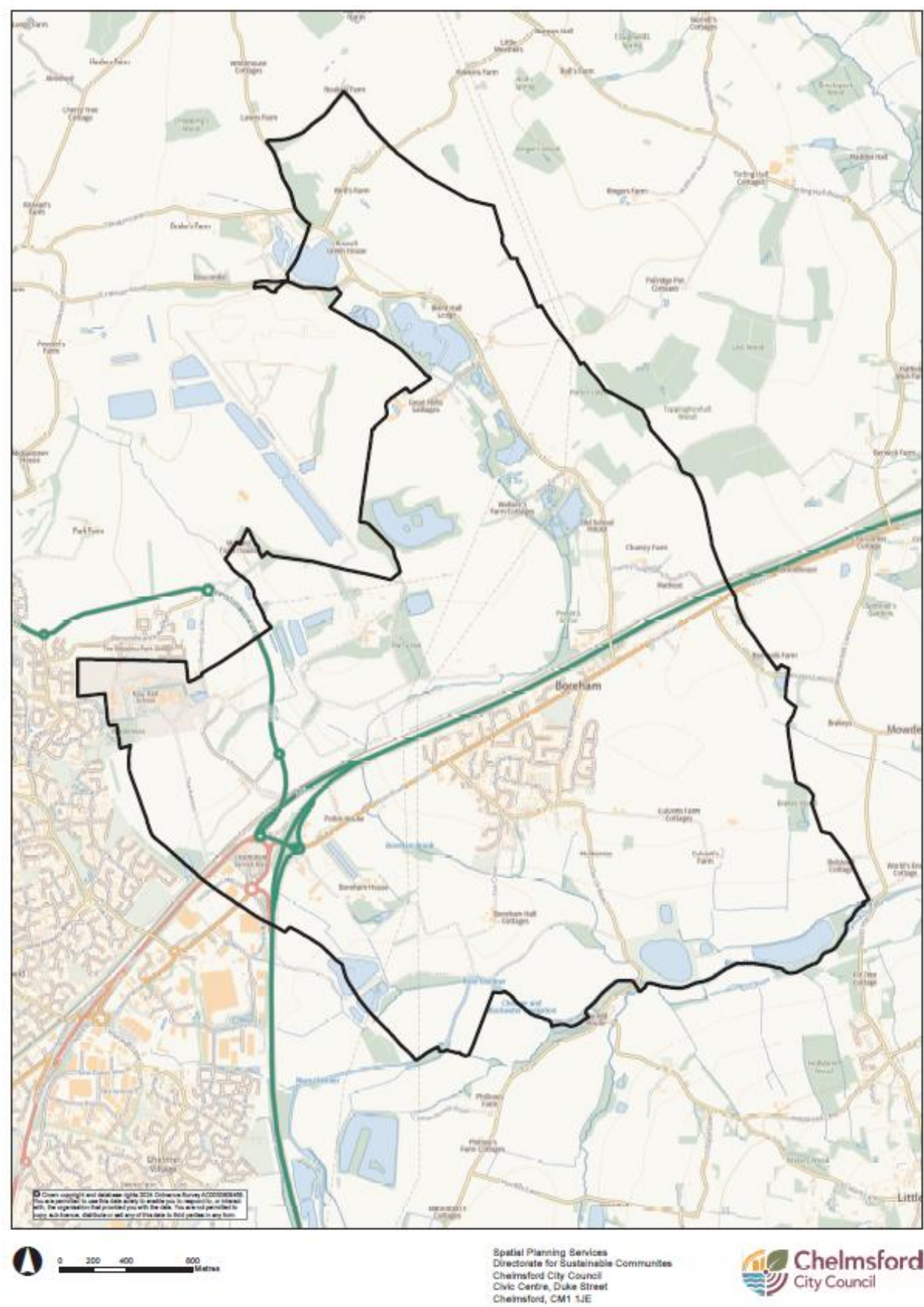
# 1. Introduction

- 1.1 This consultation statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Boreham Neighbourhood Development Plan for the period from 2025 to 2041.
- 1.2 The legal basis of this Consultation Statement is provided by Section 15(2) of the 2012 Neighbourhood Planning Regulations, which requires that a consultation statement should:
  - 1.2.1 contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
  - 1.2.2 explain how they were consulted;
  - 1.2.3 summarise the main issues and concerns raised by the persons consulted; and
  - 1.2.4 describe how these issues and concerns have been considered and, where relevant addressed in the proposed neighbourhood development plan.
- 1.3 The policies contained in the Neighbourhood Plan are the culmination of extensive engagement and consultation with residents of Boreham as well as other statutory bodies. This has included a household survey and consultation events at appropriate stages during the preparation of the Plan.

# 2. Background to the preparation of the Neighbourhood Plan

- 2.1 The Boreham Neighbourhood Development Plan was initiated at a public meeting held in St Andrew's Parish Church in Boreham and the initial steering group was formed of attendees who volunteered at that meeting.
- 2.2 In March 2016 Boreham Parish Council agreed to prepare a neighbourhood plan for the Parish (the Boreham Neighbourhood Development Plan or BNDP). Responsibility for the development of the plan was delegated by the Parish Council to the Steering Group which consists of members of the community and parish councillors.
- 2.3 Although the composition of the steering group has varied over the years, it has always included a regular core group of residents as well as Parish Councillors to ensure that the interests of the community were adequately represented.
- 2.4 Chelmsford City Council agreed the area covered by the Boreham Neighbourhood plan on 11th January 2017. It subsequently agreed the amended plan area on 31<sup>st</sup> May 2024 to reflect changes to the parish boundary, following a Community Governance Review.
- 2.5 The changes for Boreham were that the northwestern part of the Parish representing most of the Boreham Airfield would be taken away and added to a new parish (Chelmsford Garden Community). These changes took effect on 1st April 2023 and the area covered by the BNDP was updated to reflect the revised Parish boundary as set out in the map in Figure 2.1.
- 2.6 The minutes of Steering Group meetings have been published on the Boreham Neighbourhood Plan website.

Figure 2.1 Boreham Parish



### 3. How the Neighbourhood Plan has been prepared

3.1 The Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations and, in particular, has involved local community engagement to gather evidence for the content of the plan and later inform the plan's direction and policies. The content of the Neighbourhood Plan has been generated and led by the community and shaped by results of surveys, drop-in events and externally sourced evidence reports as appropriate and proportionate to the content of the Plan and the matters it addresses.

3.2 The main pieces of work carried out in preparation of the Plan were:

3.2.1 Residents' Questionnaire dated 20<sup>th</sup> February 2020.

3.2.2 An evidence base which has informed the preparation of the Neighbourhood Plan has been available as part of the consultation and via the Boreham Neighbourhood Plan website. The Evidence base documents are listed at Appendix 1

3.2.3 The reports are available separately to download on the Neighbourhood Plan website [Links - Boreham Neighbourhood Plan](#).

3.3 Community Engagement

Throughout the preparation of the Plan there has been an emphasis on ensuring that those living and working in the parish are kept informed on progress and have opportunities to comment. A full list of consultation and communication events is contained in Appendix 2.

The content of the Neighbourhood Plan is based on the information gathered from engagement with residents, businesses, and children and young people. Together with reports and assessments provided by DAC and Chelmsford City Council, this enabled the Steering Group to develop the Vision and Objectives and a set of draft policies. These were tested and refined following feedback from informal consultation in July 2022. The Steering Group has also received feedback and assistance at later stages from Chelmsford City Council.

The main community engagement event carried out by the Parish Council was the Pre-Submission Consultation on the Draft Neighbourhood Plan. This is detailed in Section 4 below.

### 4. Strategic Environmental Assessment (SEA) for Regulation 14

4.1 The Steering Group has made no site allocations in the Boreham Neighbourhood Development Plan. Boreham has met its obligation for development under the CCC Local Plan. We note that in a previous call for sites (SHELAA) by CCC many sites in Boreham were put forward by landowners.

4.2 The lack of site allocations is reflected in the Strategic Environmental Assessment (SEA)/Habitat Regulations Assessment (HRA) Screening Report which was prepared for Boreham Parish Council by Chelmsford City Council and circulated to statutory consultees during the Regulation 14 consultation process. The substantive conclusion of the report are set out below.

- 4.3 Overall, it is considered that there is a low risk for in-combination effects on the Special Areas of Conservation or Special Protection Areas through increased visitor pressure from any windfall development in Boreham parish.
- 4.4 With regard to the HRA, the Boreham Neighbourhood Plan does not propose development allocations in addition to the Strategic Growth Site allocations in the Local Plan. There are two other Neighbourhood Area Designations adjacent to Boreham.
- 4.4.1 Little Baddow Neighbourhood Plan area adjoins the south of the Boreham boundary. There is a made Neighbourhood Plan (August 2023) which does not allocate any sites for housing.
- 4.4.2 Sandon Neighbourhood Area adjoins the south of the Boreham boundary. There is a made Neighbourhood Plan (November 2023) which does not allocate any sites for housing.
- It is, therefore, considered that no cumulative effects from other Neighbourhood Plans are anticipated.
- 4.5 CCC consulted the consultation bodies and consultation responses received support CCC's opinion that a full SEA or HRA not be required to accompany the Boreham Neighbourhood Development Plan and there are unlikely to be significant environmental effects arising directly from the decisions taken through the Plan.

## 5. Regulation 14 Pre-Submission Consultation

- 5.1 In September 2024, Boreham Parish Council considered the draft BNDP and approved it for the purpose of Pre-Submission consultation in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 (as amended). The pre-submission consultation period was from 29<sup>th</sup> September until 10<sup>th</sup> November 2024.
- 5.2 Consultation commenced with a distribution of an explanatory leaflet (refer to Appendix 3) to each residence and business in Boreham.
- 5.3 There were informal discussions of the Neighbourhood Plan at the coffee mornings in the Village Hall, the Pelly Room coffee mornings and a meeting at Cleves Court to reach older members of the community.
- 5.4 The consultation was promoted through local publications including the Village Magazine. The local school notified all local parents of the consultation via the Boreham Primary School newsletter and it was also publicised in the St. Andrew's Church Pews News.
- 5.5 The bespoke Neighbourhood Plan website provided a copy of the Draft Neighbourhood Plan, links to the supporting evidence documents and details on how to comment on the Plan. An online comments form (Consultation Questionnaire) was made available, linked from the Neighbourhood Plan pages.
- 5.6 The Consultation Questionnaire was also available in paper form should respondents be unable or unwilling to submit comments online. Copies of the form were available from the Parish Office, Village Hall, local Co-Op, local butchers A G Smith and Sons, and the Farleigh Hospice shop. Each location also had a mail box for receiving completed copies. Additionally, paper copies were available in Cleves Court. Hard copies of the draft BNDP were also available in the Village Hall and Cleves Court and were available upon request.
- 5.7 Chelmsford City Council provided a list of statutory consultees, as listed in Appendix 4, and these were notified of the consultation by email at the start of the consultation period. A copy of the consultation email content is included as Appendix 5.

5.8 Details of the responses received during the pre-submission consultation period are detailed later in this Consultation Statement.

## 6. Pre-Submission Consultation Responses

6.1 A total of 46 individuals and organisations responded to the Pre-Submission Consultation as listed below.

### **Residents:**

M Adams  
N Brown  
W Brown  
R Wilks  
D Cooper  
E Ekins  
G Ekins  
V Flack  
R Gallant  
T L Gay

H Hombarume  
Ann Martin  
M Powell  
L Reed  
H Robinson  
A Sanders  
A Swash  
J Swash  
J Walters  
K Westwood

Plus 15 anonymous responses

### **Organisations / Developers**

Mrs M Rance  
Chelmsford City Council  
Essex County Council  
Danbury Parish Council  
Great Baddow Parish Council  
Chelmsford Garden Community Parish Council  
Historic England  
National Grid  
National Gas Transmission  
National Highways  
Essex County Fire & Rescue Service

6.2 Appendix 5 of this Statement provides a summary of responses to the consultation including the responses of the Neighbourhood Plan Steering Group as agreed with Boreham Parish Council. The Submission version of the Neighbourhood Plan has been appropriately amended as identified in the “changes made to Plan” column of the Appendix. Further amendments were made to the Plan to bring it up-to-date.

6.3 Appendix 6 provides a comprehensive list of all the additional modifications made to the Pre-Submission Plan following consultation.

## 7. Submission version of the Neighbourhood Plan

- 7.1 The Steering Group has amended the Pre-submission Boreham Neighbourhood Development Plan from responses received during the Regulation 14 consultation from Statutory Consultees, organisations, landowners and members of the community.
- 7.2 Boreham Parish Council approved the Submission version of Boreham Neighbourhood Development Plan at its meeting on Monday 1<sup>st</sup> December 2025.



# Appendix 1 Evidence Base Documents List

Evidence Base 1 (EB1) - Boreham Parish Historic Environment Characterisation

Evidence Base 2 (EB2) – Boreham Natural Environment

Evidence Base 3 (EB3) - Chelmer Valley Landscape Character

Evidence Base 4 (EB4) - Coalescence Assessment Report from DAC

Evidence Base 5 (EB5) - Boreham Protected Lanes V2

Evidence Base 6 (EB6) - Boreham Community and Leisure

Evidence Base 7 (EB7) Built Environment Evidence Base

Evidence Base 8 (EB8) - Boreham Business and Local Economy V2

Evidence Base 9 (EB9) - Boreham Transport V2

Evidence Base 10 (EB10) - SEAHRA Screening Opinion from Chelmsford City Council

## Appendix 2 Communication and Consultation Events

### **Public Meeting at St Andrew's Parish Church March 2016:**

This meeting was attended by members of Boreham Parish Council (including the then chairman John Galley), Boreham Conservation Society and residents of Boreham (approximately 50) for a preliminary meeting to discuss the benefits to Boreham of drafting a Neighbourhood Development Plan (NDP). At this meeting it was agreed to proceed with the drafting of an NDP and that this should be undertaken by a Steering Group designated by the Parish Council.

### **Boreham Neighbourhood Plan Open Day at Boreham Village Hall 21<sup>st</sup> September 2017:**

An informational display was set up in the village hall by the NP Steering Group. The display was supported by members of the steering group who were available to provide information to attendees from the local community and businesses. The event, held over a number of sessions throughout the day, was well attended by members of the Boreham Community.

### **Village Questionnaire Dated 20<sup>th</sup> February 2020:**

A paper questionnaire was circulated to each household and business in Boreham. Information received in the questionnaire responses was used to inform the Vision and Objectives for the Neighbourhood Plan leading to the policies in the final version.

It was noted that there were 343 returns received from residents and 10 from local business and this was considered a good response. Analysis was completed on the returns and a summary presented at a meeting of the steering group on 10<sup>th</sup> March 2020. This summary was also reported to the village in the June 2020 edition of the Village Magazine.

The topics covered and the responses received have been summarised and are available at <https://boreham-np.org.uk/wp-content/uploads/2021/03/200220-Questionnaire-RESULTS.pdf>

### **Photography Competition May 2021**

In May 2021 a competition was held in the village to solicit photographs for use on the new Neighbourhood Plan website and in the NP document. The idea of the competition was to engage the village community and raise awareness of the website and the drafting of the plan. It also encouraged people to consider the things that define Boreham. Many of the photographs we have used in the Neighbourhood Plan and on our website were generated by the competition.

### **Informal Consultation on the Vision and Objectives of the BNDP May 2022 to 9<sup>th</sup> July 2022:**

A version of the draft Neighbourhood Plan was published on the Boreham Neighbourhood Plan Website at the beginning of July 2022 for a period of informal consultation. The community was notified of this in advance and the consultation was publicized on village notice boards, on community Facebook pages and via the Parish Council website and the Village magazine. We received some responses via the NP website or via email.



The consultation period coincided with a village event held on 2<sup>nd</sup> June 2022 to celebrate the Queen's Platinum Jubilee.

The event was attended by approximately 2000 Boreham residents. The Steering group hosted an informal 'drop-in' display gazebo with steering group members available for open discussion of the draft NP at the Platinum Jubilee Village event.

Many villagers of all ages viewed the displays and submitted comments and questions using available post it notes. These were responded to and used to inform the policies in the final document.

#### **General Village Communications:**

Regular updates have been provided to the village regarding progress on the Neighbourhood Plan. These include presentations at the annual Parish Meetings (public meeting) at Boreham Village Hall (15<sup>th</sup> April 2024, 24<sup>th</sup> April 2023, 26<sup>th</sup> April 2022, (no meetings took place in 2020 and 2021 due to Covid restrictions) 15<sup>th</sup> April 2019). There have been regular articles in the quarterly Village Magazine and notices of any key events on village notice boards.

#### **Statutory Consultation (Regulation 14) from 29<sup>th</sup> September 2024 until 10<sup>th</sup> November 2024:**

This consultation commenced with a distribution of an explanatory leaflet (refer to Appendix 3) to each residence and business in Boreham. There were informal discussions of the Neighbourhood Plan at the Thursday Market coffee mornings in the Village Hall, the Wednesday coffee mornings in the Pelly Room and at a meeting at Cleves Court to reach older members of the community.

The consultation was promoted through local publications including the Village Magazine. The local school notified all local parents of the consultation via the Boreham Primary School newsletter and it was also publicised in the St. Andrew's Church Pews News. The bespoke Neighbourhood Plan website provided a copy of the Draft Neighbourhood Plan, links to the supporting evidence documents and details on how to comment on the Plan. An online comments form (Consultation Questionnaire) was made available, linked from the Neighbourhood Plan pages. These were all available throughout the consultation period. The Consultation Questionnaire was also available in paper form should respondents be unable or unwilling to submit comments online. Copies of the form were available from the Parish Office, Village Hall, local Co-Op, local butchers A G Smith and Sons, and the Farleigh Hospice shop. Each location also had a mail box for receiving completed copies. Additionally, paper copies were available in Cleves Court. Hard copies of the draft BNDP were also available in the Village Hall and Cleves Court and were available upon request. The responses to the regulation 14 consultation and how they were accommodated in the final version of the plan are set out in Appendix 6.

## Appendix 3 Regulation 14 Explanatory Leaflet

<b>DRAFT BOREHAM NEIGHBOURHOOD DEVELOPMENT PLAN REGULATION 14 CONSULTATION</b>	
<b>WHAT IS HAPPENING?</b>  We are consulting on the draft Boreham Neighbourhood Development Plan for a six week period referred to as Regulation 14 Consultation  We are inviting comments on the draft Plan. The consultation ends on the 10th November.	<b>WHAT IS A NEIGHBOURHOOD DEVELOPMENT PLAN ?</b>  Neighbourhood Development Plans (NDP) allow communities to create a shared vision and shape the development and growth of their local area.  Once made, an NDP can be used to guide planning decisions in the area.
<b>WHAT HAPPENS NEXT?</b>  We will review the consultation responses and use these to amend the draft Plan. We will then submit the draft Plan and supporting documents to Chelmsford City Council for another round of consultation (Regulation 16) before the examination of the Plan.	
<b>HOW TO SUBMIT A RESPONSE</b>  Comments can be provided through the consultation questionnaire.  Scan the QR code or go online to <a href="https://forms.office.com/e/abN2gPQ9mi">https://forms.office.com/e/abN2gPQ9mi</a> to access the questionnaire, or collect a paper questionnaire at The Allen Room, Boreham Village Hall or the Co-Op on Main Road.	<b>ANY QUESTIONS?</b>  Email <a href="mailto:admin@boreham-pc.gov.uk">admin@boreham-pc.gov.uk</a> or call 07890638104.  

## Appendix 4 Statutory Consultees

- A12 Chelmsford to A120 Widening Scheme  
Regional Delivery Partnership Jacobs UK Limited
- Corona Energy Retail 4 Ltd
- Natural England
- BT Openreach
- Arriva
- National Trust
- Bradwell Power Generation Company Ltd
- Braintree District Council
- Chelmsford City Council
- Colt Technology Services
- Broomfield Parish Council
- Chelmer Village Parish Council
- Chignal Parish Council
- Danbury Parish Council
- Great Waltham Parish Council
- Hatfield Peverel Parish Council
- Little Baddow Parish Council
- Little Waltham Parish Council
- Springfield Parish Council
- Colchester City Council
- Transport East
- Mid Essex Primary Care Trust
- EE
- Crime Prevention Tactical Adviser
- Crown Energy Ltd
- Data Energy Management Services Ltd
- DCO Lead JACOBS UK LIMITED
- Essex Police
- Esperance energies
- Ecotricity
- EMF Enquiries Vodafone and O2
- Essex County Fire and Rescue Service
- Essex Local Nature Partnership
- Mid Essex Hospital Services NHS Trust
- Chelmsford Garden Community Council
- Exolum Pipeline System Ltd
- Forestry Commission England
- Great Baddow Parish Council
- East of England Ambulance Service NHS Trust
- Essex Police Fire and Crime Commissioner
- Mobile UK
- Health and Safety Executive
- Highways England
- Historic England
- Homes England
- Langford and Ulting Parish Council
- Longfield Solar Farm
- Abellio Greater Anglia
- Marine Management Organisation (MMO)
- Mid and South Essex ICS
- Mobile Broadband Network Limited
- National Gas Transmission
- National Grid
- National Grid Electricity Transmission
- National Highways
- SSE Pipelines Ltd
- Network Rail
- NHS
- NIBS Buses
- North Essex Partnership NHS Foundation Trust
- Office of Rail Regulation
- Stow Maries Parish Council
- Great & Little Leighs Parish Council
- Sandon Parish Council
- Woodham Walter Parish Council
- Environment Agency
- Active Travel England
- Mid and South Essex Integrated Care Board
- Maldon District Council
- Police, Fire and Crime Commissioner
- Principal Planner Transport for London
- Essex County Council
- Scottish & Southern Energy Pipelines
- Atkins Telecom
- Greater London Authority
- Sky Telecommunication Services Ltd
- South East LEP
- SP Power Systems
- National Highways
- Anglian Water Services Ltd
- Stephenson's of Essex Ltd
- Strategic Director Transport East
- BT National Notice Handling Centre
- Three
- Total Gas and Power Ltd
- Vitol Gas Ltd
- Woodham Mortimer with Hazeleigh Parish Council

## Appendix 5 Consultation Email Content

Dear Consultee,

You are receiving this email because your organisation has been identified as a statutory consultee for the Regulation 14 statutory consultation for the Boreham Neighbourhood Development Plan (BNDP).

The BNDP is out for Regulation 14 consultation between 29<sup>th</sup> September 2024 and 10<sup>th</sup> November 2024. The BNDP and the supporting evidence base may be reviewed on the Boreham Neighbourhood Plan Website at [www.boreham-np.org.uk/links/](http://www.boreham-np.org.uk/links/).

We have provided a questionnaire to help with submission of feedback on the plan. Go online to <https://forms.office.com/e/abN2gPQ9mi> to complete the questionnaire. Alternatively, written feedback on the plan may be sent by email to [admin@boreham-pc.gov.uk](mailto:admin@boreham-pc.gov.uk), or by post to Boreham Parish Council, Village Hall, Main Road, Boreham, CM3 3JD.

Feedback will be accepted until midnight on 10<sup>th</sup> November 2024.

Kind regards,

Linda Reed

Cllr Reed Boreham Parish Council



## Appendix 6 - Responses received to Pre-Submission Consultation, Responses to Comments and Proposed Changes

The tables in this appendix set out the comments that were received during the Pre-Submission Consultation Stage and the responses and changes made to the Plan as a result of the comments. The tables are laid out in Plan order with the general comments in the first table followed by the comments on the introductory sections and on the policies. Where proposed changes to the Plan are identified, they relate to the Pre-Submission Draft Plan. Due to deletions and additions to the Plan, they may not correlate to the paragraph or policy numbers in the Submission version of the Plan.

### General Comments

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
K Westwood	Resident	All badly thought out the only thing on the council's mind is building more houses	Noted	The plan does not make any site allocation
Name Withheld	Resident	Boreham Protected Lanes: These to be enforced and aligned with Boreham Neighbouring villages - Little Baddow and Danbury.  DPF62 DPF63 DPF64 Boreham Village - Church Road leading to River Chelmer is classified as a Protected Lane with a high score of 17 and recommend this and neighbouring villages with "Protected Lane" status are recognised and considered with all development plans.	Noted	There is reference to protected lanes in the Neighbourhood Plan document (sections on Community and Leisure and Transport) and in the evidence base (EB5 – Boreham Protected Lanes). There is no longer a scoring system for protected lanes.
Name withheld		P66 Drafting - refers to "due in spring 2022" will need rewording. P69 The Ginn House, I believe in storage, it used to be where it says. P14 Travel statistics has a mixture of miles and kms. General - it's quite cold sitting in the Allen Room to read this. The consultation flier (A5) distributed end Sept did not have a direct link to the draft policy and will have excluded anyone who is not very internet savvy.	Amended	The reference to spring 2022 has been removed and the travel statistics updated.

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
	ECC	<p>Everyone's Essex</p> <p>Everyone's Essex, the Council's organisation strategy, sets out a strategic aim for a strong, inclusive and sustainable economy. This strategic aim includes a commitment to deliver and maintain high quality infrastructure to support a growing economy and the delivery of new homes and communities. Achieving this requires us to ensure that the development, planning and infrastructure delivery across the administrative county, can be aligned and support the Local and Neighbourhood Plans that are being prepared across the county, at its borders and beyond. This is to ensure that the planned growth includes provision for the delivery of ECC's infrastructure and services commensurate with the growth being planned, and to support existing and future residents and businesses. The response reflects this aim.</p> <p>Essex County Council's Neighbourhood Planning Guide (2019)</p> <p>This document provides information on the services within ECC that may need to be considered when completing a Neighbourhood Plan and provides relevant weblinks to policy and guidance. Essex County Council's Neighbourhood Planning Guide can be found here. The response that follows reflects the order of the Plan.</p>	Noted	
J Robinson	CCC	<p>Many of the policies simply reflect Chelmsford Local Plan policies but are less specific or detailed, and could benefit from the addition of requirements that make them distinct and reflect local characteristics using your evidence to justify them.</p> <p>The comments in the table reflect observations from a number of officers across different disciplines including planning policy, heritage, and development management. The comments are also made against the Government guidance that:</p> <ul style="list-style-type: none"> <li>• A policy in a neighbourhood plan should be clear and unambiguous.</li> </ul>	Noted	Changes described under each policy



Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<ul style="list-style-type: none"> <li>• It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications.</li> <li>• It should be concise, precise and supported by appropriate evidence.</li> <li>• It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared.</li> </ul> <p>You may also wish to consider commissioning a pre-submission health check review of the finalised plan, before submitting it to us. You can find out more information of this service here:  <a href="https://www.rics.org/uk/products/dispute-resolution-service/drs-services/neighbourhood-planning-independent-examiner-referral-service/General">https://www.rics.org/uk/products/dispute-resolution-service/drs-services/neighbourhood-planning-independent-examiner-referral-service/General</a></p> <p>In general, the policies all have wording which states “should” – when worded like this there is always the option to not comply with the policy requirements. The wording should be “shall” instead which then requires compliance.</p> <p>If all the criterion in a policy are to be applied, each should have a semi-colon followed by ‘and’. An example is given in the comment to Policy 10. The phrase ‘village envelope’ is a historic description which has no definition in planning policy. All references in the document to village envelope would be clearer and more effective phrased as Defined Settlement Boundary.</p> <p>Page 66 A ‘local heritage asset listing’ is referred to which is welcomed. It may be better described as a ‘local list of non-designated heritage assets listing’. To be most effective this should be created in partnership with CCC, based on CCC’s criteria.</p> <p>Appendix 1 Canyon - for clarity add the address in brackets: (13 and 15 Church Road)</p>	<p>Noted</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p>	<p>‘Should’ has been replaced with ‘shall’</p> <p>Inclusive lists have been amended</p> <p>References to the village envelope have been replaced with ‘Defined Settlement Boundary’</p> <p>The Action Plan has been updated</p> <p>Appendix 1 includes the address for Canyon</p>

Name	Organisation	Comment	Response	Changes to Plan															
General Comments																			
	Danbury Parish Council	Danbury Parish Council is supportive of Boreham’s Neighbourhood Plan.	Noted	No change to plan required															
	Essex County Fire and Rescue	<p>Having reviewed the consultation document, at this time Essex County Fire and Rescue Service would ask that the following are considered during the continued development of the Boreham Neighbourhood Development Plan 2024-2039:</p> <ul style="list-style-type: none"><li>• Use of community spaces as a hub for our Prevention teams to deliver Fire Safety and Education visits, with the shared use of an electric charging point.</li><li>• Adherence to the requirements of the Fire Safety Order and relevant building regulations, especially approved document B.</li><li>• Installation of smoke alarms and/or sprinkler systems at suitably spaced locations throughout each building.</li><li>• Implementation of vision zero principles where there are introductions of or changes to the road network.</li><li>• Appropriate planning and mitigations to reduce risks around outdoor water sources.</li><li>• Suitable principles in design to avoid deliberate fire setting.</li><li>• Consideration for road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles).</li><li>• Access for Fire Service purposes must be considered in accordance with the Essex Act 1987 – Section 13, with new roads or surfaces compliant with the table below to withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.</li></ul> <table><tr><td></td><td><b>Pumping Appliance</b></td><td><b>High Reach</b></td></tr><tr><td>Min. Width of Road between Kerbs</td><td>3.7m</td><td>3.7m</td></tr><tr><td>Min. Width of Gateways</td><td>3.1m</td><td>3.1m</td></tr><tr><td>Min. Height Clearance</td><td>3.7m</td><td>4m</td></tr><tr><td>Min. Carrying Capacity</td><td>18 tonnes</td><td>26 tonnes</td></tr></table>		<b>Pumping Appliance</b>	<b>High Reach</b>	Min. Width of Road between Kerbs	3.7m	3.7m	Min. Width of Gateways	3.1m	3.1m	Min. Height Clearance	3.7m	4m	Min. Carrying Capacity	18 tonnes	26 tonnes	Noted the response and its link to building regulations	No change to plan required
	<b>Pumping Appliance</b>	<b>High Reach</b>																	
Min. Width of Road between Kerbs	3.7m	3.7m																	
Min. Width of Gateways	3.1m	3.1m																	
Min. Height Clearance	3.7m	4m																	
Min. Carrying Capacity	18 tonnes	26 tonnes																	

Name	Organisation	Comment	Response	Changes to Plan												
General Comments																
		<table><tr><td></td><td>Pumping Appliance</td><td>High Reach</td></tr><tr><td>Min. Turning Circle (Kerb to Kerb)</td><td>17.8m</td><td>17.8m</td></tr><tr><td>Min. Turning Circle between Walls</td><td>19m</td><td>20m</td></tr><tr><td>Sweep Circle</td><td>19m</td><td></td></tr></table> <ul style="list-style-type: none"><li>• Implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions. Any development should not negatively impact on the Service’s ability to respond to an incident in the local area.</li><li>• A risk reduction strategy to cover the construction and completion phases of the project.</li><li>• Implementation of a land management strategy to minimise the potential spread of fire either from or towards the development site.</li></ul> <p>This is a Neighbourhood Plan agreed by local people to decide how their parish should develop - or not - over the next 15 years. Due to the area the neighbourhood plan concerns, together with the development stage of the plan, at this time there is little risk to our Service. However, as proposals become known and develop, the level of risk posed by any proposed developments within the area may change.</p> <p>National Fire and Rescue Priorities – Home Office</p> <p>The priorities for fire and rescue authorities set out in the National Fire and Rescue Framework for England July 2018 are to:</p> <ul style="list-style-type: none"><li>• Make appropriate provision for fire prevention and protection activities and response to fire and rescue related incidents</li><li>• Identify and assess the full range of foreseeable fire and rescue related risks their areas face</li><li>• Collaborate with emergency services and other local and national partners to increase the efficiency and effectiveness of the service they provide</li></ul>		Pumping Appliance	High Reach	Min. Turning Circle (Kerb to Kerb)	17.8m	17.8m	Min. Turning Circle between Walls	19m	20m	Sweep Circle	19m			
	Pumping Appliance	High Reach														
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Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<ul style="list-style-type: none"> <li>• Be accountable to communities for the service they provide</li> <li>• Develop and maintain a workforce that is professional, resilient, skilled, flexible and diverse</li> </ul> <p>The Fire and Rescue Plan – Essex County Fire and Rescue Service</p> <p>The Fire and Rescue Plan sets out the priorities for fire and rescue services in Essex and a series of strong, tangible commitments to how we will help keep our communities safe.</p> <p>The plan brings together the Service, partners and the public to build safe and secure communities and other efficient and effective prevention, protection and response activity.</p> <p>The activities in this plan set out a clear direction for development of the Service and how, by working closer together with other emergency services and wider partners, we can deliver a better service while being closer to the communities we serve.</p> <p>Our priorities are:</p> <ul style="list-style-type: none"> <li>• Prevention, protection and response</li> <li>• Improve safety on our roads</li> <li>• Help the vulnerable to stay safe</li> <li>• Promote a positive culture in the workplace</li> <li>• Develop and broaden the roles and range of activities undertaken by the Service</li> <li>• Be transparent, open and accessible</li> <li>• Collaborate with our partners</li> <li>• Make best use of our resources</li> </ul> <p>Essex Design Guide</p> <p>The Essex Design Guide provides high level direction for new developments which we would like to draw your attention to:</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<ul style="list-style-type: none"> <li>Continuation of road design to ensure safe and timely access and egress to and from new developments.</li> <li>Continuation of road design to include turning circle provision plus future consideration to appliance sizes to ensure adequate space to manoeuvre on a development.</li> <li>Consideration for installation of an approved suppression system with better safety and more design freedom. Sprinkler considerations would help to isolate fire to the source and to ensure better safety for occupants / emergency services / reduce insurance costs. This may also afford developers more design freedom and scope for capacity in respect of distance from buildings to fire appliance access points.</li> <li>Continued consultation with Water Authorities for fire hydrant / water main provisions and consideration to ensure sufficient strategically placed resources are made available for operational firefighting and with appropriate water pressure considerations.</li> <li>Ensure new fire hydrant installations are fully operational before permitting residents to occupy dwellings.</li> <li>Ensuring new fire hydrants are not installed within private driveways / gardens.</li> <li>Continuation of at least 3 forms of fire hydrant asset indication. Hydrant indicator plate / post, painted FH cover and painted adjacent kerb. In the absence of a kerb then a thermoplastic yellow road 'H' applied to the road surface.</li> <li>Section 106 agreement at planning application stage to ensure that the developer will bear the costs for any new fire hydrant installations deemed necessary by the Fire Authority where the new development exceeds 10 dwellings.</li> <li>Where applicable door sets to carry dual certification ensuring compliance with fire and security regulations. Such recommendations align with both the Independent Review of Building Regulations and Fire</li> </ul>		

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>Safety in the wake of and the review and recommendations resulting from the Grenfell Fire tragedy of 2017.</p> <ul style="list-style-type: none"> <li>Fire resistant cladding considerations that may fall outside of Building Control matters.</li> </ul> <p>Essex County Fire and Rescue Service welcomes the opportunity to continue these conversations as the development progresses to ensure opportunities to reduce risk and improve the emergency service provision are realised.</p>		
	Great Baddow Parish Council	The council support the principal of Neighbourhood Plans and the effort of local communities to achieve such designation and therefore support Boreham Parish Council in their development of the BNDP and have noted the plan documentation.	Noted	No change to plan required
	Historic England	<p>Thank you for inviting Historic England to comment on the Regulation 14 Pre-Submission Draft of this Neighbourhood Plan. We welcome the production of this neighbourhood plan, but do not consider it necessary for Historic England to be involved in the detailed development of your strategy at this time.</p> <p>However, we are pleased to note the plan features the Historic Environment throughout. We would suggest that if there is a local list of non-designated heritage assets, these could also be included in the appendices.</p> <p>We would also recommend including a glossary in addition to the list of abbreviations.</p> <p>We would refer you to our advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <a href="https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/">https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/</a>.</p> <p>For further specific advice regarding the historic environment and how to integrate it into your neighbourhood plan, we recommend that you</p>	Noted	The Action Plan includes the production of a list of local heritage assets (designated and non-designated). The steering group did not consider it necessary to add a glossary in addition to the abbreviations list as the plan is written in plain English. No changes to the plan are required

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>consult your local planning authority conservation officer, and if appropriate the Historic Environment Record at Essex County Council. To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed plan, where we consider these would have an adverse effect on the historic environment. Please do contact me, either via email or the number above, if you have any queries.</p>		
Avison Young	National Grid	<p>National Grid Electricity Transmission has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.</p> <p>About National Grid Electricity Transmission</p> <p>National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.</p> <p>National Grid no longer owns or operates the high-pressure gas transmission system across the UK. This is the responsibility of National Gas Transmission, which is a separate entity and must be consulted independently.</p> <p>National Grid Ventures (NGV) develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. NGV is separate from National Grid's core regulated businesses. Please also consult with NGV separately from NGET.</p> <p>Proposed development sites crossed or in close proximity to National Grid assets:</p>	Noted	No change to plan required

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>Following a review of the above document we have identified the following NGET assets as falling within the Neighbourhood area boundary:</p> <p>Asset Description (Table)</p> <p>4VB ROUTE TWR (001 - 093): 400Kv Overhead Transmission Line route: BRAINTREE - PELHAM - RAYLEIGH MAIN</p> <p>Electrical Substation: BULL4</p> <p>Electrical Substation: BEUL3R</p> <p>400Kv Underground Cable route: BEAULIEU BULLS LODGE</p> <p>A plan showing details of NGET's assets is attached to this letter. Please note that this plan is illustrative only.</p> <p>National Grid also provides information in relation to its assets at the website below.</p> <ul style="list-style-type: none"> <li>• <a href="http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/">www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/</a></li> </ul> <p>Please see attached information outlining guidance on development close to NGET infrastructure.</p> <p>Distribution Networks</p> <p>Information regarding the electricity distribution network is available at the website below:</p> <p><a href="http://www.energynetworks.org.uk">www.energynetworks.org.uk</a></p> <p>Further Advice</p> <p>Please remember to consult NGET on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.</p>		
Avison Young	National Gas Transmission	<p>National Gas Transmission has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.</p> <p>About National Gas Transmission</p>	Noted	No change is required to the Plan



Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. Proposed sites crossed or in close proximity to National Gas Transmission assets</p> <p>An assessment has been carried out with respect to National Gas Transmission's assets which include high-pressure gas pipelines and other infrastructure.</p> <p>National Gas Transmission has identified that it has no record of such assets within the Neighbourhood Plan area.</p> <p>National Gas Transmission provides information in relation to its assets at the website below.</p> <ul style="list-style-type: none"> <li>• <a href="https://www.nationalgas.com/land-and-assets/network-route-maps">https://www.nationalgas.com/land-and-assets/network-route-maps</a></li> </ul> <p>Please also see attached information outlining guidance on development close to National Gas Transmission infrastructure.</p> <p>Distribution Networks</p> <p>Information regarding the gas distribution network is available by contacting: plantprotection@cadentgas.com</p> <p>Further Advice</p> <p>Please remember to consult National Gas Transmission on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets. We would be grateful if you could add our details shown below to your consultation database, if not already included: Central Square Forth Street Newcastle upon Tyne NE1 3PJ T: +44 (0)191 261 2361 F: +44 (0)191 269 0076 <a href="http://avisonyoung.co.uk">avisonyoung.co.uk</a></p>		
Dr Shamsul Hoque Assistant Spatial Planner	National Highways	National Highways welcomes the opportunity to comment on the further consultation of the Parish Council's Draft Boreham Neighbourhood Development Plan (BNDP) which covers the plan period from 2024 to 2039. National Highways has been appointed by the Secretary of State for	Noted	No change required to the Plan

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.</p> <p>In relation to the Draft Boreham Neighbourhood Development Plan, our principal interest is in safeguarding the operation of the A12.</p> <p>We understand that a Neighbourhood Plan is required to be in conformity with the relevant national, regional, and local planning policies.</p> <p>Accordingly, the Neighbourhood Development Plan for Parish Council is required to be in general conformity with the strategic policies of the development plan which complement those in the Chelmsford City Council's (CCC) Local Plan, adopted in 2020.</p> <p>This current Draft Boreham Neighbourhood Development Plan covers the period covers 2024 to 2039, which does not coincide with the similar plan period 2013-2036 of the recently adopted CCC's Local Plan. We understand that current Local Plan is going through the process for extending the plan period up to 2041.</p> <p>The proposed 2024 amendments about the parish boundary by removing Boreham Airfield and other elements to the northwest, does not have a severe impact on the SRN.</p> <p>We are aware of the current congestion experienced at A12 Junction 19. National Highway's has a major road project titled, "A12 Chelmsford to A120 Widening Scheme" which focuses on the section between Chelmsford at Junction 19 (Boreham Interchange) to Junction 25 at Mark Tey Interchange. This scheme includes provision to improve the non-motorized user experience by providing new paths and a potential new bridge over the A12. However, at time of writing, there is no guarantee that this scheme will be taken forward into construction, according to the RIS's scheduled pipeline scheme.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>General Comments</b>				
		<p>NH supports policy 10, which aligns with National Highways corporate's net-zero carbon emission targets.</p> <p>National Highways note, the draft Boreham Neighbourhood Development Plan mentions measures to reduce noise impact from the A12. For information, the potential A12 scheme does not propose any noise reduction measures at this stretch of the A12. Therefore, any proposed noise mitigation measures should be considered from any third-party future development proposals.</p> <p>National Highways consider the limited level of growth proposed across the Boreham Neighbourhood Plan area, will not have a significant impact on the operation of the SRN.</p> <p>Any new developments which come forward, National Highways would expect to be consulted as and when those development applications come forward in the usual way.</p> <p>We have no further comments to provide and trust the above is useful in the progression of the Neighbourhood Plan.</p>		Policy 10 is now policy 9 in the final version of the NP.
Toni Louise Gay		Was unable to find the Plan		
Mary Rance		A substantial submission was received from Mrs Rance proposing a new retirement village on land at Chantry Farm	The Plan has not been amended	The Plan makes no allocation for new development beyond that included in the adopted CCC Local Plan and the land at Chantry Farm lies outside the Boreham defined settlement boundary.

## Comments on Introductory Sections (1,2 and 3)

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
Ann Martin	Resident	Page 6 - Figure 1.2 does not list St Andrews Church in the montage description	Amended as suggested	St Andrews Church reference added
		Page 10- It would be helpful to define the following:- social housing and sheltered housing. Also surely some respondents referenced the lack of infrastructure in their returns (doctors' surgery, school places etc). Simply putting a financial contribution towards this type of facility is an easy out. Actual physical provision is what is needed. For example Bloor has contributed financially towards the medical facilities but not sure we have seen any benefits to date (This might not be the correct place to insert this comment but it should be included somewhere).	Noted	No change to plan required - definitions not deemed to be required for generic types of housing and required infrastructure is addressed in other sections of the plan.
		Page 14 - 3.2 Key Statistics:- Transport section two "Travel" items are in Km and the third is in Miles. Need to be consistent.	Amended as suggested	All distances are now expressed in miles
		Page 18 – 2nd para. No mention of Plantation Road and rat running traffic along with Church Rd and Waltham Rd. All of these roads are a substandard width for this function and Black's Bridge is weight limited.	Amended	Reference to Plantation, Waltham and other village roads included in relevant sections
		Page 22 – typo 2nd para "scenic riverscape from Chelmsford"	Amended as suggested	Typo corrected
		Page 22 - third para , would it be helpful to include a photo of Village Hall.	Amended as suggested	Village Hall photo added
		Page 25 - describing the Doctors Surgery – this is now only a satellite facility with the main hub being in Hatfield Peverel, This is important to	Noted	No amendment required - the statement as written in the plan is factually correct

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>stress as the facility has been downgraded in recent years from a full surgery.</p> <p>Page 38 – SWOT – “Weaknesses” Boreham now has a free ATM outside the Spar.</p> <p>“Threats” Under provisioned school.</p>	<p>Amended as suggested</p> <p>Amended as suggested</p>	<p>SWOT updated to reflect available free ATMs in village</p> <p>SWOT updated to reflect under provisioned school</p>
J Robinson	CCC	<p>Introduction 2.1 para 2 Amend to: National Planning Policy Guidance</p> <p>3.1 Para 2 The effective date for the parish boundary amendment was 2022 (rather than 2024).</p> <p>It might be helpful to add extra context here. You could include the following: ‘CCC undertook a Community Governance Review in 2022, to evaluate parish boundaries to take account of new and proposed housing developments. The main change was removing the area to the north-west of the parish to form part of the new Chelmsford Garden Community Parish.’</p> <p>Page 18 It would be helpful to show the LoWS on a plan, or a link could be included as to where the boundaries for these sites and Brakey Wood can be found. This could then be cross referenced from here, and also at 5.2.1.</p> <p>Figure 3.10 Correct to Environmental Agency. It would be useful to provide a link to the EA flood mapping website here or in 3.5.</p> <p>Page 24 The Chelmsford Open Space Study, and the Infrastructure Delivery Plan, are both being updated for the review of the Local Plan.</p>	<p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p>	<p>Correction made</p> <p>Effective date has been amended</p> <p>Additional context added as suggested</p> <p>A map showing the LoWS has been added</p> <p>Correction made and link to EA flood mapping website added</p>

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>Updated reports should be published alongside consultation on the Pre-Submission document in early 2025. Depending on timing for the next stage for the BDNP, the references in the draft Plan may need to be updated to ensure the appropriate evidence is being used.</p> <p>3.8 This section is helpful in setting out the character of the different housing areas, but could also be usefully shown on a plan so the reader to see where the different character areas are. The plan shown on page 26 of the Boreham VDS is a good example.  <a href="http://www.chelmsford.gov.uk/media/lelhdjcx/eb-146-boreham-village-design-statement.pdf?assetid=32345&amp;type=0&amp;servicetype=1">www.chelmsford.gov.uk/media/lelhdjcx/eb-146-boreham-village-design-statement.pdf?assetid=32345&amp;type=0&amp;servicetype=1</a>  This also showed village facilities (as listed on page 23/24) which is helpful.</p>	Amended as suggested	An updated map has been included at Figure 3.25
Alan Swash	Resident	<p>2.1 - at the end of second sentence add words "as a true representation of local community views." At third sentence add words "revised" between the words 'approved' and 'the'.</p> <p>3.3 – page 17 final sentence – a major part of Boreham airfield is now part of Garden Community Parish but some still remains in Boreham Parish. As part of the Hanson agreement was that all of the gravel extraction site was to be returned as a country park not just the area in the north next to the new Garden Community Parish.</p>	Amended as suggested	The plan has been updated to reflect all suggested changes except that there has been no amendment re the noted comment about footpaths at Orchard Way
		<p>3.6 – page 26 – Lion Inn is still a public house not a restaurant this was a part of the original planning consent hence they maintained bar.</p>	Amended as suggested	
		<p>3.7 – second para – no footpaths at Orchards Way is this a good idea and should we be promoting it?</p>	Noted	
		<p>Third para – mention Church Road and issues of random parking down at Black Bridge.</p>	Amended as suggested	

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>3.8 – third para – allocation of 150 houses in current Local Plan is total allocation through to 2035.</p> <p>3.9 – fourth para – should read “part of” Boreham Airfield. sixth para – should reference significant businesses run from home particularly since Covid.</p>	<p>Amended as suggested</p> <p>Amended as suggested</p>	
	Essex County Council	<p>Section 2 – Introduction</p> <p>2.2 Neighbourhood Planning</p> <p>ECC, as the Minerals and Waste Planning Authority (MWPA), notes that paragraph 3 on page 9 states that the Plan will be a statutory document used alongside National Policy and will be formally integrated into Chelmsford City Council’s (CCC’s) Local Plan.</p> <p>Paragraph 3, first sentence needs to be amended to refer to the Development Plan for Boreham as being the Chelmsford Local Plan, the adopted Essex Minerals Local Plan (2014) (MLP) and the adopted Essex and Southend-on-Sea Waste Local Plan (2017) (WLP).</p> <p>Once ‘made’, the Neighbourhood Plan will form part of the development plan for the area alongside the adopted Chelmsford Local Plan, Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017). Policies within these Local Plans and Neighbourhood Plan should therefore be considered collectively in the determination of development proposals in the area. It is a requirement that the Neighbourhood Plan is in general conformity with the strategic policies of the Local Plan.</p> <p>Although Neighbourhood Plans should not seek to establish policy for minerals and waste land uses, they should include context on such matters, as relevant to the area. Clarity is needed on</p>	Amended as suggested	

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>this matter and the role of the MLP and WLP in planning terms and the following should be included in the Plan.</p> <p>Essex County Council is the Minerals and Waste Authority for the Plan area and is responsible for the production of mineral and waste local plans. These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.</p> <p>A MLP Review has commenced to extend the plan period from 2029 to 2040. A second Regulation 18 public consultation was subject to public consultation until 24 July 2024. There are no 'candidate sites' in the Plan area for potential inclusion in the MLP Review.</p> <p>Following this consultation, the following stages could include:</p> <ul style="list-style-type: none"> <li>• a more detailed technical assessment on candidate sites in light of comments received.</li> <li>• moving towards selecting Preferred Site allocations to inform a further consultation (Regulation 19 – Pre-Submission), which may take place late 2024 or early 2025.</li> </ul> <p>The Plan area includes land within a Mineral Safeguarding Area (MSA) due to the presence of sand and gravel deposits beneath the ground and Mineral and Waste Consultation Areas (see Appendix 1).</p> <ul style="list-style-type: none"> <li>• Bulls Lodge Quarry - recycling facility for inert waste which includes screening and crushing and a washing plant (Permission Number - ESS/44/19/CHL).</li> <li>• Land adjacent to Park Farm, Channels Drive, Boreham, Chelmsford, CM3 3PX - temporary compound associated with the operation of the Park Farm mineral extraction area at Bulls Lodge Quarry comprising the parking of contractors' plant and machinery, a mobile welfare unit,</li> </ul>		



Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>operative's caravan accommodation, associated car parking and ancillary development and landscaping (Permission Number - ESS/99/22/CHL) - Mineral Consultation Area.</p> <ul style="list-style-type: none"> <li>Land at Russell Green, Boreham Road, Chelmsford - importation of 85,000 tonnes of inert waste material to stabilise former quarry face and restore former mineral site to a landscaped habitat mosaic and pond with associated improvements to existing site access. Start date to be confirmed but must be implemented within 3 years from date of decision of 14/12/23 (Permission Number - ESS/81/23/CHL) - Waste Consultation Area.</li> </ul> <p>Consequently, given the presence of the above in the Plan area, the following wording needs to be included:</p> <p>The Plan area includes land within a Mineral Safeguarding Area (MSA) due to the presence of sand and gravel deposits beneath the ground and Mineral Consultation Areas (MCA). These areas are subject to a mineral safeguarding policy (see Policy S8 of the MLP), which seeks to prevent deposits being unnecessarily sterilised by non-mineral development. Proposals for non-mineral development coming forward in land designated as a MSA must demonstrate compliance with Policy S8 of the MLP. A Mineral Resource Assessment (MRA) would be required as part of a planning application for sites of 5ha where the application site falls within the MSA for sand and gravel, 3 ha for chalk and greater than 1 dwelling for brickearth or brick clay to establish the practicality and environmental feasibility of the prior extraction of mineral such that the resource is not sterilised. ECC, as the MWPA, must be consulted on all applications for non-mineral and non-waste development proposed within these areas that meet the tests set out in Policy S8.</p> <p>Policy 2 of the WLP establishes Waste Consultation Areas (WCAs) at a distance of 250m (400m in the case of Water Recycling Centres) around</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		permitted, allocated and existing waste infrastructure. Policy 8 of the MLP establishes Mineral Consultation Areas (MCAs) within and up to 250m from each safeguarded permitted minerals development and Preferred and Reserve Site allocation as shown on the Policies Map of the MLP. ECC must be consulted on all applications for non-minerals and non-waste development proposed within these areas		
Name withheld		<p>Comments on SWOT Analysis At para 3.10, Table 3.2, Threats, there is an entry "Solar energy development (with no chance of CIL)". [CIL is a contraction of "Community Infrastructure Levy".]</p> <p>It is not made clear why there is "no chance of CIL" but at para 5.4.2 it is stated that "Chelmsford City Council is a CIL charging authority".</p> <p>Thus, possibly, only if the CCC is choosing to positively act against the interests of the PC would it be the case that there is "no chance of CIL".</p> <p>One must fervently hope that the CCC is not acting against the interests of the PC and therefore it should not be the case that the PC cannot take a case for CIL to the CCC for it to act upon in the interest of the PC.</p> <p>We need to understand why there is "no chance" of CIL.</p> <p>And if this is an incorrect statement than it needs to be corrected.</p> <p>The fact is that the Longfield Solar Farm development has taken up about 8.9% of the land area of the Parish in one fell-swoop and, as far as can be discerned, has gained Planning Permission without being burdened by any CIL at all. This is a truly huge development within the Parish that can very well afford some CIL and it is astonishing that none has been imposed. The idea that the Longfield development, including, as it does, a huge and hazardous battery sub-system, is not detrimental to the citizens of the Parish in many ways is not rationally sustainable. The citizens should be compensated through a CIL.</p> <p>It was reported in the press on the 6th September 2024 that:-</p>	All comments noted	No change to the plan is required. As a nationally significant infrastructure project (NSIP) Longfield Solar Farm is not subject to CIL. Although some Section 106 funding will be available, this does not automatically come to Boreham PC.

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>""Communities affected by a rapid expansion of solar energy projects are set to receive annual payments in a scheme that is expected to be finalised by the end of the year.</p> <p>Areas affected by the Government's rapid expansion of solar energy are set to receive annual cash payments in a scheme that is expected to be finalised by the end of the year, according to Solar Energy UK, a trade body.</p> <p>The industry is working with the Government to flesh out the details of the "community benefits" funds, which could be administered by local councils or trusts.</p> <p>The Department of Energy Security and Net Zero said: "Where communities live near clean energy infrastructure, they should benefit directly from it".</p> <p>Chris Hewett, chief executive of trade body Solar Energy UK said: "the industry is working with Government on a Community Benefits Framework", adding: "The principle is something which we certainly accept."</p> <p>He added: "Broadly speaking, it would be an annual payment in proportion to the size of the development - so a certain number of pounds per megawatt per year for the length of the project. The projects will probably be in place for 30 years or more."</p> <p>The sector wants the use of the money to be decided by local communities, who could choose to pay for things like playgrounds, improved footpaths and training to help local residents get jobs on the sites.""</p> <p>Thus the PC should be actively monitoring these plans for Community Benefit and making sure the Parish gains maximum benefit: the BNDP should not be reporting that "there is no chance of CIL. And please do</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>not employ the sophistry that "Community Benefits" may not strictly be CIL; they are (or will be) near-equivalents.</p> <p>The part of Longfield project within the Boreham Parish is about 352 acres which is about a third of area of Longfield. Longfield overall can be expected to generate about 262GWhrs of electricity per year which, at £0.25/kWhr leads to a revenue income of about £22 million p.a. for the Boreham part alone. Let us say that it was reasonable to apply a CIL factor of only 1% (as much as 5% has been mentioned in Parliamentary debate): thus we arrive at an annual contribution to the Parish Council of £220,000 (or 5 times that if the CIL factor is indeed 5%). Be sure when negotiating this in reality that it is factored to compensate for inflation over the years: inflation over 30years (or more) will be very significant. The Longfield battery subsystem will additionally allow the owner to buy and sell electricity from/to the National Grid; the revenue from this aspect of the project is not evaluated above but it should be in any negotiations that may take place.</p> <p>It can be visualised that (particularly if the CIL factor transpires to be as much as 5%) the CCC will wish to grasp this levy and retain it without fully passing it on to the PC; this must be strongly resisted by the PC. It is the citizens of Boreham who are most heavily affected, not the citizens of Chelmsford. *****</p> <p>At para 3.10 Table 3.2, Opportunities there is a glaring absence of the mention of Chantry Field. This is a 5 Acre field that is actually owned by the PC. At present the best thing that can be thought of to utilise this asset is to grow butterfly-friendly flowers.</p> <p>However, were the PC to place Photo-Voltaic panels on its area in the same manner as Longfield, it would produce revenue of ~£450,000 pa, twice that posited for the CIL from Longfield.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Introductory Sections (1 Summary of the Boreham Neighbourhood Development Plan, 2 Introduction and 3 About Boreham)</b>				
		<p>The demographic information supplied by the CCC for Boreham allows one to determine that there are ~2287 households in Boreham and thus one can determine that each household could benefit to the extent of <math>450,000/2287 = £2196</math> pa.</p> <p>An alternative way of looking at it is to note that the PC Finance Committee meeting of 18th March 2024 recorded that the total 23-24 Expenditure for the PC was £124,722.07 which, obviously, is much, much less than the posited CIL from Longfield or the revenue that can be derived from planting Chantry Field with PV panels. The financial position of the PC would be utterly transformed to allow many benefits for our citizens.</p> <p>Perhaps, the capital outlay for the PV panels could be financed by the CIL. Probably, the Chantry Field butterfly-friendly flowers can co-exist with the PV panels.</p> <p>Possibly, the citizens of Boreham might be willing to give their time and effort free to design/ assemble/ construct a mini-solar farm.</p> <p>It can be argued that there is a moral (if not a legal) obligation for the PC, as owners of the Chantry Field asset, to optimise its use for the benefit of the citizens of the Parish that the PC represents.</p> <p>This is an Opportunity that should not be willfully hidden or foregone.</p>		

## Comments on Vision and Objectives

Name	Organisation	Comment	Response	Changes to Plan
<b>Vision Statement</b>				
Kevin Westwood	Resident	The vision should include traffic problems which are central to healthy growth of a community and emergency services which neither are growing with the community in the Chelmsford area as a whole.	Noted	No change to plan required. Although not specified in the vision statement which is at a

Name	Organisation	Comment	Response	Changes to Plan
<b>Vision Statement</b>				
				high level, traffic is covered in the objectives and policies
Charles Martin	Resident	Agree	Noted	No change required
William Brown	Resident	All seems to be in line	Noted	No change required
Michael Powell	Resident	I fully agree with the Vision Statement	Noted	No change required
Graham Ekins	Resident	Emphasis needs to be made of the pressures on the environment in and around the village over the coming 1.5 decades.	Noted	The BNDP will need to be updated to reflect significant changes over the 15 year term.
Nigel Brown	Resident	It is certainly important to ensure that Boreham remains a village in a rural setting with clear separation from urban Chelmsford as expressed in the Vision	Noted	No change required
Vivienne Flack	Resident	The Vision is appropriate to guide future changes in Boreham	Noted	No change required
Evelyn Ekins	Resident	I strongly agree with the Vision Statement.	Noted	
Alan Swash	Resident	possibly by adding the words "in a rural setting" or "in an agricultural landscape" at the end of the statement.	Amended as suggested	'In an agricultural landscape/rural setting' has been added
Jennifer Swash	Resident	I agree with this statement.	Noted	
Name withheld	Resident	Vision Statement is good. Pressures from North East Developments that have a change of focus from central Chelmsford City to fringe development will adversely affect sustainability of transport road systems / congestion/ infrastructure to meet growing population in key development expansion and central services. Hospitals / Doctors/ Schools/ Teachers/ Water/ Sewage Treatment/ Employment.	Noted	
Name withheld	Resident	Comment on Vision Statement and Objectives - At para 2.3 (Production of the Boreham Neighbourhood Plan) it is stated that "Over 300 people responded to the Boreham Neighbourhood Plan Questionnaire.....". Presumably, the actual figure is known but it must be less than 400: if rounding has been used then it could be any figure between 300 and 350 - let us assume 325 for our purpose here. These are people that are cited	Noted	No change to plan required. It is disappointing but not unusual to have a low percentage of residents respond to this type of questionnaire but the opinions expressed in the

Name	Organisation	Comment	Response	Changes to Plan
<b>Vision Statement</b>				
		<p>as the main drivers leading to the Vision Statement (at para 4.1) and the BDNP Objectives (at para 4.2).</p> <p>Now the Chelmsford City Council states (last updated 19th July 2024) that the Boreham Parish contains some 4000 people of whom 74.7% (2980) are over the age of 19 and can therefore reasonably be said to be capable of having a valid view on the matter. Indeed it might be said that all those over the age of 15 can be so capable; in this case 81.5% (3260) is the relevant figure. Thus we can say that the questionnaire has been responded to by only 10.90% of all over-19s or 9.97% of all over-15s. If this was a truly random sample from the capable set then it might be possible to believe that their views could reasonably be applied to the non-responding subset.</p> <p>However, the responding subset are, most emphatically, not a random sample, but are instead a self-selected group who have every likelihood of being strongly biased. Thus, the whole process by which the Vision Statement and the BDNP Objectives have been generated must be regarded with great suspicion that the opinions that have been elicited are objectively invalid, and that these non-representative opinions are on a path to being acted upon.</p> <p>Of course, it can be claimed that this is a valid form of democracy, but where would one stop? If only a 1%, self-selecting, portion of the population had indicated an opinion, would that be a justifiably reasonable way of proceeding? How about 0.1%? or 5%? Or 15%? No- all of these are fundamentally wrong because they are self-selected. If we wish to proceed on the basis of a small subset of self-selecting respondents then the non-respondents need to positively respond that they don't care - that they positively do not have an opinion in this matter.</p> <p>It is simply not remotely good enough to choose to interpret the ~90% of non-respondent's silence as a positively chosen abdication from opinion.</p>		questionnaire were supported in doorstep discussions and in other surveys.

Name	Organisation	Comment	Response	Changes to Plan
<b>Vision Statement</b>				
		<p>At the very least, the BNDP should declare in its first, introductory paragraph that it is proceeding on the basis that 90% of the opinion capable population are being ASSUMED to positively have NO OPINION concerning the BNDP.</p> <p>Taking this moral problem a stage further it can be seen that the text in general is then constructing on it to express such things as, for example, at para 5.4.1, Objective 12, Justification: "The medical needs of Boreham are served by Laurels Surgery GP practice and pharmacy. In the responses to the 2020 questionnaire, 57% expressed the view that this surgery was not adequate to cover the needs of the community."</p> <p>To say 57% has a particular view sounds quite strong but the reality is that 57% of the ~10% of the citizens who responded had this view - not so very strong at all. In fact, very, VERY weak.</p> <p>Should the BNDP be constructed on a foundation that is so weak? No, it should not. And it should certainly also eschew the pretence of strength in giving percentages of a small self-selecting sample of our citizens.</p>		
Maggie Adams	Resident	Crucial that Boreham retains its identity as a village distinct and separate from Chelmsford	Noted	
Name withheld	Resident	I think it is important that Boreham is left as a village	Noted	
Name withheld	Resident	It is important to keep village identity To protect existing businesses and organisations Keep public transport links and reduce risk to pedestrians and cyclists by reducing speed through village and include speed bumps Offer opportunities for a NHS Dentist to be established.	Noted	
Heidi Robinson	Resident	I think it is excellent	Noted	
Linda Reed	Resident	I agree with this statement.	Noted	
Name withheld	Resident	Vision Statement is good. Pressures from North East Developments that have a change of focus from central Chelmsford City to fringe development will adversely affect sustainability of transport road systems / congestion/ infrastructure to meet growing population in key	Noted	



Name	Organisation	Comment	Response	Changes to Plan
<b>Vision Statement</b>				
		<p>development expansion and central services. Hospitals / Doctors/ Schools/ Teachers/ Water/ Sewage Treatment/ Employment.</p> <p>Development is being driven by Land Banking/ Commercial Development and needs robust plan.</p> <p>Farming: we are losing prime farmland to Developments in N/East this cannot be sustainable. Brown Field Developments should have high focus.</p> <p>In Summary: Boreham at risk from opportunist development and North East focus that will also impact Chelmsford City as it will not be the hub of the city.</p>		
Name withheld		Very reasonable	Noted	

Note: At a meeting on 17/12/2024 the steering group considered each of the comments. Many are supportive of the Vision Statement and others are points of detail which relate to other sections of the plan. The one amendment to the Vision Statement is noted above.

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
	Resident	Agree	Noted	
W Brown	Resident	All seems pretty good. We can't directly change the doctors' surgery (probably lacks support for Boreham). Schooling needs addressing as the school is full (and will be so for a number of years)	Noted	
	Chelmsford Garden Community Parish Council	Yes: It is noted that there are proposals to actively discourage traffic from using Main Road Boreham. However, Chelmsford Garden Community Council considers that any measures taken to reduce traffic within the	Noted	This falls outside the scope of the BNDP.

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
		Parish of Boreham should not be to the detriment of surrounding Parishes.		
Name withheld		I fully support the objectives	Noted	No change required
G Ekins		Need to formulate a strategy that is sensitive to the environment in and around the village. Also a need to deal with the pressures on roads and parking in and around the village once the station becomes operational.	Noted	Updates to the Policies for Biodiversity, Landscape Character and Sustainable Travel partially address this point. The impact of the station traffic once it is operational is the subject of much speculation. It will be monitored and, if necessary, addressed in a later revision.
N Brown	Resident	The objectives are appropriate to achieve the Vision	Noted	No change required
V Flack	Resident	The objectives are appropriate to achieve the Vision and maintain Boreham as a Village with a clear identity and separated from the urban edge of Chelmsford	Noted	
E Ekins	Resident	I strongly agree with the BNDP objectives.	Noted	
A Swash	Resident	Objective 15 - perhaps should include the words to discouraging of any new business that involves the use of HGVs which would add to the problems already experienced.	Amended as suggested	This change has been reflected in what is now Objective 18
Name withheld	Resident	BNDP objectives are good. How external pressures are applied to Boreham will be a measure of balanced sustainable development.	Noted	
M Adams	Resident	Crucial to maintain historical character and celebrate history of the village	Noted	
Name withheld	Resident	Crucial to preserve the history of the village	Noted	
Name withheld	Resident	Policies need to be achievable and given specific timeframes so the community can see and follow progress	Noted	
H Robinson	Resident	Very good indeed	Noted	
L Reed	Resident	I agree with BNDP objectives	Noted	

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
	Essex County Council	<p>4.2 Summary of Objectives</p> <p>4.2.1 Historic Environment</p> <p>ECC recommend objective 2 is amended to make reference to the contribution made by the 'setting' of heritage assets consistent with National Planning Policy Framework (NPPF), paragraph 200 and 201 and Section 16 – Conserving and enhancing the historic environment.</p> <p>Objective 2: To retain and where possible improve the existing heritage assets and their setting whether designated or not and facilitate the conservation and enhancement of the Chelmer Valley's landscape character.</p> <p>4.2.2 Natural Environment</p> <p>ECC recommend objective 4 is amended to make reference to providing 'net gain in biodiversity'. Please refer to the response below to Policy 2 – Biodiversity.</p> <p>Objective 4: To preserve and enhance Boreham's declining natural environment and to provide net gain in increase biodiversity and soil conservation throughout the parish.</p> <p>ECC recommend objective 5 is amended to make reference to the contribution made by the 'non-designated' heritage assets consistent with NPPF, paragraph 209 and Section 16 – Conserving and enhancing the historic environment.</p> <p>Objective 5: To retain and where possible improve the existing natural assets whether designated or non-designated not and facilitate the enhancement of the Chelmer Valley's landscape beauty.</p> <p>ECC recommend an additional objective is included to refer to multifunctional green infrastructure.</p> <p>To encourage multifunctional green infrastructure within the community to promote sustainable and active travel, access to nature and contribute to health and wellbeing.</p>	<p>Amended</p> <p>Amended as suggested</p> <p>Amended as suggested</p> <p>Noted</p>	<p>Objective 2 includes reference to improving setting – Landscape character objectives have been added</p> <p>Objective 4 has been reworded</p> <p>Objective 5 has been reworded</p> <p>This proposed objective has not been explicitly added. The need for multifunctional green infrastructure has been</p>

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
		<p>Green Infrastructure (GI) should be approached from a multifunctional perspective, combining uses such as sustainable drainage, public open space, walking and cycling routes and biodiversity conservation to combine functional uses with amenity benefits. The importance of multifunctional GI is reinforced by the:</p> <ul style="list-style-type: none"> <li>• National Green Infrastructure Framework (January 2023)</li> <li>• GI Principles: the why, what and how of good GI.</li> <li>• GI Standards: guidance on national standards for GI quantity and quality.</li> <li>• GI Maps: mapped environmental, socio-economic datasets to support the standards.</li> <li>• GI Planning and Design Guide: practical, evidence-based advice on how to design good quality GI.</li> <li>• GI Process Journeys: guides on how to apply all the products in the GI Framework.</li> <li>• Essex Green Infrastructure Strategy (2020) and the Essex Green Infrastructure Standards (June 2022).</li> </ul> <p>These documents champion the enhancement, protection, and creation of an inclusive and integrated network of green spaces. Applying Essex's nine GI principles will help to ensure quality and consistency in the provision, management, and stewardship of GI an essential part of place-making and place-keeping for the benefit of people and wildlife.</p> <p>4.2.4 Community and Leisure</p> <p>ECC seeks to ensure that housing and communities are accessible and inclusive over the life course and that new homes are suitable for ageing households and those with disabilities so that they can live in their homes for longer if their mobility reduces. ECC supports objective 12 of providing an appropriate mix of housing types but reference should be made to also providing at different scales and tenures and homes for</p>		<p>included under Policy 5 High Quality Design (2. d)).</p>
			Amended as suggested	The objective (now Objective 15) reflects this change

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
		<p>older people and people with disabilities. Please refer to the response to Policy 6 Housing Mix and Type.</p> <p>Objective 12: To support a flourishing and inclusive community through the provision of a mix of housing types, sizes and tenures to meet local need including accommodation that is or can be made adaptable for a variety of life stages, including independent living housing for older people and people with disabilities, elderly accommodation and care, with associated facilities and infrastructure for: community life, health, education and leisure for all ages and abilities.</p> <p>ECC recommend objective 13 is broadened to reference the provision of places for early years and childcare and schools. Please refer to the response to Policy 7 – Community Infrastructure.</p> <p>Objective 13: To provide local, sustainable and high-quality early years and childcare, and school places schools for all the young children of the parish and to support and promote the provision of healthcare facilities within the parish.</p> <p>ECC recommend objective 14 is amended to reference 'cycle routes'. ECC support the principle of establishing multifunctional greenways to promote sustainable and active travel movements and contribute to health and wellbeing. Their design will depend on whether they are to be within an urban or rural environment and their function (recreational; commuting). Most should be designed with a hard, permeable surface which is accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development. Any design of new routes will be required to be consistent with cycling infrastructure design guidance (LTN 1/20, paragraph 1.5.2) and to be</p>	<p>Amended as suggested</p> <p>Amended as suggested</p>	<p>The objective (now Objective 16) reflects this change</p> <p>The objective (now Objective 17) reflects this change</p>

Name	Organisation	Comment	Response	Changes to Plan
<b>Objectives</b>				
		<p>coherent (allow people to reach day to day destinations easily); direct, safe, comfortable and attractive.</p> <p>Objective 14: To maintain and, where possible, increase the availability of public footpaths, cycle routes paths and bridleways.</p> <p>4.2.4 Business and Community</p> <p>ECC recommend objective 16 is amended to reflect the need to improve 'gigabit speed' broadband and '5G' mobile connectivity. Please refer to the response to Policy 9 Broadband and Communication.</p> <p>Objective 16: Improve gigabit speed broadband speeds and 5G mobile connectivity within the parish.</p> <p>4.2.5 Access and Movement</p> <p>ECC recommend objective 18 makes reference to improving connectivity by 'active and sustainable modes' as indicated in Table 3.2 The identified strengths, weaknesses, opportunities and threats facing Boreham on page 38.</p> <p>Please refer to the response regarding Policy 11 Main Road, Boreham with regards the preparation of Local Transport Plan 4 and the proposed 'Place and Movement' approach to roads and streets.</p> <p>Objective 18: To improve the connectivity by active and sustainable modes between the main village and the area of the parish north-west of the A12 trunk road and the railway line.</p> <p>ECC recommend Objective 19 provides more clarity by making reference to 'active and sustainable modes'.</p> <p>Objective 19: To promote the use of active and sustainable modes alternative means of travel including walking, cycling and public transport.</p>	<p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p>	<p>The objective (now Objective 19) reflects this change</p> <p>The objective (now Objective 21) reflects this change</p> <p>The objective (now Objective 22) reflects this change</p>

## Comments on Policies

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 1</b>				
N Brown	Resident	Policies 1 Heritage and 2 Biodiversity are especially important, the historic and natural environment are essential to the character of Boreham.	Noted	
V Flack	Resident	All the policies seem appropriate to achieve the objectives and vision. In particular policies 1 to 3 are important to maintain Boreham as a rural village separated from Chelmsford by a landscape of fields and hedges	Noted	
A Swash	Resident	Policy 1 - in the justification reference is made to the listing of 'non-designated heritage assets', where is this listed?	Noted	The Action Plan 6.1 includes an item to compile a list of local non-designated heritage assets. There is no such list at present.
M Adams	Resident	Policy 1 - Any development should conserve all aspects of antiquity.	Noted	
Name withheld		Policy 1 - Any housing development should preserve antiquity	Noted	
	CCC	The heritage policies (page 42) refer to non-designated heritage assets. It would also be useful to refer to designated heritage assets, to cover all of the parish heritage assets. The policy would also be better worded to 'preserve and where appropriate enhance ...' heritage, to reflect local and national policy.  P 42 Under the Justification, the third Conservation Area should also be referred to – the Chelmer and Blackwater Navigation passes through the parish. The justification could also be expanded to say the heritage assets make an important contribution to the local history, character and appearance of the parish.	Amended as suggested  Amended as suggested	The policy wording has been revised  The justification section has been updated
	ECC	Section 5 – Policies 5.1 Historic Environment Policies ECC recommend the following amendment to provide consistency with the recommended amendment to Objective 2 and 5. Objectives: To conserve designated heritage assets and their setting, including buildings, non-designated assets (including archaeological sites)	Amended as suggested	The Objectives have been updated.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 1</b>				
		<p>and landscape features to maintain and enhance their significance to the character of Boreham</p> <p>Policy 1 Heritage</p> <p>ECC recommend the following amendment to provide consistency with the recommended amendment to Objective 2 and 5 and NPPF, paragraph 207 - 209.</p> <p>1. Development proposals should protect and, where appropriate, enhance designated and non-designated heritage assets including their setting which make a significant contribution to the historic fabric of Boreham. Development proposals affecting non-designated heritage assets (or their settings) should be evidenced endorsed by appropriate analysis to enable a balanced judgment regarding the level scale of any harm or loss to the significance of the heritage asset and its setting, when considered against any public benefits arising from the proposed development.</p> <p>ECC recommend the first sentence of Part 2 is not a policy requirement and should be moved into the justification, as it describes the historic landscape.</p> <p>2. The grain of the historic landscape in terms of field boundaries, paths, tracks, woods and settlement pattern is of considerable antiquity, is quite well preserved in much of the parish. Development proposals should seek to conserve and enhance the historic grain of the landscape wherever possible.</p> <p>ECC welcomes reference to the Essex Historic Environment Record as part of the evidence base for this Plan.</p>	Policy 1 has been substantially revised.	We note that there is a difference of approach proposed by CCC. The revised Policy incorporates elements of both ECC and CCC recommendations but more closely follows the advice from CCC.



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 2</b>				
J Swash	Resident	Policy 2 All new buildings should have solar panels of roofs and rainwater collection facilities.	Noted	Policy 5 – High quality design has been amended and supports sustainable design features to promote water efficiency, energy conservation and efficiency and support renewable energy and low carbon energy generation
M Adams	Resident	Policy -2 Biodiversity - All local wildlife sites should be preserved and supported.	Noted	
Name withheld		Policy 2 - All local wildlife should be protected	Noted	
	CCC	The requirement to take ‘all reasonable measures’ is not very precise, and it would be difficult to demonstrate that all reasonable measures haven’t been met. It would be helpful to reword along the lines of: ‘All Development proposals will be required to demonstrate how they will conserve existing ecological assets. This should include retaining existing mature trees, hedgerows and habitats which are important for their historic, visual or biodiversity value.’ Page 46 final para Amend to: 10% BNG became mandatory for small sites from April 2024 ... Figure 5.4 Amend to: DEFRA Predictive Best and Most Versatile (BMV) Land Assessment dated 4 October 2017	Amended as suggested  Updated  Amended as suggested	Reworded as suggested  Wording changed  Correction made
	ECC	5.2 Natural Environment Policies Policy 2 Biodiversity ECC recommend reference is made to the Essex Local Nature Recovery Strategy (ELNRS) which has been on public consultation until 25th October 2024. ECC is the ‘Responsible Authority’ for delivering the ELNRS which will form the baseline for habitat information, which in turn will	Reference has been included	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 2</b>				
		<p>generate action to promote biodiversity management and improvement. The ELNRS plays a crucial role in Biodiversity Net Gain (BNG) by offering a strategic approach to off-site BNG delivery. The ELNRS includes strategic opportunity maps highlighting areas with the highest potential for environmental benefits for new habitat creations across Essex. Sites of strategic significance offer a 15% uplift in biodiversity units compared to other sites, providing a 15% bonus on units purchased in these locations. The Essex Local Nature Partnership (ELNP) is working towards a joint approach to BNG, including potential joint specific measurable targets (10% or 20% BNG). An Essex BNG Guidance Pack has been produced providing an overview on BNG to date.</p> <p>ECC recommend the last paragraph on page 46 is updated to reflect the current mandatory position on BNG to read:</p> <p>The requirement for a minimum of 10% BNG will become became mandatory for large sites in February 2024 and for small sites from April 2024 and will later become mandatory for major developments.</p> <p>ECC recommend Part 1 is amended to refer to 'conserve or enhance' ecological assets consistent with NPPF, paragraph 186d.</p> <p>1. All development proposals should take all reasonable measures to conserve or enhance existing ecological assets.</p> <p>ECC recommend Part 2b is amended to clearly reflect the hierarchy of providing BNG and reference the ELNRS.</p> <p>b) Deliver a minimum 10% biodiversity net gain (BNG) at the development site (preferred) or elsewhere within Boreham Parish prior to delivering off site having regard to the Essex Local Nature Recovery Strategy rather than through BNG offset schemes.</p> <p>As Lead Local Flood Authority, ECC expects the management of surface water to follow the drainage hierarchy. ECC acknowledges references in section 3.5 that the Boreham village envelope is not prone to significant flooding. Any planning applications in the Plan area will be required to be</p>	<p>Amended as suggested</p> <p>Amended as suggested</p> <p>Amended as suggested</p>	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 2</b>				
		<p>determined by adopted CCC Local Plan Policy DM18 – Flooding/SuDS or successor policy in the Chelmsford Local Plan Review.</p> <p>With concern over climate change and increasing risk of water scarcity, re-use of rainwater wherever possible should be utilised. Therefore, in accordance with the drainage hierarchy contained in Approved Document H of the Building Regulations, Planning Practice Guidance and the need to mitigate against water scarcity, all surface water run off must aim to be discharged as high up the following hierarchy as possible:</p> <ul style="list-style-type: none"> <li>• Rainwater re-use (rainwater harvesting/greywater recycling)</li> <li>• An adequate soakaway or other infiltration system</li> <li>• Hybrid solution of infiltration and discharging to a surface water body</li> <li>• To a surface water body (e.g. an ordinary watercourse)</li> <li>• To a surface water sewer, highway drain, or other drainage system</li> <li>• To a combined sewer.</li> </ul> <p>Part e should be amended as follows to refer to rainwater harvesting, which at the top of the drainage hierarchy.</p> <p>e) Take account of the potential impacts of climate change in the design of developments (e.g. including drought resistant plants (Appendix 3), rain water capture measures etc.) and providing rainwater harvesting on site to minimise overall water consumption and maximise its reuse.</p>	Amended as suggested	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 3</b>				
N Brown	Resident	Policy 3 Landscape setting is of particular importance the current wording is good but the clear separation of Boreham village from the urban edge of Chelmsford is fundamental to Boreham's landscape setting and character. This should be explicitly stated in objective 2, which quite	Noted and amendment made	The required changes are reflected in the 4.2.3 Landscape Character - Objectives 8, 9, 10 and 11.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 3</b>				
		rightly highlights the Chelmer Valley and views to the east of Boreham, but not the vital importance of maintaining the open agricultural landscape of fields and hedges to the west of Boreham.		
A Swash	Resident	Policy 3 - Under heading of objectives - whilst long views across the Chelmer Valley are very important we must also refer to long views to the North as indicated on map from Western and Northern gateways. Key to the setting are long views in all directions. This is also continued in item 2 of the Policy 3 where it refers to Chelmer Valley and to the East. reference should also be made to the map at 5.6 because this is already accepted by its inclusion in the VDS.	Amended as suggested	Policy 3 now refers to the map at 5.6 and the Objective section includes reference to long views to the North
J Swash	Resident	Policy 3 The long views out of the village in all directions is what creates the character and setting of the village.	Amended	See note above
M Adams	Resident	Policy 3 - Landscape setting, agricultural land - Agree agricultural land should be protected and distinctive character of landscape enhanced.	Noted	No change required
Name withheld		Policy 3 - no building on farmland	Noted	No change required
L Reed		Policy 3 This policy should also reflect that the Longfield Solar Farm will occupy approximately 1,000 acres of farmland, the majority of it in Boreham. This will remove a substantial area of the parish's good quality farm land from food production as a further justification for our wish to protect the rest of the farmland in the parish.	Amended	Reference to the solar farm is included under Key Issues
	CCC	Policy 3 1a) Amend to: Seek to protect against the loss of (BMV) Best and Most Versatile agricultural land within the Parish. Local Plan Policy DM8 sets out some exceptions to development in the rural area, and Para 3.29, 5.32 and Strategic Policy S4 set out the overall approach to BMV. This could be referenced in the Justification text. Policy 3 Part 2 Clarify this sentence by repositioning the brackets as follows: For major development proposals (that is those of 10 or more dwellings, and/or development proposals on a site area of 1 hectare or more) or	Amended as suggested	Policy 3 wording and justification have been revised



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 4</b>				
N Brown	Resident	The other policies (4 - 11) are appropriate and likely to be beneficial in shaping change in Boreham whilst maintaining it's character.	Noted	No change to plan required
A Swash		Policy 4 - under Key Issues first para- where it refers to 2022 Local Plan this allocation takes us through the plan period to 2035 and should be referenced.	Amended as suggested	
M Adams		Policy 4 - Settlement Boundary - Development proposals should only be considered when they meet the aims of sustainable development and have sufficient infrastructure and services. Existing developed land and building should be used primarily.	Noted	
Name withheld		Policy 4 - only build housing development when you have sufficient infrastructure services	Noted	
A Martin		Page 50 – 5.3.1 Settlement Boundary Figure 5.5 should be 5.7	Amended as suggested	Figures have been renumbered
L Reed		Policy 4 This policy could also reflect that the recent redrawing of the parish boundary has removed a significant portion of the total area of the existing parish (approximately one sixth). This area was allocated to the new Chelmsford Garden Community development and will be developed with some housing and associated green space. This could be further justification for not wanting further development outside the defined settlement boundary for the village of Boreham.	Amended	Reference to the redrawing of the parish boundary is included in the Justification for Policy 4.
	CCC	Page 51 It would not be possible to incorporate undeveloped areas of countryside into the 'Green Wedge' as suggested. The Green Wedge as designated in the Local Plan are to protect the unique role and function of the river valleys where they permeate into Chelmsford's Urban Area. I note that the DAC Coalescence Assessment Report is mentioned in the same paragraph, but adding to the Green Wedge designation is not	Amended	The reference to 'green wedge' has been removed and the proposed coalescence safeguarding zone has been amended. The policy has also

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 4</b>				
		<p>suggested or recommended in that report. I also note that the policy wording recommended by the DAC report is not included in the Neighbourhood Plan. As such I am uncertain how robust that evidence base document is for inform this policy.</p> <p>Such designations in Neighbourhood Plans are often described as a Village Setting (e.g. Sandon NP) or Settlement Buffer (e.g. Broomfield NP). Further discussion would be required with CCC if this was being considered for inclusion to remove areas already allocated for development in the Local Plan.</p> <p>Specific comments to Policy 4 as worded appear below.</p> <p>Policy 4 1. For clarity, I suggest adding to the end of the criterion: ... and Chelmsford Local Plan.</p> <p>Policy 4 2. Development outside the Defined Settlement Boundary is covered in great detail by the NPPF and the Chelmsford Local Plan.</p> <p>NPPF – see paragraph 84</p> <p>Local Plan – see Strategic Policy S11 C), DM8, DM9, DM10, DM11, and DM12</p> <p>The first point for clarification is does this apply to all development? Or does it only apply to new buildings? It would be unreasonable to require all new development to be located adjacent to the existing settlement, for example it could not be applied to agricultural buildings, redevelopment of existing buildings, or extensions to existing buildings. What kind of specific need within the village is envisaged – this would need to be quantified to provide clarity to a decision maker.</p> <p>Small developments such as extensions cannot be accompanied by the relevant infrastructure and services, which in any case would need to be listed and quantified.</p> <p>Further explanation would be needed to define ‘minimal visual and environmental impact’ to enable a decision-maker to apply the policy.</p>		been updated to reflect the points raised.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 4</b>				
		This would need much more clarification to meet the basic conditions and be applied effectively to a planning application. It is suggested that unless additional detail could be developed to add to NPPF and in particular the Local Plan requirements, this part of the policy is deleted. The Justification text for this policy is also unclear. The Orchard Way development is not infill development, but it was a strategic Local Plan allocation. Infilling applies to small gaps in existing groups of dwellings or buildings, which can accommodate no more than one property or building (DM9).		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 5</b>				
M Adams	Resident	Policy 5 - High Quality Design - Retain trees and green spaces. Provide adequate parking. Promote energy conservation. Support renewable energy, low carbon.	Noted	No change required as these points are covered
Name withheld		Policy 5 - Do not build on green spaces	Noted	As above
	CCC	<p>5.3.2 Suggest amend: ...detracted from the setting of local Conservation Areas and ...</p> <p>You may wish to consider what type of development the criteria apply to. Many planning applications are for extensions, or even just a front porch or conservatory. In such cases the criteria at g, h, and i could not be applied, so the Policy could be split accordingly.</p> <p>Local Plan policies DM23, DM24, DM25, DM26, and DM27 already apply. Your Policy 5 can be effective if it adds to those policies by including, for example, distinct local details such as for materials, boundary treatments, building heights, street scene etc. You could also reference the Essex Design Guide, and CCC's Making Places SPD. Are there particular character areas within the village where certain treatments are more</p>	Amended	The text in 5.3.2 has been amended in line with the suggestion and the policy wording has been amended to clarify the type of development impacted by each of the criteria.



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 5</b>				
		appropriate, such as low brick wall boundaries in Church Road, retention of open frontages in St Andrew's Road and roads around – i.e. what is the character and how should applicants respond.		
	ECC	<p>Policy 5 High Quality Design</p> <p>ECC welcome reference in the justification to development proposals being required to have regard to guidance and best practice principles established in the Essex Design Guide.</p> <p>ECC notes several references in the plan to concerns regarding sufficient off-street parking (page 27 and 100) and school pick up parking; obstructive parking in Church Road; and excessive parking near River Chelmer. These issues could be progressed through the Chelmsford Local Highways Panel (CLHP) – see response below to Policy 11 Main Road, Boreham.</p> <p>In addition, ECC recommend reference is made to the Essex Parking Standards in criteria g to read:</p> <p>g) Provide adequate parking having regard to the Essex Parking Standards, appropriately screened where possible.</p> <p>ECC welcomes the ambition of criteria h to incorporate sustainable design features promoting energy conservation and efficiency and support renewable energy and low carbon energy generation, which will help avoid having to retrofit development in the future. Reference should also be made to water efficiency in this criteria.</p> <p>ECC in consultation with the Essex borough, city and district councils has prepared a Planning Policy Position for Net Zero Carbon Development Homes and Buildings in Greater Essex', which can be viewed here. The PPP seeks to ensure that all new homes and buildings achieve a consistent, clearly defined, net zero carbon (in operation) standard that aligns with local and national climate targets and delivers high quality, healthy, energy efficient, climate resilient homes and buildings.</p>	Amended	A reference to Essex Parking Standards has been included. All other information in the comment is noted.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 5</b>				
		<p>Policy NZ1: Net Zero Carbon Development (In Operation) will be incorporated into the Chelmsford Local Plan Review Pre-Submission Plan timetabled for public consultation in early 2025. Work is progressing on the Net Zero Carbon Policy – Renewable Energy Offset Fund to support part 4 of the policy. Offsetting will only apply as a last resort in circumstances where renewable energy generation on site is not technically possible to match annual energy demand and there is an identified shortfall. The PPP includes a ‘place holder policy’ for tackling embodied carbon emissions from new build development which is an interim measure to be used in local plan consultations, pending the outputs of the Embodied Carbon Policy Study for Essex. The Study is now published and available to view here. However, given timescales for the Local Plan preparation and completion of the Embodied Carbon Study evidence, Policy NZ2: Net Zero Carbon Development will not be included in the Regulation 19 Local Plan. The consolidated Net Zero Policy position is planned to be published by the end of 2024 and the parish council should consider including this policy in the Plan.</p> <p>The Water Strategy for Essex (prepared by ECC) recommends that Local Plan policies should set ambitious policies for water efficiency and resilience for new homes and non-residential development to reduce the impact of water security. Essex, including the plan area, is a ‘Seriously Water Stressed Area’. Policy DM25 – Sustainable Buildings of the Local Plan sets a standard consistent with the Building Regulations optional requirement for water efficiency of 110 litres/person/day. ECC would seek development to be looking to design residential development to achieve a standard of 80 litre/person/day and non-residential development to achieve full credits for category Wat 01 of BREEAM unless considered impractical considering a phased approach and this should be tested through the Local Plan evidence base, namely a Water Cycle Study and plan viability work. ECC considers it is important to set</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 5</b>				
		<p>more stringent targets now so that it will be in line with proposed Government targets and potential water shortages are taken into consideration sooner rather than later.</p> <p>ECC will be seeking to incorporate this into the CCC Pre-Submission Local Plan, which will be able to provide the strategic policy for this Plan. However, ECC seek an amendment to criteria h) to make reference to 'water efficiency' to stress that this issue needs to be addressed in new development.</p> <p>h) Incorporate sustainable design features which promote water efficiency, energy conservation and efficiency and support renewable energy and low carbon energy generation.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 6</b>				
A Sanders	Resident	Seems fair so far	Noted	
K Westwood	Resident	No mention of roads which are constantly being pushed back a study has already shown that the newest Chelmsford road which joins the bridge over the railway crossing at Boreham was down sized from two lanes to one lane will need dualling in under 10 years how do emergency services reach us when every morning and evening there is gridlocked traffic in the CM area. Most successful areas build the roads first then the houses. We still have no plan for the Army and Navy roundabout, the list goes on Chelmsford as a whole is generally disappointing in every single aspect.	Noted	References to relevant road improvement projects and other road issues are included under transport policies. Roads outside Boreham parish are outside the scope of this Neighbourhood Plan.
C Martin	Resident	Agree with all	Noted	
W Brown	Resident	The widening of the A12 may be put on hold following the government's review of capital schemes with knock effects to Boreham - though this may not be too detrimental.	Noted	This project is referred to under transport policies.
G Ekins	Resident	Broadly agree with them	Noted	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 6</b>				
M Adams	Resident	Policy 6 - Housing type and mix - Housing for residents of all ages and social needs.	Noted	
Name withheld		Policy 6 - build a range of different housing	Noted	
Name withheld		Policy 6? I am pleased the BDNP draft does not include any enlargement of the village boundary. Boreham has plenty of all kinds of housing types. Consolidation within the existing defined settlement boundary is fine enlarging the village by building on the countryside around us is not.	Noted	
	CCC	<p>Housing mix and type is covered in detail in the Local Plan at Policy DM1 and DM2.</p> <p>The policy as written is not effective, and it cannot be applied to a planning application. For example, there is no information as to how a developer would be expected to demonstrate that a development meets local needs – which are in any case set by Local Plan Policy DM1 – or any thresholds for development. For example, would a development of 20 houses be expected to provide all older people’s housing? Or how could a range of housing types, size, tenure and mix be applied to a development for just one or two properties.</p> <p>Danbury NP has a housing mix policy which may be useful to review as a guide if you wish to redraft and retain this policy in a more effective form.</p>	Amended as suggested	The policy has been amended to clarify the position regarding the range of housing types.
	ECC	<p>Policy 6 Housing Mix and Type</p> <p>ECC is the Care Authority, with a duty to meet the requirements of the Care Act, 2014. We seek accommodation that meets the housing needs of all people living with learning disabilities and autism; physical and sensory impairment; dementia; survivors of domestic abuse; mental health service users; children’s homes; and residents leaving institutions (institutional care, prison, or hospital). Any accommodation proposed should be in line with our Supported Living accommodation standards as set out at <a href="https://www.essexproviderhub.org/adults-with-disabilities-hub/supported-living/supported-living-accommodation-standards/">https://www.essexproviderhub.org/adults-with-disabilities-hub/supported-living/supported-living-accommodation-standards/</a></p>	Noted and amended	The policy has been amended to include reference to supported and sheltered housing.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 6</b>				
		<p>ECC welcome reference in Part 1c to new development being required to provide Older peoples' housing, including bungalows. ECC recommend an amendment to refer to 'supported and specialist' housing. This was highlighted in the 2020 Boreham Neighbourhood Plan Questionnaire.</p> <p>c) Older peoples' housing, including bungalows and supported and specialist sheltered housing.</p> <p>ECC has commissioned a 'Supported and Specialist Housing and Accommodation Needs Assessment' which is being undertaken by Housing Lin. The work commenced May 2024 and is expected to be completed by January/February 2025. The evidence base will include data on Braintree residents who need specialist, supported and accessible accommodation to meet their needs due to their age, health, disability, mental health, cognitive ability or living with Learning Disability or Autism. The research aims to provide data on the overall supply and utilisation of supported and specialist housing and accommodation in Essex Demand for supported, specialist and accessible accommodation in the districts and Essex in the next 5, 10, 15, and 20 years. The outputs will enable ECC to provide more detailed evidence of the need for and the type of specialised and supported housing required in Chelmsford, which can inform the preparation of the Pre-Submission Plan (depending on timescales) or the next iteration of this Plan.</p> <p>Paragraph 4.6 makes reference to the ageing population of the district, with a higher proportion of older people, particularly those aged 50 years and old.</p> <p>The ECC Housing Strategy 2021-2025 includes a strategic goal as follows:</p> <ul style="list-style-type: none"> <li>• Enabling people to live independently throughout their life – housing that is designed to be accessible, adapted to become accessible to meet the changing needs of residents, especially as they age, and has support and care available for those who need it, provided by people and technology.</li> </ul>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 6</b>				
		A review of progress against the strategy action plan has commenced. An Action Plan progress report, alongside a position statement, will be published in due course identifying the focus for activity up to 2025.		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 7</b>				
M Adams	Resident	Policy 7 - Community Infrastructure - Essential that any development includes extensive schools, health care, community life and roads.	Noted	
Name withheld		Policy 7 Any development must include local services:-doctors, school	Noted	
Ann Martin	Resident	Page 55 – “Justification” 3rd para – need to stress that the medical facility has been deliberately downgraded by the practice to a simple satellite facility. This facility closes on occasions due to lack of staff.	Noted	The lack of available staffing is outside the scope of the NP.
	CCC	<p>Again, this policy is not effective, and could not be applied to a planning application. No specific needs are outlined, and there is no mechanism included for providing facilities. Asking for development to ‘seek to contribute’ is also a weak position.</p> <p>However, as currently worded, it is considered that Policy 7 and Policy 8 are very similar as both address contributions for education and healthcare. However, the types of infrastructure required include a wide list of contributions covered in detail at Local Plan Strategic Policy S9. It is not considered that this policy adds to that, and the infrastructure bodies will define what is needed at planning application stage.</p> <p>Policy 7 might be more effective if it listed the types of infrastructure required, for example:</p> <p>All major development shall make contributions towards infrastructure, services and facilities, including:</p> <ul style="list-style-type: none"> <li>• Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority</li> </ul>	Amended	Policy 7 and Policy 8 have been combined and amended taking note of the guidance provided.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 7</b>				
		<ul style="list-style-type: none"> <li>• Appropriate measures to promote and enhance active and sustainable modes of transport</li> <li>• Financial contributions to early years, primary and secondary education provision</li> <li>• Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board</li> <li>• Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities</li> </ul>		
	ECC	<p>Policy 7 Community Infrastructure Key Issues ECC also has a legal duty to assess the sufficiency of childcare looking at local demographics, demand and quality of childcare. The 2023 Childcare Sufficiency Assessment can be viewed <a href="#">here</a>.</p> <p>Paragraph 2 needs to be updated to reflect the current position to read: ECC has supported the opening of a new preschool in the former Garden Cottage Nursery premises. This has seen new term-time places for children aged 2-4 to be reintroduced. There are further plans for additional nursery provision to open shortly within the grounds of Boreham Primary school. Both of these provisions will help to meet the need for childcare places within the ward, although places for children aged 0-2 years are still in short supply. So Boreham is currently served by Little Hedgehogs and Small Steps pre-schools. Little Hedgehogs is one of very few local facilities accepting infants below the age of 2. Small Steps at the village hall is pre-school for ages 2.5 to 4 years old. Primary school places are also limited within Boreham. Additional capacity has been created with the opening of Beaulieu Park Primary School and there are alternative primary schools within 5 miles of Boreham but Boreham parents have expressed a strong desire for pre-school and primary school aged children to be educated within our village.</p>	Amended	The text has been amended to incorporate ECC's suggestions

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 7</b>				
		<p>ECC, as lead authority for Education, has the responsibility for school place planning. ECC identifies the need for school places and identifies surpluses or deficits through the 10 Year Plan for Essex school Places currently covering the period 2024-2033.</p> <p>The Plan (page 55) refers to further major development within Boreham having to 'include provision for extending the number of primary school places to accommodate additional young families and to reduce the need for primary school aged children to travel to schools outside the village'. ECC acknowledges that Boreham Primary School is near to capacity with limited scope to expand on-site. The CCC Preferred Options Local Plan (page 84) did not propose to allocate any further growth at Boreham, partly due to the 'uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity'. Additional capacity is being provided within the Springfield Planning Group at Chelmsford Garden Village along with additional early years and secondary school provision. ECC will undertake a further assessment to inform the CCC Pre-Submission Local Plan.</p> <p>Objectives</p> <p>Reference is made to 'major development proposals' comprising 10 or more dwellings will be required to provide a contribution to infrastructure in the Plan area on page 54.</p> <p>The ECC Developers' Guide to Infrastructure Contributions (2024) sets out the range of contributions for early years and childcare, primary, secondary, post 16 and special education needs necessary to ensure development is acceptable in planning terms (Table 2, page 24). The general threshold for collecting a developer contribution is for development of 20 or more dwellings and should be referenced in the objectives on page 54.</p>		



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 7</b>				
		<p>Reference to secondary school, post-16 and Special Education Needs and Disabilities (SEND) should be included within community infrastructure as referenced on page 54, paragraph 1 and Policy 7, Part 1 of the policy to read:</p> <p>1. New development will be required should seek to contribute towards the provision of new and improved community infrastructure facilities to support a flourishing and inclusive community life, healthcare, early years and childcare, primary, secondary, post-16 and SEND education facilities, and leisure activities for all ages and abilities, where a need for such facilities is demonstrated.</p> <p>Justification</p> <p>Paragraph 1 should be amended to reflect the most up-to-date position to read:</p> <p>The decline in early years places is not limited to Boreham. In Hatfield Peverel, an 80 place nursery closed during the Covid pandemic leaving Little Bears which caters for ages 2 to 4 years operating at capacity with a waiting list (as of 2023). A new nursery (Hatfield Peverel Nursery School) has opened at Hatfield Peverel Infant's School, providing term time places for children aged 2-4 years which has provided more provision. recently and is under capacity but this facility is not yet established and has had mixed reviews. Across Essex there is an overall capacity loss of approximately 35% of pre-school places(Essex Capacity Audit for ages 0-8). A consequence of the lack of pre-school places is the impact it is having on those receiving Funded Early Education Entitlement (FEEE). Many cannot access FEEE because of the lack of available spaces where it can be used and this is occurring in Boreham. The recent childcare sufficiency audit for 2024 shows that Hatfield Peverel ward was in high demand for early years places, with less than 15% of places being available.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 7</b>				
		In March 2023, the previous government set out plans to increase funded entitlements for working families. By September 2025, most working families will be able to access 30 hours of funded childcare each week (term-time) from the term after their child turns 9 months. This extension has led to the need for more early years and childcare places to be created across many wards, especially for children aged 0-3 to enable parents to return to work and take up their funded entitlement.		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 8 –</b>				
<b>Note: Policy 8 Developer Contributions has been amalgamated into Policy 7</b>				
M Powell	Resident	Having reviewed all the policies listed I am in broad agreement with them all although regarding policy 8 developer contributions we should ensure that this is coordinated by the Parish Council planning committee to ensure that any future large developments affecting Boreham incorporate the relevant infrastructure projects	Noted	See below
M Adams	Resident	Policy 8 - Developer contributions Developer should contribute to projects identified in Table 5 1	Noted	See below
Name withheld		Policy 8 Developer must contribute to local projects.	Noted	See below
	CCC	Policy 8 does cover the mechanism for collecting those contributions, but the justification for the policy again is limited to education and healthcare. Reference should be made to the CCC CIL resources on the website: <a href="https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/">https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/</a> Reference could also usefully be made to the Neighbourhood Allocation of CIL monies, Section 5 of this document:	Policy has been removed	The steering group agrees with the points made and has removed this policy. Policy 7 has been amended to include some elements of the Policy 8 section justification and objectives.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 8 –</b> <b>Note: Policy 8 Developer Contributions has been amalgamated into Policy 7</b>				
		<p><a href="http://www.chelmsford.gov.uk/media/555mib1q/cil-governance-allocating-and-spending-cil-march-2024.pdf">www.chelmsford.gov.uk/media/555mib1q/cil-governance-allocating-and-spending-cil-march-2024.pdf</a></p> <p>The policy cannot require contributions to be made for some of the items in the table, as the source could not be considered to be a robust evidence base. For example, the 2020 Questionnaire does not provide robust enough evidence to require developers to pay contributions towards increased access to medical care. There is no indication of what level of healthcare is needed, whether this is local surgery capacity, or wider including Broomfield Hospital. The need for healthcare provision would usually be defined by NHS Mid and South Essex Integrated Care Board.</p> <p>Contributions for education provision are set by ECC, and are contained within the Developer's Guide to Infrastructure Contributions.</p> <p><a href="http://www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf">www.essex.gov.uk/sites/default/files/2024-07/Developers%20Guide%202024.pdf</a></p> <p>The education needs for the projected population are contained within the ECC school organisation resource: <a href="https://www.essex.gov.uk/schools-and-learning/schools/school-organisation-and-place-planning">https://www.essex.gov.uk/schools-and-learning/schools/school-organisation-and-place-planning</a></p> <p>As stated, the Chelmsford Open Space Study, and the Infrastructure Delivery Plan, are both being updated for the review of the Local Plan. Updated reports should be published alongside consultation on the Pre-Submission document in early 2025. Depending on timing for the next stage for the BDNP, the references in the draft Plan may need to be updated.</p> <p>However, this matter is already covered in detail by Local Plan Strategic Policy S10. More work would be required to this policy to ensure it is effective and meets the basic conditions.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 8 –</b> <b>Note: Policy 8 Developer Contributions has been amalgamated into Policy 7</b>				
	ECC	<p>Policy 8 Developer Contributions Objectives</p> <p>ECC recommend reference is also made to other objectives, not just Objective 13, given the Infrastructure Projects identified in Table 5.1 Local Infrastructure Projects which could benefit from developer contributions on page 58, including Objectives 12, 14, 19.</p> <p>Part 2 of the policy identified projects where developers should contribute towards identified local infrastructure in accordance with the CIL Regulations, namely:</p> <ul style="list-style-type: none"> <li>• Increased capacity for early years and Key Stage 1 learning and Key Stage 2 learning – see response to justification below.</li> </ul> <p>All development proposals that may be required to contribute to highway projects identified in Table 5.1 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. They may be delivered through S106/S278; Local Highways Panel; A12 widening; or CIL.</p> <p>Justification</p> <p>Non-statutory guidance for local authorities for education to support housing growth and developers' contributions was updated in August 2023 and can be viewed here.</p> <p>Reference is made to Boreham and Hatfield Peverel being unsuccessful in obtaining Essex Capital Grant funding for additional nursery places in 2023. The plan implies that it is an additional burden placed on any major or local development to include provision for nursery places. It is a requirement of developers to provide a financial contribution towards expansion of existing settings to provide the necessary places or a new facility if required by their development. This process is set out in the</p>	Noted	See comment above – this policy has been removed and Policy 7 amended to reflect these comments.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 8 –</b> <b>Note: Policy 8 Developer Contributions has been amalgamated into Policy 7</b>				
		<p>‘Developers Guide’, Section 5.1. The Essex Childcare Sufficiency Assessment Summary was used to undertake a cumulative assessment of the growth identified in the Chelmsford Preferred Options Local Plan (2023). The Preferred Options Local Plan did not propose to allocate any further growth at Boreham and consequently no additional nurseries can be sought and funded from the Local Plan Review.</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 9 (now renumbered as Policy 8)</b>				
E Ekins	Resident	Good that Policy 9 is already being addressed.	Noted	No change required
M Adams	Resident	Policy 9 Broadband and communication - All developments should be capable of receiving high speed and reliable mobile and broadband connectivity.	Noted	No change required
Name withheld		Policy 9 All development should include broadband and wi-fi.	Noted	No change required
	CCC	<p>Part 1 of the policy repeats Building Regulations, and is not needed here, in that new development must comply with the national requirement. Many recent Examiner’s reports have recommended deletion of similar policies, including for Broomfield.</p> <p>Part 2 is helpful.</p>	Amended a suggested	This policy has been amended to incorporate this and the ECC comment below.
	ECC	<p>Policy 9 Broadband and Communication Objectives ECC recommend the Objective (page 60) is updated to refer to ‘gigabit broadband’ and ‘5G mobile’ connectivity, which is consistent with the latest technology. ‘This can be achieved by introducing gigabit speed superfast broadband to the village. We also have an objective to retain, create and grow local employment opportunities which will not alter the nature of the parish as a rural community and it is our belief that such enterprises require</p>	Amended as suggested	The text now incorporates the text and reflects the guidance provided.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 9 (now renumbered as Policy 8)</b>				
		<p>adequate access to gigabit speed broadband and 5G mobile services (Objective 15) if we are to protect the character and appearance of the village.'</p> <p>Policy 9 Broadband and Communication ECC recommend all references to broadband should reference 'gigabit broadband' and '5G mobile' connectivity, which is consistent with the latest technology.</p> <p>1. Proposals for new developments or expansion of existing properties should be capable of receiving gigabit high speed and reliable 5G mobile and broadband connectivity. Where connectivity is not currently available developments should include the provision of ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity to the public highway or other suitable location.</p> <p>2. The BNDP will support proposals to provide access to a gigabit speed super-fast broadband network to serve the village and other properties in the countryside. In doing so, it will require the location and design of any above-ground network installations to be sympathetically chosen and designed to reflect the character of the local area.</p> <p>ECC recommend reference is made to cabling being linked to 'at least two open access network providers' to prevent landowners selling their land with exclusivity being given to one supplier of fixed line broadband services. This has an impact on digital inclusion and with no competition results in prices often higher when compared to 'open networks' and multifibre networks.</p> <p>3. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to at least two open access network providers infrastructure networks, enabling occupiers to subscribe to the fastest available connections.</p> <p>Justification ECC recommend reference to Superfast Essex on page 59/60 is replaced with the following:</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 9 (now renumbered as Policy 8)</b>				
		<p>ECC published its Digital Strategy and action plan in June 2022 which seeks to ensure that by the end of 2025:</p> <ul style="list-style-type: none"> <li>• Superfast speeds will be available at all premises in Essex</li> <li>• Gigabit-capable services available at more than 85% of premises in Essex</li> <li>• 4G services available at over 99% of the Essex geography</li> <li>• 5G services available at all key employment locations and in identified priority areas</li> </ul> <p>Digital Essex is the rebranded superfast Essex programme led by ECC. Digital Essex has a current investment of £1.9m until March 2026. The programme is funded by ECC, Central Government and Openreach and Gigaclear, as well as some funding contributions from local councils. The programme seeks to ensure that new, faster services, delivered by gigabit-capable or 5G technology, reaches everyone in Essex. Currently it's forecasted that the commercial rollout of gigabit-capable broadband will only reach 80% of Essex leaving behind the hardest-to-reach areas. Digital Essex helps to support commercial rollouts and develop projects to help reach rural homes and businesses in the hardest-to-reach areas of the county.</p> <p>To ensure that our most disadvantaged residents are not further disadvantaged by digital exclusion, it is advised that suppliers of broadband connectivity selected for new housing projects are able to provide social tariffs/the equivalent, to enable residents to afford connectivity in their own homes.</p> <p>The Essex Design Guide – Planning for 5g sets out an agreed process (or accord) between each of the individual Essex Local Planning Authorities (LPAs) and the Mobile Network Operators (MNOs) to provide an improved planning engagement process to help establish an ongoing and active contact with the MNOs while providing a clear set of expectations for planning applications and make the process as swift and supportive as</p>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 9 (now renumbered as Policy 8)</b>				
		possible. The guidance requires early, and regularly, engagement in the application process. Seeking meaningful preapplication meetings with the LPA is a prerequisite of this guidance and the application process.		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 10 (now renumbered as Policy 9)</b>				
	Chelmsford Garden Community Council	Transport - Chelmsford Garden Community Council considers that any traffic calming measures or other measures to reduce traffic along Main Road Boreham should not be to the detriment of surrounding Parishes.	Noted	No change required as this falls outside the scope of BNDP
Name withheld	Resident	Policy 10 and 11 It is important to cover issues on Waltham Road Plantation Road and Church Road which suffer issues similar to Main Road such as volumes of traffic, speed of traffic and the amount of HGVs on roads that are barely suitable.	Amended	Reference to Waltham Road, Plantation Road and Church Road are included in the text. Policy 10 (previously Policy 11 has been redrafted to include Main Road and other roads in Boreham.
M Adams	Resident	Policy 10 - Sustainable Transport - The village needs an improved public transport provision.	Noted	
Name withheld		Policy 10 - Maintain good bus services.	Noted	
A Martin	Resident	Page 60 – 5.6.1 Sustainable Transport – the lack of bus services has impacted the ability of patients to travel to the medical practice hub surgery at Hatfield Peverel, thereby increasing the use of private cars. Page 61 – 4th para – According to your Interactive Map Appendix 2 Page 70 there are no Bridleways near the nucleated village envelope viz;- What are described as Bridleway from The Chase down towards the river and along Culverts Chase, they are indicated as Public Footpaths only. This discrepancy is also reflected in the Evidence Base.	Amended	The evidence base and NP text have been updated.



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 10 (now renumbered as Policy 9)</b>				
	CCC	<p>This policy is helpful, but may benefit from splitting into residential and non-residential uses. For example it would not be reasonable for residential developments to provide changing facilities. It could also be clearer what is to be provided on-site, and where contributions might be sought. It would be expected that both residential and non-residential development should provide on-site facilities, rather than contributions. There should also be a threshold for major and non-residential development, as with other policies in the plan which relate to major development. The following is suggested for Part 2.</p> <p>2. All development shall provide cycle parking on-site having regard to the standards set out in the Essex Parking Standards – Design and Good Practice (2009), or as subsequently amended.</p> <p>3. All major development shall provide on-site:</p> <p>a) Safe, secure, and well-designed cycle storage and cycle parking; and</p> <p>b) Connections to existing bridleways, walking and cycling facilities without reducing the capacity, safety and convenience of these routes; and</p> <p>c) In major non-residential development, cyclists’ changing facilities.</p> <p>4. All major development shall provide financial contributions, where required by the Local Highways and Transportation Authority, towards:</p> <p>a) New walking and cycling routes that are direct, safe and convenient to use for all ages and abilities; and</p> <p>b) New or improved public transport facilities; and</p> <p>c) Good quality access to public transport services.</p> <p>However, it is also suggested that you review CCC Policy DM23, DM24 and DM26, Section 6 of Making Places, and the Essex Parking Standards to ensure general conformity with the standards set out.</p>	Amended as suggested	The policy 9 text has been revised.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 10 (now renumbered as Policy 9)</b>				
	ECC	<p>Policy 10 Sustainable Transport Reference to the ECC Developers' Guide to Infrastructure Contributions (2024) should be amended to reflect the update published in 2024. To ensure longevity the date of the Guide should be deleted from Part 1 and 'in accordance' replaced with 'having regard to', as the Guide does not comprise part of the Local Development Plan for Chelmsford.</p> <p>The thresholds for Travel Plans are set out below:</p> <ul style="list-style-type: none"> <li>• Residential Travel Information Pack – applicable for all residential developments comprising of 1 to 79 dwellings, including information on public transport discounts, bike/e-bike/e-scooter hire schemes, car clubs and car sharing schemes</li> <li>• Residential Travel Plan – applicable for all residential developments comprising of 80+ dwellings. In some cases, developments with fewer homes will also need a plan.</li> <li>• Business Travel Plans – New or growing business developments with 50 or more employees or lower where development will have a significant impact on the local road network or there are existing transport, infrastructure, congestion or pollution problems.</li> <li>• School Travel Plans – all schools.</li> </ul> <p>ECC recommend Part 1 is amended to read:</p> <ul style="list-style-type: none"> <li>• All developments that generate significant amounts of movement will be required to produce a Travel Plan having regard to the thresholds in the ECC Developers' Guide to Infrastructure Contributions.</li> </ul> <p>ECC recommend reference to new development of 10 dwellings and above and all non-residential development being required to provide a contribution to criteria a to f (new walking and cycling routes and their connectivity; cycle storage, parking and changing facilities; and public transport) is deleted. 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.</p> <p>ECC recommend Part 2 is replaced with the following:</p> <ul style="list-style-type: none"> <li>• New development must be designed to prioritise and maximise opportunities for active and sustainable transport</li> </ul>	Amended as suggested and other information provided has been noted	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 10 (now renumbered as Policy 9)</b>				
		<p>and movement, including: The Review of the Essex Parking Standards (Part 1) and Essex Garden Communities and Large-Scale Developments Parking Guidance (Part 2) have been subject to consultations with the public, parish councils, LPAs and developers and other organisations. The final documents have been presented to and approved by the Essex Planning Officers' Association (EPOA). It will be up to the individual authorities (the LPAs and ECC) to decide whether to formally adopt the standards. The Essex Parking Standards (2009) will be withdrawn. The new 2024 standards:</p> <ul style="list-style-type: none"> <li>• reflect changes in the new Use Class Orders and national planning policy;</li> <li>• set different standards in different areas based on levels of connectivity, namely Town Centres (high connectivity); Rural (low connectivity); and other areas (moderate connectivity); and</li> <li>• review the level of provision based on the connectivity level.</li> </ul> <p>Details also cover electric vehicle charging requirements for both residential and non-residential uses. More detailed design guidance is also provided for both residential and commercial cycle parking taking account of LTN 1/20 guidance. The guidance will be published shortly on the Essex Design Guide and it is expected that they will be a material consideration to which new development will need to have regard to at an early stage of the design process. ECC has prepared an 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. The Strategy has six objectives to start delivering the vision (see page 12 of the Strategy). The Strategy focuses on how EV charging infrastructure can be delivered in the county and what ECC can enable others to deliver up to 2025, namely:</p> <ul style="list-style-type: none"> <li>• On-street charge points for residential users where car travel is necessary.</li> <li>• Charge points at key destinations that do not encourage increased car use.</li> <li>• Integration of EV charging with</li> </ul>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 10 (now renumbered as Policy 9)</b>				
		<p>sustainable transport, shared and future mobility options.</p> <ul style="list-style-type: none"> <li>• Electrification of our own council fleet to lead by example.</li> <li>• A joined-up approach to wider network and cross boundary integration with neighbouring authorities, Transport East and National Highways.</li> <li>• Policy, guidance and standards to make sure others are delivering the right infrastructure safely, accessibly, fairly and reliably across the county.</li> </ul> <p>The Strategy will be refreshed by 2025 (Phase 2 Strategy) to look at longer-term private car use and EV uptake. It will explore the supply of renewable energy to EV charge points and how the conversion of public transport, taxis and freight vehicles to cleaner fuels can be achieved. Separate strategies will be developed to provide for alternative clean and zero emission fuels, such as hydrogen. ECC recommend the Parish Council suggest any preferred locations where a charging point would be advantageous via the following link here. Although ECC cannot guarantee their delivery, all suggestions are gratefully received and will help identify demands for charge points and inform future delivery. ECC recommend the following additional criterion with regards EV charging to read:</p> <ul style="list-style-type: none"> <li>• the provision of convenient access to Electric Vehicle (EV) charging point infrastructure having regard to the Essex Part 1 Parking Guidance</li> </ul>		

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 11 (now renumbered as Policy10)</b>				
A Swash	Resident	Policy 11- item 1(iv) traffic calming has already been agreed and will be funded by the A12 widening project. reference should be made to the proposal by Highways England and only if widening scheme does not go ahead will it need to be funded as stated in item 2.	Noted	This remains as the A12 widening scheme has not been funded
M Adams	Resident	Policy 11 - Main Road - Ways should be found to minimise the use and speed of traffic on Main Road.	Noted	
Name withheld		Policy 11 - put speed calming on Main Road.	Noted	

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 11 (now renumbered as Policy10)</b>				
A Martin	Resident	Page 63 - 5.6.2 Main Road Boreham The recently opened new bridge over the railway line from Boreham Interchange appears to have done little to relieve stress on Boreham's local roads. Page 65 – grammatical point “Justification” 2nd para – “A lower 30 mph speed limit, if enforced, would ....”-	Amended as suggested	
	CCC	In Part 1 of the policy, saying that development proposals should endeavour to reduce the severance is a rather weak requirement. The severance is already there, so to reduce it would be difficult to achieve. It may also be more effective to require that severance is not increased or worsened. The policy also needs to be clear what it is asking for – some of this would be subject to financial contributions, as a development that is some distance from the carriageway reduction area may not be able to physically achieve on-site what is being asked for, or could not provide this in isolation from other developments. Rather than saying ‘without limitation’, if all the criterion are to be applied, each should have a semi-colon followed by ‘and’. a) Actively seeking ways to reduce/minimise through traffic on Main Road; and b) Altering traffic flows and/or the nature of the traffic flow, in order to mitigate any direct adverse effects on Main Road; and c) Providing on-site measures, or providing financial contributions, towards reducing the physical scale of Main Road by: within the village envelope. By which is meant; then i, ii etc.	Amended to reflect the comment	
	ECC	Policy 11 Main Road, Boreham Key Issues Reference is made on page 63 to the traffic levels along Main Road leading to air quality issues. ECC is currently preparing a countywide Air Quality Strategy, which will inform the new Local Transport Plan 4, setting out the current baseline position in Essex, identify and prioritise areas of concern and set out actions to be	Amended as suggested	Note: The proposed National Highways A12 widening scheme has not been funded and so the traffic calming measures for Main Road Boreham contained

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 11 (now renumbered as Policy10)</b>				
		<p>taken to improve air quality. No existing air quality issues have been identified in the plan area. Between 2015 and 2020, CCC undertook monitoring for nitrogen dioxide (NO2) on Main Road, Boreham, but then ceased because measured concentrations were well within the relevant Air Quality Objective. If the Parish Council requires any further local context you could contact the air quality officer at CCC (tim.savage@chelmsford.gov.uk). The latest air quality report for Chelmsford can be found here. It states: In 2023, Chelmsford City Council measured no exceedances of the Air Quality Objectives at relevant exposure. The air quality assessment for the proposed National Highways A12 Chelmsford to A120 Widening Scheme did identify a potential future exceedance of the NO2 Air Quality Objective at a single property in Boreham adjacent to the A12 in 2027 (with the Proposed Scheme in place). The report can be viewed here. Objectives Delete reference to development proposals of 10 dwellings and above and all non-residential development. All development proposals are required to 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. 1. All development proposals of 10 dwellings and above and all non-residential development that have a direct or indirect effect on traffic volumes along Main Rd should endeavour to reduce the severance caused to the village by Main Rd using, without limitation, the following means: ECC welcome reference in Part 2 to working in collaboration with ECC on progressing the identified measures 1a, b and c i – iv and the seven bullets on page 64. However, the following amendments are needed to Part 2 to clarify the range of sources of funding that could help deliver the measures in addition to CIL. 2. The above measures treatments for Main Road are actively being pursued by the Parish Council in association with Chelmsford City and Essex County Councils and projects of this nature</p>		within this scheme will not proceed as planned.

Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 11 (now renumbered as Policy10)</b>				
		<p>could be funded and delivered via S106/S278 agreements, the Local Highways Panel, CIL contributions or other sources. Any development site that proposes more than 50 dwellings, or commercial development that generates equivalent or higher traffic flows, will require a full Transport Assessment (TA). Lower levels of development may require a Transport Statement (TS). Early pre-application discussion with ECC, as the highway and transportation authority, is essential to agree the scope of any TA or TS and for the applicant to understand the transportation requirements and strategy for the local area. It would need to be demonstrated that any measure is consistent with the CIL regulation 122 tests of being necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. These may be provided through a S106 financial contribution or the ECC preferred approach through a S278 agreement with the Highway Authority to deliver the works. All work within or affecting the highway would be subject to technical approval by the Highway Authority prior to commencement on site. The identified measures could be progressed through the Chelmsford Local Highways Panel (CLHP). The CLHP covers potential schemes regarding traffic management improvements; tackling congestion; PRow improvements; cycling schemes; passenger transport improvements; minor improvement schemes and aesthetic improvements. In order to progress potential schemes, the parish council will need to make a case for funding via the CLHP. The CLHP is able to consider locally requested measures that are not able to be prioritised for funding through other dedicated highways budgets but meet the desires of the local community. The CHLP will prioritise the local concerns and make recommendations to the ECC Cabinet Member for the implementation of highway schemes that meet the concerns of local people. Potential schemes can be requested via the CLHP link above.</p>		

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<b>Policy 11 (now renumbered as Policy10)</b>				
		<p>The identified measures could also be progressed by bidding for funding via CIL or through receipts received by the Parish Council from development arising in the parish. Further details can be viewed here.</p> <p>The A12 Chelmsford to A120 (Marks Tey) widening scheme (Junctions 19 to 25) was granted its Development Consent Order in January 2024. The scheme is planned to be open to traffic between 2027 to 2028, but following a dismissed legal challenge, the scheme implementation dates are being reviewed by National Highways. The new Government has commissioned a review of the DfT's capital spend profile and clarification on whether the DCO will progress is awaited. The DCO identifies the following operation phase improvements and mitigation measures in Boreham:</p> <ul style="list-style-type: none"> <li>• a new controlled pedestrian crossing on the B1137 in the vicinity of Boreham co-op;</li> <li>• road safety posters in the vicinity of Orchard Cottages and outside the Little Hedgehogs Day nursery;</li> <li>• installation of average speed cameras on the B1137 (excluding ongoing operation, maintenance/calibration and enforcement) within Boreham as defined by the extent of the 30mph speed limit on the traffic regulation measures speed limit plans;</li> <li>• installation of average speed cameras (but not including provision for their ongoing operation, maintenance/calibration and enforcement) on the B1137 between Boreham and Hatfield Peverel defined by the extent of the 40mph speed limit shown on the traffic regulation measures speed limit plans; and</li> <li>• minor road narrowing (similar to the existing provision at the southern entry to Boreham village at three new locations</li> <li>• the northern entry to Boreham village;</li> <li>• between the northern entry to Boreham village and Waltham Road; and</li> <li>• in the vicinity of the pedestrian entrance to the recreation ground.</li> </ul> <p>As referenced on page 61 the A12 Widening Scheme (Chelmsford to Marks Tey) will provide a new pedestrian/cyclist/bridleway bridge over the A12 at Paynes Lane to aid access to the new proposed Beaulieu Railway Station and other facilities. ECC is working with NH exploring the</p>		



Name	Organisation	Comment	Response	Changes to Plan
<b>Policy 11 (now renumbered as Policy10)</b>				
		concept of a 5.5km segregated walking and cycling route between Junction 19 (Boreham) and Junction 21 (Hatfield Peverel). This route is part of the ECC's Local Cycling and Walking Infrastructure Plan with an initial feasibility study funded by NH Designated Funds (within Road Investment Strategy 2). The scope includes improving the quality of the bus stop shelters; widening the current footpaths to a shared use (3m to 4.5m, 2m to 3m) within the existing highway boundary; and consideration of widening public right of ways into shared use facilities off the B1137. ECC is preparing a Local Transport Plan 4 which was subject to a consultation on LTP4 (part 1) in August – September 2024 covering the draft themes and outcomes; the process to prioritise projects for inclusion within implementation plans; and the approach of 'Place and Movement PaM'. The delivery of LTP4 requires a new approach to the provision and management of transport infrastructure and services in Essex. ECC is creating a new approach to the categorisation of the highway network that will better recognise both the place and movement function of our roads and streets. The PaM hierarchy recognises the 'movement' value like the current system, and also its 'place' in the sense of what is happening along either side of the road. The approach is applicable at a range of scales from cities and rural areas to neighbourhoods and local streets and is focused on the concept of ensuring the right solution in the right place. A draft categorisation of routes in Chelmsford is presently being defined and may be available to inform the Regulation 16 Plan.		

Name	Organisation	Comment	Response	Changes to Plan
<b>Evidence Base</b>				
A Saunders	Resident	I would like the plan to consider the impact of current residence	Noted	

Name	Organisation	Comment	Response	Changes to Plan
<b>Evidence Base</b>				
K Westwood	Resident	Generally badly conceived there should be no new building in the Chelmsford area until the infrastructure catches up so probably at least 10 years as everyone project gets put back	Noted	The suggestion is not within the scope of this NP.
C Martin	Resident	All documents are acceptable	Noted	
N Brown	Resident	The Historic Environment report and Natural Environment report are important in supporting the Neighbourhood Plan and are likely to be useful in informing other planning issues and other initiatives in Boreham. When completing this questionnaire I could not find the Chelmer Valley Landscape Character study which was carried out to support the Neighbourhood Plan, this should be added to the Evidence Base as it provides, amongst other things, support for the Landscape Character policy and the need to maintain a clear separation between Boreham and Chelmsford.	Noted	The Chelmer Valley Landscape Study has been added to the Evidence Base
V Flack	Resident	These seem useful in supporting the Neighbourhood Plan and may be beneficial for related purposes in the future.	Noted	
Name withheld		<p>Protected Lanes To maintain well/being and positive mental health. From an historical viewpoint - the bridge at Church Lane should be recognised as an important feature.</p> <p>Coalescence Assessment Any further development on the west on the west of the village could be detrimental in terms of greater number of cars/lorries on the road and to existing services.</p> <p>BP- Historic Environ Character Very detailed. To retain historical environment for future generations</p> <p>BPNP - Natural Environment Evidence Base Very detailed Important to maintain environment for health and to avoid the risk of flooding.</p> <p>BPNP Community and Leisure detailed Chase Field needs to be known to the wider Boreham community to improve its usage. Value in improving the footpaths and increased cutting back of overgrown hedgerows.</p>	Noted	Spelling mistake corrected

Name	Organisation	Comment	Response	Changes to Plan
<b>Evidence Base</b>				
		BPNP - Transport Spelling mistake page 5 Stansted Church Road/River Chelmer Mowden Hall Road/River Chelmer needs attention because of parked cars BPNP - Housing Important that there are affordable housing for all..		
L Reed	Resident	Business and Local Economy Evidence Base - This document needs to include the businesses located at Boreham Interchange (MacDonalds, BP station etc.)	Noted	Evidence Base document updated
	ECC	Refer to appendix 1 map of mineral safeguarding area for sand and gravel	Noted	A general reference to the Essex Minerals Local Plan has been included in Section 2.2.