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Your Ref:

Our Ref: PINS/W1525/429/4

Date: 1 July 2008

Dear Mr Packham,

Chelmsford Town Centre Area Action Plan Development Plan Document

1. As you know I was appointed by the Secretary of State to carry out an independent examination of the Chelmsford Town Centre Area Action Plan Development Plan Document which was submitted on 7 November 2006, pursuant to section 20 of the Planning and Compulsory Purchase Act 2004, (the 2004 Act). The Area Action Plan was submitted alongside the Council's Core Strategy and Development Control Policies Development Plan Document, which was adopted by your Council on 20 February 2008.

2. I held a Preliminary Meeting on the 16 May 2007 and a Pre-Examination Meeting on 5 June 2007 for both the Core Strategy and the Town Centre Area Action Plan. I conducted the Examination of the Area Action Area Plan by way of written exchanges and a series of hearings that were held between 22nd and 30th April 2008.

3. My report contains my recommendation that the submitted Chelmsford Town Centre Area Action Plan DPD is sound and should be adopted, subject to a number of changes, and the reasons why I have come to this view. In coming to my conclusions on the soundness of the DPD I have had regard to the representations that were made on it in the 6 weeks following submission in accordance with regulation 29 of the 2004 regulations, along with subsequent written submissions and oral contributions made at and after the hearings.

4. Again, I would like to express my thanks to the Council's officers for the helpful and professional way in which they conducted themselves during the examination. I also wish to record my sincere thanks to the programme officer, Mrs Andrea Copsey. Again, her organisational skills and efficiency ensured that the examination process ran smoothly.

Yours sincerely,

Ian Broyd
Inspector





Report To Chelmsford Borough Council

by Ian Broyd MRICS Dip TP

**An Inspector appointed by the Secretary of State
for Communities and Local Government**

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16 July 2008

Planning and Compulsory Purchase Act 2004

Section 20

REPORT ON THE EXAMINATION INTO THE CHELMSFORD

TOWN CENTRE AREA ACTION PLAN

DEVELOPMENT PLAN DOCUMENT

Document submitted for Examination on 6 November 2006
Examination hearings held on 22nd, 23rd, 24th, 29th and 30th April 2008

File Ref:PINS/W1525/429/4

CONTENTS

	Page(s)	Paragraph(s)
Contents	i-ii	
Abbreviations	iii	
Introduction & Overall Conclusions	1	1.1-1.4
Test 1-Consistency	1-2	2.1 – 2.4
Test 2-Compliance with SCI	2	2.5 – 2.6
Test 3-Sustainability Appraisal	2-3	2.7-2.9
Test 4 -Compliance with Plans	3	3.1
Test 5-Compliance with Community Plan	3	3.2
Test 6-Coherence	3-4	4.1-4.4
Test 7-Alternatives & Evidence Base	4	4.5-4.6
Test 8-Implementation & Monitoring	4-5	4.7-4.11
Test 9-Flexibility	5	4.12
Location of Retail Growth:	6-13	
Quantity of Retail Floorspace	6	5.1-5.5
Clarity/Scale of Retail Expansion	7	5.6-5.7
Best Selection of Locations	7-8	5.8-5.11
Extensions to PSA	8-10	5.12-5.19
Chelmer Waterside	8-9	5.15-5.17
High Chelmer Shopping Centre	9	5.18-5.19
Opportunity Sites able to meet growth	10	5.20-5.21
Phasing provisions	10	5.22-5.23
Programming delivery	11	5.24-5.26
Priority of High Chelmer/Chelmer Waterside	11-12	5.27-5.31
High Chelmer as a site for Department Store	12-13	5.32
Policy on convenience stores-whether inflexible	13	5.33
Transportation Issues:	14-25	
Waterloo Lane & Cathedral School	14-16	5.34-5.40
Modelling changes since submission	16-17	5.41-5.47
Car parking	18-19	5.48-5.54
Map to show pedestrian access	19	5.55-5.56
Sufficient encouragement to cycling	19-20	5.57-5.61
Sufficiency as to public transport access	20-21	5.62-5.64
Contradictions between paragraphs 10.4 & 10.8	21	5.65
Removal of High Bridge Road	21-22	5.66-5.70
Safeguarding Army & Navy junction improvements	23-24	5.71-5.78
Air quality at the Army & Navy junction	24	5.79-5.81

Transport Issues (cont.)		
Infrastructure and historic/architectural character	24-25	5.82-5.86
Managing Flood Risk:	26-27	
Environment Agency's views	26-27	5.87-5.89
PPS25-Sequential Tests	27	5.90
Flood prevention measures deliverable	27	5.91-5.92
Allocation & Potential of Opportunity Sites:	28-30	
Boundaries of sites-whether suitable	28	5.93
Flexibility regarding uses	28-29	5.94-5.96
Site 25-Former Jewsons/Bolingbroke & Wenley	29	5.97
Sites 5 & 24-Meadows shopping/Peninsula	29	5.98
Site 30-Riverside Retail Park	29	5.99
Site 37-Rivermead Industrial Area	29-30	5.100-5.102
Site 8-County Hall Precinct	30	5.103
Monitoring, implementation & programming:	31-33	
Whether monitoring section is required	31-32	5.104-5.108
Ability to deal with slippage/flexibility	32-33	5.109-5.111
Town Centre Waterways:	34-37	
Sufficient encouragement to sport/recreation/tourism	34	5.112-5.116
New Cut-high enough profile	35-37	5.117-5.121
Miscellaneous:	38-40	
Small businesses	38	5.122
Needs of further/higher education	38	5.123-5.124
Historic environment-sufficient detail	39	5.125-5.126
Whether overly prescriptive re street frontages	39	5.127
Town Centre Inset Map	39-40	5.128-5.130
Minor Changes	40	6.1
Overall Conclusions	40	7.1
Appendix 1	A1, 1-10	
Appendix 2:	A2, 1-13	
Annex 1 (Update of Core Strategy Policy Nos.)		
Annex 2 (Plan of all Opportunity Sites)		
Annex 3 (Output indicators added to Section 23)		
Annex 4 (List of shopping frontages)		
Annex 5 (Existing & proposed cycle network)		
Annex 6 (Suggested changes to PM)		
Annex 7 (Revision of boundary Site 25)		
Annex 8 (Revision to Site 3-shopping frontage/access)		

Abbreviations

AAP	Area Action Plan
AQMA	Air Quality Management Area
BD	Background document
CA	Conservation Area
CP	Core Policy
CS	Core Strategy
DC	Development Control (policy)
DPD	Development Plan Document
EA	Environment Agency
ECC	Essex County Council
EGAR	Eastern Gateway Access Route
FRA	Flood Risk Assessment
HA	Highway Authority
km	kilometre
LDM	Local Delivery Mechanism
LDF	Local Development Framework
LDS	Local Development Scheme
LPA	Local Planning Authority
PPS	Planning Policy Statement
P&R	Park and Ride
PSA	Primary Shopping Area
SA	Sustainability Appraisal
SAC	Special Area for Conservation
SCG	Statement of Common Ground
SEA	Strategic Environmental Appraisal
SPA	Special Protection Area
sqm	Square metres
TCAAP	Town Centre Area Action Plan

INTRODUCTION & OVERALL CONCLUSIONS

1.1 The requirements of section 20(5)(a) of the 2004 Act fall into two parts:-

- (a) whether the Development Plan Document (DPD) satisfies the requirements of section 19 and section 24(1) of the 2004 Act, regulations under section 17(7) and any regulations under section 36 relating to the preparation of the document.
- (b) whether it is sound.

1.2 This report contains my assessment of the Chelmsford Town Centre Area Action Plan (the AAP) in terms of the above matters, along with my recommendations and the reasons for them, as required by section 20(7) of the 2004 Act.

1.3 My role is to consider the soundness of the submitted Chelmsford Town Centre Area Action Plan DPD against each of the tests of soundness set out in PPS12. In line with national policy, this DPD is presumed to be sound unless it is shown to be otherwise by evidence considered during the examination. The changes I have specified in this binding report are made only where there is a clear need to amend the document in the light of the tests of soundness in PPS12. None of these changes should materially alter the substance of the overall plan and its policies, or undermine the sustainability appraisal and participatory processes already undertaken.

1.4 My report firstly considers the procedural and conformity tests, and then deals with the relevant matters and issues considered during the examination in terms of the tests of coherence, consistency and effectiveness. My overall conclusion is that the Chelmsford Town Centre Action Area Plan is sound, provided the changes in the ways specified are incorporated.

PROCEDURAL TESTS OF SOUNDNESS

Test i – Consistency with the Local Development Scheme

2.1 The Chelmsford Town Centre Area Action Plan DPD is contained within the Council's Local Development Scheme (LDS), the updated version of which was approved by the Government Office for the East of England on 23 January 2007.

2.2 The purpose of the Chelmsford Town Centre Area Action Plan DPD is described in Table 1 of the LDS as containing a policy framework, site allocations and proposals to deliver the economic, social and environmental regeneration of Chelmsford Town Centre up to 2021 in accordance with the vision, objectives and strategy contained in the Core Strategy and Development Control Policies DPD.

2.3 Although the LDS assumed that the AAP would be examined concurrently with the Core Strategy, its consideration had to await a decision on the soundness of the Core Strategy. The Core Strategy and Development Control

DPD has been found sound and was adopted by the Borough Council on 20 February 2008.

- 2.4 Notwithstanding the slippage that has taken place in the examination of the AAP in relation to the original programme set out in the LDS, I find that Test i of paragraph 4.24 of PPS12 is met.

Test ii – Compliance with a Statement of Community Involvement and Associated Regulations.

- 2.5 The Council's Statement of Community Involvement (CD/CFD/003) has been found sound by the Secretary of State and was formally adopted by the Council in February 2006. It is evident from the documents submitted by the Council, including the Regulation 28 and 31 Statements and its Self Assessment of Soundness (CD/CFD/029, /031 and /035) that the Council has prepared the AAP Development Plan Document in compliance with the Statement of Community Involvement.
- 2.6 I am satisfied that the AAP meets and, indeed, goes beyond the minimum requirements of the 2004 Regulations and that the community has been able and encouraged to participate in the preparation process of the AAP. I find that Test ii of paragraph 4.24 of PPS12 is met.

Test iii – Sustainability Appraisal

- 2.7 The AAP was the subject of Sustainability Appraisals (SAs) during all stages of its preparation. This included an Environmental Baseline Report carried out by Entec in 2004. This was followed in February 2005 by an Integrated Sustainability Appraisal & Strategic Environmental Appraisal (SA/SEA) of the Chelmsford LDF: Scoping Report (CD/CFD/008) which accompanied the Options stage consultation. In November 2005 the preferred option was the subject of a further Integrated SA/SEA. The SA/SEA report on the Submission Version of the AAP concluded that: "the key elements that make up the planning framework for the town centre move the town towards sustainability. The framework is not considered to have any negative effects upon the sustainability of the town and the framework provides an appropriate context against which the Opportunity Sites can be brought forward for development." (Vol 1, paragraph 2.3, CD/CFD/025).
- 2.8 I am satisfied that the likely environmental and social impacts of the AAP, and of the various options that were considered but discounted, have been properly appraised. None of the Council's suggested minor changes, which I support, are of such significance as to undermine the conclusions of the Sustainability Appraisal.
- 2.9 In accordance with the Habitats Directive, I am satisfied that an Appropriate Assessment has been undertaken (CD/CFD/011) and that there would be no significant harm to the conservation of the Crouch and Roach Estuary SPA and Ramsar Site and the Essex Estuaries SAC as a result of the policies and proposals within this DPD. As a result of the same Appropriate Assessment I am also satisfied that there would be no significant harm to the conservation of the Blackwater and Colne Estuaries and Ramsar Sites SPAs, the Dengie

SPA and Ramsar Site and the Foulness SPA and Ramsar Site, all of which lie outside the District, as a result of the policies and proposals within this DPD. I find that Test iii of paragraph 4.24 of PPS12 is met.

CONFORMITY TESTS OF SOUNDNESS

Test iv – Spatial Planning and Conformity with National Planning Policy, Regional Spatial Strategy and other Relevant Local Plans and Policies

- 3.1 The Borough Council adopted the Core Strategy in February 2008. It was found to be sound in respect of all tests, including test iv. The AAP carries forward the spatial planning policies in the CS. The AAP has been prepared in accordance with the spatial policies of the Core Strategy (AAP-Section 4-CD/CFD/021). The AAP is also in conformity with National Planning Policies, the emerging Regional Spatial Strategy and other Relevant Local Plans and Policies including the Chelmsford Community Plan, the Essex Local Transport Plan, the Borough Council's Housing Strategy (CD/CFD/035, pages 10 & 11). I conclude that the AAP meets soundness Test iv.

Test v – Conformity with the Community Strategy

- 3.2 It is a statutory requirement for the local planning authority to have regard to relevant Community Strategies (section 19 (2f & g) of the 2004 Act). Further guidance on this matter is given at paragraph 1.10 of PPS12. In compliance with this requirement, pages 13 & 14 of the Borough Council's Soundness Self Assessment (CD/CFD/035) describes how the AAP meets its community strategy as embodied in its Community Plan-"Our Future 2021-the Community Plan for Chelmsford Borough". The latter confirms that the AAP will be a key component in delivering the Community Plan's aims. In this context it is worth noting that the Borough Council has been praised at national, regional and local levels for its commitment to linking the LDF and the Community Plan. The AAP meets soundness test v.

COHERENCE, CONSISTENCY AND EFFECTIVENESS TESTS OF SOUNDNESS

Test vi-The strategies/policies/allocations in the plan are coherent and consistent within and between Development Plan Documents prepared by the Authority and by neighbouring authorities, where cross boundary issues are relevant.

- 4.1 The AAP has been prepared in tandem and is consistent with the Core Strategy and Development Control Policies DPD.
- 4.2 There are no relevant DPD's produced by neighbouring authorities that impact on the vision, objectives and proposals contained within the AAP. The AAP is identified in the Core Strategy as providing the means by which the delivery of the core objectives of the town centre will be secured in contributing to borough growth through urban renaissance, its development as a key centre for growth and as a regional transport node. Those objectives include making a more efficient use of previously developed land, substantially increasing the number of affordable and other dwellings, a

virtual doubling in comparison shopping, improvements in public transport and interchange arrangements and improved facilities for pedestrians and cyclists. All of these objectives are in line with the emerging Regional Spatial Strategy – the East of England Plan.

- 4.3 The AAP has been subjected to a comprehensive consultation process with all adjacent authorities and no substantive objections were received (CD/CFD/035, page 16).
- 4.4 I am satisfied that the AAP is coherent and consistent in its general approach and that it meets soundness test vi.

Test vii-The strategies/policies/allocations represent the most appropriate in all the circumstances having considered relevant alternatives, and they are founded on a robust and credible evidence base.

- 4.5 The Core Strategy sets out a number of strategic objectives, embracing national, regional and sub-regional policies directed at those authorities within the Eastern Region. Chelmsford Town Centre is identified as providing the main focus for delivering sustainable growth within the Borough. It is here where the provision of good transport links, increased job opportunities, additional housing, shopping, social and recreation facilities will reduce the need to travel and reduce the dependency on the private car.
- 4.6 A broad range of framework options for setting the overall guiding principles for the Town Centre were consulted on before arriving at the preferred option. The evidence base supporting the preferred option is extensive (pages 17 & 18 and Appendix A, CD/CFD/035). I conclude that the proposals contained within the AAP are founded on a credible and robust evidence base and, accordingly, that the AAP meets Test vii.

Test viii-There are clear mechanisms for implementation and monitoring

- 4.7 Section 22 of the AAP sets out the means by which proposals will be progressed and implemented. It identifies the agencies that will be responsible for their delivery. Section 23 lays down a programme for delivery. Implementation will be steered by the Borough Council working with the East of England Development Agency, the Local Strategic Partnership and Essex County Council. Links will be maintained and maximised with other partnership groups including, Quality Bus Partnership and local community business development (page 20 & 21, CD/CFD/035).
- 4.8 Public and private partnerships will progress the delivery of strategic infrastructure required to unlock the development potential of some 38 key Opportunity Sites that are identified within the Town Centre. Planning obligations to secure strategic infrastructure will be used as part of this process, based on 3 levels of infrastructure. Prominent in terms of infrastructure requirements is the need to protect those sites identified by the Environment Agency as lying within Flood Risk Zone 3. A scheme to provide that protection is well advanced.

- 4.9 Improvements to the road network are also required to enable better access by public transport and to rationalise car parking provision to the benefit of the expanded facilities, to utilise under-used land, and to improve the town centre's vitality and viability through substantially increasing the shopping offer, jobs and residential accommodation within the centre.
- 4.10 Section 23 is a schedule that lists each proposal identified within the plan and attributes a priority/programming for its provision together with the means and, where applicable, the agency responsible for implementation/delivery.
- 4.11 Both sections would be clearer and more effective if greater detail and explanation were to be provided in the case of Section 22 and, for Section 23, if "output indicators" were added to the schedule. Neither of these improvements would materially alter the tenor of the AAP but would assist the implementation of the AAP proposals and the monitoring process. Subject to these changes I find the AAP meets test viii.

Test ix-The plan is reasonably flexible to enable it to deal with changing circumstances.

- 4.12 The AAP is a promotional and enabling tool. It has been formulated to release the development potential of sites and bring them forward in a structured and sustainable way. I am satisfied that the provisions and format of the plan are sufficiently flexible to deal with changing circumstances should the monitoring process suggest that changes need to be incorporated. This could be achieved through either partial or full review. The plan sets out broad parameters for land use and physical form but otherwise it does not seek to restrict the design process. The plan meets Test ix.

I now deal with specific issues that have been raised in representations in the order in which they were dealt with at the hearing sessions. Issues raised in Written Representations are dealt with in the same order.

The Location of Retail Growth

(A) Whether the quantity of retail floorspace proposed is soundly based in the context of the town centre.

- 5.1 The Borough Council's proposal to virtually double the retail floorspace is set out in the AAP (section 6.4). That proposal follows the Core Strategy's Policy CP23, which seeks to promote the continued strengthening of Chelmsford's regional role for shopping and other functions. The policy states that the Borough Council will direct major new retail, office, leisure and cultural facilities to Chelmsford Town Centre to reinforce its role as the 'Capital of Essex'. This core policy acknowledges that "The Chelmsford Town Centre Area Action Plan identifies development opportunities, associated transport network and public realm improvements". As well as promoting retail development within the existing primary shopping area the Borough Council will develop and extend the primary shopping area to accommodate the identified need for retail growth of up to 100,000 sqm during the period of the plan.
- 5.2 The AAP reflects the Core Strategy's retail aspirations for the District which are based on a series of studies forming part of the Borough Council's evidence base provided by GVA Grimley (BD/CFD/037) and CACI (BD/CFD/055 & 056) and which were subject to an independent assessment by Colliers CRE (BD/CFD/140). I regard the evidence base as both robust and credible.
- 5.3 The studies show a clear need for additional comparison and convenience retail floor space. The allocations are for mainly comparison shopping (100,000sqm), but proposing some 7,700sqm additional convenience floorspace equivalent to one major new foodstore over the period of the plan. All the figures are net.
- 5.4 The CACI study pointed out that Chelmsford faces competition from Lakeside, Bluewater, Cambridge and central London, some of the strongest shopping destinations in the UK. Lesser, but still influential, shopping magnets exist at Stratford and Colchester. Collectively, the investment planned in the competing sub-regional centres will strengthen their role in the retail hierarchy, and increase their market share from the Chelmsford catchment area. The studies suggest that, in these circumstances, it is critical for Chelmsford to improve its retail offer just to maintain its market share and establish its position a "regional centre" as envisaged by RSS14. The studies concluded that, without investment in the town centre and improvement and expansion in its retail offer, Chelmsford would decline.

- 5.5 The ability of the town centre to absorb this scale of retail expansion is not seriously challenged. I find that the quantity of retail floorspace proposed in the plan is soundly based in the context of the town centre. The plan meets Tests 6 and 7.

(B) Whether the AAP is sufficiently clear that an expansion of 100,000sqm net (retail) is proposed and that the plan is seeking to provide that scale of increase.

- 5.6 Paragraph 6.4 of the AAP refers to the quantum of retail growth. It could be expressed more clearly and the Borough Council suggests a form of words that would give that extra clarity and better reflect the wording used in the adopted Core Strategy. I endorse the suggested change.

- 5.7 **In order to make the Area Action Plan sound the following change should be made:**

Amend the 3rd sentence of section 6.4 and the first bullet point that follows it to read:

"Further studies of Chelmsford's market potential indicate capacity for an even greater amount of comparison retail growth of about 86,000 sqm net sales by 2016, and up to 100,000 sqm additional net sales floorspace by 2021. Planned retail expansion will:

- achieve the scale of growth required to address the identified need of 86,000 sqm net by 2016 and up to 100,000 sqm net by 2021"**

(C) Whether the proposed expansion of retail floorspace is allocated in the best locations to maintain and invigorate the vitality of the town centre

- 5.8 The proposed expansion in comparison retail floorspace is planned to take place within the existing Primary Shopping Area (PSA) and by extensions to the PSA in 6 discrete locations. Because of the scale of expansion the Borough Council decided that it could not all be provided within the existing PSA boundary. This gave rise to criticism from landowners with holdings within the PSA who are of the view that the expansion should be located there in accordance with PPS6.

- 5.9 The Borough Council sets out in its Town Centre Area Action Plan (TCAAP) Topic Paper 4-Retail Strategy (Section 5, BD/CFD/TC/014) its rationale for deciding that the scale of new comparison shopping floorspace proposed could not be accommodated wholly within the existing PSA boundary. Given the extent of the town centre's historic core, the scale of expansion proposed and the need to maintain a viable and vital town centre while development is carried out I have no doubt that the AAP proposals adopted by the Council

for expanding the shopping offer is the most appropriate and sustainable option (BD/CFD/TC/004 and BD/CFD/TC/014).

- 5.10 In deciding where new retail and other appropriate town centre uses should be located, PPS6 requires that LPA's adopt a sequential approach. In this case the Borough Council has concluded that the limitation imposed by the present boundary of the PSA is too restrictive to accommodate the scale of development proposed. It has then moved to consider and opt for edge of centre sites to meet the floorspace needs over that that could reasonably be accommodated in the existing PSA. I find that PPS6 guidance has been followed in this case.
- 5.11 I am provided with no substantive evidence to suggest that the AAP's strategy for expansion of the retail floor space both within and on the edge of the PSA is misguided or unsound. Tests 4, 6 and 7 are met.

(D) Whether the proposed extensions to the PSA are soundly based.

- 5.12 The plan proposes extensions to the PSA at 6 discrete locations, all within identified Opportunity Sites, and all on the periphery of the existing PSA boundary. They are shown on the TCAAP Proposals Map and Fig.4 of the AAP written statement.
- 5.13 The Borough Council's starting point has been to expand existing shopping locations where possible in order to strengthen them. These are identified as:
- the western margin of High Chelmer Shopping Centre;
 - a significant part of the area east of the High Street;
 - land on the east side of the existing Tesco Store on Springfield Road;
 - eastward extension of Baddow Road; and
 - land east of the Meadows Shopping centre.

There is no dispute that expansion of retail attractions in these locations on the retail circuit (Fig.3 in the AAP) would improve the vitality of the centre.

Chelmer Waterside (Opportunity Site No.5)

- 5.14 However, it was clear that these extensions alone could not accommodate the scale of expansion in comparison floorspace envisaged for the town centre. It was decided that land at Chelmer Waterside represented the best location to provide the final building block in meeting the needs of the town centre (BD/CFD/TC/014). It was selected because:
- it follows the sequential approach after allowing for increased floorspace in the PSA;
 - it connects logically with the existing centre in a continuous pedestrian circuit;
 - the land is suitable and available;
 - it is capable of accommodating genuine additional floorspace;
 - it can make use of existing car parks;

- it offers the ability to design a development layout taking account of the site constraints; and importantly,
 - the land is in clear need of regeneration offering potential for a regeneration-led strategy for retail growth.
- 5.15 Before the Chelmer Waterside site can be developed existing gas holders and other equipment will need to be removed, decontamination will need to be undertaken as well as the removal or modification of High Bridge Road. Notwithstanding the likely high costs of these operations the prospective developer is confident that the site can be profitably developed. Indeed, I was informed that some of the measures needed to underpin future development are well advanced.
- 5.16 An indicative programme for developing both Chelmer Waterside and the site east of the Meadows Shopping Centre was submitted to the Examination in by the developer and CBC in a Statement of Common Ground (BD/CFD/TC/050), showing a building programme of some 4 years following a 3 year period of site preparations. There is no evidence to suggest that the development is incapable of being put in place in accordance with the submitted indicative programme. Nor do I doubt that the proposals for the site will make a positive and substantial contribution to the town centre's expansion of comparison retail floorspace.

High Chelmer Shopping Centre (Opportunity Site No.1)

- 5.17 The Borough Council acknowledges that the High Chelmer Shopping Centre is a highly valued part of the existing shopping provision within the town centre. However, by modern standards, the centre is now somewhat dated, and being mainly single-storey, with some 29,000 sqm of retail floorspace, it does not make the best use of its large, centrally located site. Its appearance is also mundane in that it presents uninspiring façades to the prominent streets that bound it.
- 5.18 It is the Borough Council's view that site could benefit by either minor or major development and so increase the floorspace and provide an improved environment. The Borough Council's Retail Topic Paper (BD/CFD/TC/014) sets out some development scenarios that it considers could result in almost doubling the present floorspace with a net increase of some 18,600 sqm. This, of course, would contribute only about 22% of the AAP's planned comparison retail growth up to 2016 and 19% of that planned up to 2021. High Chelmer is likely, therefore, to make only a limited, albeit valuable, contribution to the town centre's planned retail expansion. There appear to be some difficulties in advancing schemes for upgrading and expanding the shopping centre, due largely to problems of "asset management" (BD/CFD/TC/014). I find that, if Chelmsford Town Centre is to compete with the existing and expanding centres in the sub-region, the AAP is well founded in seeking to expand the existing PSA in the way proposed to meet its comparison retail target.
- 5.19 I am satisfied that flexibility and realism has been central to the local planning authority and developer's consideration in planning for retail expansion on the Chelmer Waterside site, in pursuance of the town centre's

retail strategy. I find that the proposed extensions to the PSA contained in the AAP are soundly based and that Tests 4, 6, 7 and 9 are met.

(E) Whether the Opportunity Sites identified are able to meet the anticipated growth in shopping

5.20 The Borough Council is confident that the Opportunity Sites, together, will be able to meet the planned growth in shopping. Its estimates are as follows:

- Site No. 1: High Chelmer Shopping Centre, car park and market – on a conservative basis, is able to accommodate a further 18,600 sqm net by doubling existing floorspace with an additional level of retail floorspace. A more radical scheme might provide more than this, say, 5-10,000sqm to 2016 and a further 10-20,000 sqm net to 2021.
- Site No.2:Barrack Square – 4,000 sqm net
- Site No.3: Land east of High Street - 16,500 sqm net
- Site No.5: Meadows shopping centre and car park and gas works and adjoining land 60-70,000 sqm net. An emerging scheme shows a development of 61,000 sqm net.

5.21 The above breakdown gives a total provision of some 100,100 sqm net and indicates, in broad terms, that the proposals are capable of meeting the AAP's planned expansion for comparison shopping. The plan meets Test 6.

(F) Whether the phasing provisions (paragraph 6.8 and Section 23) are sound; whether they are contrary to PPS6

5.22 The AAP's phasing programme is set out in Section 23. It is phased in 5, 10 and 15 year milestones: 2011, 2016 and 2021. The Borough Council confirmed that its phasing is based on PPS6, taking account of the scale of need and the availability and suitability of land. While the programme spreads delivery over the plan period it is necessarily flexible. PPS6 guidance on sequential preference bears both on the selection of location and timing of development. The Borough Council sees Chelmer Waterside as the only location where substantial new shopping driven by a department store anchor can be achieved within the town centre. It is determined that this driver for expansion of the town centre should not to be delayed, undermined or diminished by smaller scale development.

5.23 I see no flaw in the phasing proposals as they apply to the retail Opportunity Sites. I support the priority given to the phasing of Chelmer Waterside on the grounds that it is the only site in, or on the edge of, the PSA capable of providing a large department store as an anchor. The latter is an acknowledged requirement for a successful large-scale expansion of the town centre if it is to compete successfully within the sub-region (BD/CFD/037). It will provide more than 60% of the plan's target for increased comparison floorspace. It will regenerate under-used land, but that regeneration, the provision of infrastructure and preparation will be

costly. The plan needs to provide certainty and the priority given to it is justified. I find that the phasing provisions are sound. Tests 4, 7 and 9 are met.

(G) Whether the AAP should contain more detail on programming the delivery of shopping floorspace, jobs and housing on major Opportunity Sites than is currently contained in Infrastructure Trajectory (BD/CFD/75vi, Appendix 1, 27/9/07) and Section 23-Programme

5.24 The Infrastructure Trajectory dated 27/9/07 is part of the adopted Core Strategy. Section 23 of the AAP provides indicative floorspace estimates for commercial development and housing numbers for individual sites within the town centre. The schedule also allocates a priority, in terms of delivery, in 5 year periods (see previous issue).

5.25 For the benefit of the examination, the Borough Council also submitted a schedule of all the Opportunity Sites (38 in number) showing its current estimates of additional floorspace, jobs and housing numbers that are likely to be created following the development of each site (BD/CFD/TC/048). A development programme showing an "Overall Construction Sequence for Chelmer Waterside" was also provided as an annex to the Statement of Common Ground (LPA/developer-BD/CFD/TC/050). (See also Issue D above).

5.26 The 2 documents provide helpful information as to the Borough Council's (and developers') expectations for the development of the 38 Opportunity Sites within the town centre. They also provide an encouraging indication that the plans for the town centre are advancing apace with lively interest from the private sector and commitment from the public agencies responsible for infrastructure. However, as the Borough Council was at pains to point out, the schemes are at various stages in their evolution. Master plans are being drawn up and, later on, matters of detailed design could lead to significant changes. I consider the AAP as submitted for examination with its more general, and therefore, flexible, guidance for the development of individual sites appearing in Part 3 and Section 23 is adequate to pave the way for the preparation of development schemes within the centre. I find that on this issue the plan is sound and meets Tests 7, 8 and 9.

(H) Whether the High Chelmer Shopping Centre should be a Priority 1 site; whether the priority allocated to the Gas Works site is sound; whether the High Chelmer Shopping Centre should be identified as a location for a new department store

Priority of the High Chelmer Shopping Centre Site

5.27 The AAP Proposals Map and Fig 4 show an expansion of the PSA to the west of the shopping centre on a site presently occupied by a bus station and multi-storey car park. Development of the site is allocated Priority 2, that is, implementation during the period to 2016. The shopping centre and the covered market to the west is within the PSA. As already mentioned (D

above) releasing the potential of this site could not achieve the expansion planned for the centre by itself. Nor is there evidence that redevelopment leading to a substantial expansion of facilities on the High Chelmer site could be achieved in the short term. With that background there would be no advantage in allocating a higher priority, particularly if in so doing it undermined the strategic objective to expand the town centre's comparison retail floorspace.

- 5.28 It is argued that before allowing extensions to the PSA those sites that are sequentially preferable in terms of PPS25 (Development & Flood Risk) should be given priority and developed first. If development of the sequentially preferred sites could be achieved within a reasonable timeframe and to a scale that would meet the town centre's expansion needs I would agree that argument would have greater force.
- 5.29 In this case, however, the competitive needs of the centre relative to others in the sub-region, the opportunity to regenerate under-used and derelict land and the need to provide certainty, flexibility and realism in planning the expansion of the town centre suggest strongly that these aspects should be given substantial weight. Also, any scheme of development would need to comply with EA's conditions as part of any grant of planning permission (SCG/CFD/TC/003).
- 5.30 The selection of the allocated sites has followed the sequential tests required by PPS25 (BD/CFD/123-Chelmsford TCAAP PPS25 Sequential and Exception tests). Moreover, Table D3 of the PPS indicates that less vulnerable uses, such as shops, can be accommodated in zones 2 and 3. Developers will be expected to undertake Flood Risk Assessments and identify the necessary mitigation measures if they are required. In the case of the Gas Works and Meadows car park, where it is expected that developers will be dealing with cleared sites, those mitigation measures, in construction terms, should be relatively easy to implement.

Whether the allocation of priority 1 to the Chelmer Waterside site is sound

- 5.31 This issue is considered under (F) above. Development of the site should not be delayed by giving higher priority to smaller sites within the town centre at the risk of losing momentum in achieving the AAP's strategic retail objective. I see no reason to raise the priority allocated to the High Chelmer site or to lower that on the Chelmer Waterside site. I find that Tests 4 and 6 and 7 are met.

Whether the High Chelmer Shopping Centre site should be identified as a location for a new department store

- 5.32 There would be little advantage in identifying the High Chelmer site as a location for a new department store. The Borough Council confirms that it would have no objection to locating a departmental store within the site. Figure 3 of the AAP shows the site as a location for a new anchor store to strengthen the planned "retail circuit". Moreover, in Section 14.3 of the plan under Site No.1 (the High Chelmer site) the objectives are clear in seeking an anchor store for a new major retailer on the site. Being too explicit could

reduce the scope for achieving that objective. The description as drafted could include a department store, a variety store, a foodstore, or something else. I support that approach and see no reason to change the objectives for the site and thereby limiting the plan's flexibility. Test 9 is met.

Whether the policy guidance relating to convenience shopping is too inflexible

- 5.33 The plan envisages an increase of some 4,350 sqm net of additional convenience shopping floorspace up to 2011 (Priority 1, Section 23 and paragraph 6.13) and a further 3,400 sqm net by the end of the plan period. This is in line with the Chelmsford Retail study (BD/CFD/TC/009). No evidence is put forward to suggest that this order of provision for additional convenience retail floorspace is unreasonable. However, the plan does reflect the shortage of suitable sites and immediately available land for convenience shopping. It remains to be seen whether the 4 sites identified in Section 23 attract developer interest and provide for the anticipated growth. Monitoring will keep track of progress and suggest whether remedial action would need to be taken in the coming years. Until the identified sites are shown to be inadequate I see no reason to regard the proposals as inflexible. There is no evidence to suggest that, as yet, any qualitative need could not be accommodated in the AAP's proposals for convenience floorspace expansion. The plan meets Test 9.

Transportation Issues

(A) Whether the new traffic route linking Waterloo Lane to Victoria Road (effect on Cathedral School) is soundly based.

- 5.34 Prior to the hearing the Borough Council, Essex County Council and the School Governors of the Cathedral School issued a Statement of Common Ground (SCG/CFD/TC/007). It was confirmed by the school that it had no plans to relocate to a different site. It would continue to be an important feature of the town centre. The school's main concerns relate to safety and overlooking/overshadowing of the school by future development of the Riverside Leisure Centre site opposite.
- 5.35 The need to open up Waterloo Lane to bus and access traffic is dictated by the proposed removal of High Bridge Road, which links Parkway to Springfield Road. It has been a development plan objective of the LPA since 1984 to create an access road to the rear of properties to the east of the High Road by providing a link between Springfield Road via Waterloo Lane to Victoria Road. The present AAP seeks to continue with that proposal to make possible a bus route utilising the link to serve the expanded facilities in the town centre. At present Waterloo Lane is a cul-de-sac giving access to the school, other frontage properties and public and private car parks. The northern section of Waterloo Lane is currently closed at its junction with Victoria Road and forms part of the Leisure Centre car park. As part of the plans to open the link, traffic signals would be introduced at the Waterloo Lane/Victoria Road junction.
- 5.36 On the safety issue, I am satisfied that the option to use any newly created road link between Bond Street and Waterloo Lane/Victoria Road as a possible bus route should remain in the plan. The present bus operator serving the town centre is presently not committed to using the route. However, that does not justify it being dropped as a desirable option with the objective of improving bus access both to, and within, what will be a significantly expanded town centre, where improved access for pedestrians/cyclists and public transport will be paramount.
- 5.37 Some of the school's concerns have been met and agreed within the SCG and will be considered in the context of any development brief drawn up to guide the design of any scheme coming forward for redevelopment of the Leisure Centre/car park. A number of minor changes to the wording of the AAP have been suggested as part of the SCG, which clarify and provide safeguards sought by the school. I endorse the changes, which should be incorporated into the text and figures in the AAP.
- 5.38 The Borough Council and Essex County Council also gave assurances that any opening up of the Waterloo Lane link would be restricted to buses and for access purposes only, so it would not become a through route for general traffic. If the link becomes a bus route, in order to ensure that it is limited to bus vehicles only, a bus gate would be installed. It would be a matter for later consideration as to where that gate would be located.

- 5.39 As to concerns that development on the Leisure Centre site could overlook/overshadow the school and its playground, the type of use, storey heights and set back of buildings would be considered as part of the detailed design of any scheme that comes forward for the site. The same response applies to the school's concerns about width of pavements, details relating to cycle tracks, dropping off/picking up facilities to serve the school and whether rumble strips should be incorporated in the surface of the road. Such matters are too detailed for consideration as part of the AAP examination process.
- 5.40 **In order to make the Area Action Plan sound the following changes should be made to the sections indicated below:**

10.7 Highways Network

Modify the 6th paragraph to read:

"The northern end of Waterloo Lane may be extended to provide local access to the immediate properties. A through link for buses only may be provided between Bond Street and Victoria Road. An efficient and effective method of enforcement will be provided to prevent use by through-traffic."

10.11 Walking

Add 2 new bullet points as follows:

- **Wider pavements and improved lighting in Waterloo Lane**
- **Improved pedestrian environment along Victoria Road and appropriate crossing facilities at the new junction with Waterloo Lane. The facilities will provide access to the Cathedral School.**

10.12 Cycling

Add at the end of the 1st paragraph:

"towards the Anglia Ruskin University and along Victoria Road to link with Waterloo Lane and the Bunny Walk."

Add the above link to Figure 7

Section 15 Cathedral

Amend Figure 15 to include a cycle route along Victoria Road as required in 10.12 above.

Add to "Vehicle Route Network" as follows:

"Waterloo Lane extended to Victoria Road for bus and local access, cyclists and pedestrians, with a bus-gate provided to prevent through traffic."

Add a new section entitled:

"Cycle route network" with the following text:

"Improved cycle route along Waterloo Lane"

Section 20.2

Under "Route Network" amend text to read as follows:

"Extend north part of Waterloo Lane to Victoria Road for access and bus and cycle route purposes only"

Under "Bus route improvements" amend the first line to read:

"Waterloo Lane/Victoria Road, incorporating a bus-gate to prevent through traffic"

Section 20.3

Under "Opportunity sites in Victoria Road Riverside character area-Site no.29-Urban Design Section" make the following changes to bullet points 3 & 10:

"Cycle link from Tindal Square along Waterloo Lane to the Riverside and to Cathedral School"

"Space for drop/collect parking for Cathedral School within adjoining Riverside Ice and Leisure site car park"

Add 2 new bullet points:

- **"Enhance pedestrian routes along Waterloo Lane to Cathedral School**
- **No through traffic along Waterloo Lane"**

(B) Whether the modelling of the proposed changes to the Town Centre's road and car parking have been refined since submission (6/11/06) and, if yes, what are the conclusions of those modelling exercises

- 5.41 The transportation strategy of the Core Strategy was found to be sound with the Highways Agency, the County Council and the Borough Council, the 3 authorities responsible for its delivery, confirming that situation in 2 Statements of Common Ground dated June and September 2007 (SCG/HD/CD/01 & BD/CFD/134).
- 5.42 A further Statement of Common Ground (SPG) was prepared by the 3 authorities for the examination of the AAP dated March 2008. Modelling carried out early in 2008, an evolution of the earlier Paramics model,

confirmed again that the AAP proposals are sound (BD/CFD/TC/018 and BD/CFD/TC/013, paragraph 2.13).

- 5.43 Some discussion took place on the 2nd day of the hearing sessions stemming from criticism of the AAP insofar that it shows on Figure 5 (Proposed Access & Movement network) Chelmer Road as a major approach route on the same alignment as at present. It shows, diagrammatically, an Eastern Gateway Access Route (EGAR) linking the Springfield Road roundabout to Chelmer Road on an alignment parallel to the Springfield Basin (south side) and then veering south-east to join Chelmer Road mid-way between the Army and Navy roundabout and the bridge over the River Chelmer.
- 5.44 The alignment of the route of Chelmer Road was criticised. It was suggested it should be looked at afresh. However, Essex County Council confirmed that the Highways Agency has agreed to replace the viaducted section of the road, a length of about 0.5km beyond the Army & Navy roundabout, at no expense to the Highway Authority. The preparation work for the replacement is well advanced and is on target for completion by 2011. The new section of road will include cycleway and footway provision and 3 lanes of traffic. It is being planned to provide a junction with the proposed EGAR. The details for which are still at their early planning stage.
- 5.45 There is no advantage in seeking to review this aspect of the AAP when it is so advanced in its planning and with funding in place, which is agreed and committed. No substantive evidence is put forward to suggest that there exists a better, more economic or more sustainable alternative to the renewal of this section of road serving the town centre.
- 5.46 The same counter argument applies to the criticisms of the EGAR. This road is crucial to opening up Opportunity Sites (5 and 24) on Chelmer Waterside to compensate for the removal of High Bridge Road. Essex County Council as Highway Authority, on behalf of the Borough Council, undertook a study in 2006 which thoroughly examined a wide range of options to select the best alignment for EGAR (BD/CFD/059). As a result of that study the indicative alignment that appears on Figure 5 was selected as the preferred option and was included in the plan.
- 5.47 In the Highway Authority's testing of options, different alignments were examined providing a link between the Chelmer Village and Springfield roundabouts (Options 1D, 2A, 2B, 3A, 3B, 3C), that is following a more northerly route to the west. These were considered and dismissed. Although these alignments were promoted in representations, they are not supported by the Highway Authority and, again, no substantive evidence has been put forward to render the alignment contained in the AAP unsound. The alternative alignments, in part, arise because representors regard the removal of High Bridge Road as uneconomic and unsound. I deal with this point below.

(C) Whether the AAP is sufficiently clear/comprehensive in the way new and/or altered car parking facilities will be provided.

- 5.48 The issue of car parking is dealt with in Sections 10.13 to 10.16 of the AAP. The Borough Council has undertaken a thorough appraisal of the existing car parking in the town centre, both public and private. Its strategy is explained and justified at some length in its document "Chelmsford Town Centre Car Parking Strategy-September 2007" (BD/CFD/133). Although the strategy is not a Supplementary Planning Document it has been adopted by the Borough Council to inform the LDF process and to feed into the Essex County Council's Park and Ride (P&R) policy. The strategy will provide the context for determining the overall numbers and type of parking spaces that need to be provided and their spatial distribution. This can only be determined when the total P&R provision and the exact quantum and location of development in the centre is known.
- 5.49 It is clear that there is considerable scope for rationalising the large amount of land given over to car parking of all types in the town centre. A number of car parks are earmarked as Opportunity Sites for redevelopment, sometimes including replacement car parking, in order to maximise the potential development value of these highly accessible sites. The intention is to increase the proportion of short, relative to long stay spaces and, generally, reduce car parking in the town centre.
- 5.50 The strategy seeks to provide sufficient parking space for the expanded shopping, business and other town centre uses in conveniently located car parks and on P&R sites outside the centre. Two further P&R sites are proposed to the north and south of the town to complement the very successful site at Sandon, about 5km to the east, close to the A414/A12 junction. The expectation that the proposed P&R facilities will support the substantial elimination of long stay parking and, perhaps, free-up private car parks for development is not overly optimistic given its success in achieving that aim in other cities.
- 5.51 Essex County Council confirmed that planning for the additional P&R sites is well advanced. No difficulty in funding is anticipated and the 3rd site could be brought on stream within 2-3 years of the 2nd site. Demand will dictate the speed of delivery.
- 5.52 Paragraph 10.14 (Privately operated shopping car parks) states the intention to reduce the capacity of 2 car parks operated in connection with Riverside Retail and Tesco (Springfield Road) which have a combined capacity of in excess of 1000 spaces. However, since public shopper's car parking can be seen as part of the total parking provision for the town, a reduction here is not certain at this stage, and should be removed.
- 5.53 The storey height of car parks, their capacities and the location of park and ride bus stops are matters too detailed for the AAP. The plan is sufficiently clear and comprehensive to inform development briefs and guide development. With the following changes, Test 6 is met.

5.54 In order to make the Area Action Plan sound the following change should be made to the sections indicated below:

i) Amend the heading of paragraph 10.14 to read:

"Retailer operated shopper car parks" AND

ii) Delete the 3rd sentence (Measures to reduce this number will be pursued).

(D) Whether the AAP should contain a map (along the lines of Figure 5) showing proposed improvements to pedestrian access.

5.55 The Borough Council agrees that such a plan would be helpful and would clarify the AAP proposals. It produced a plan showing existing and proposed pedestrian routes as a suggested minor change to the AAP. I endorse the additional plan as an addition to the plan.

5.56 In order to make the Area Action Plan sound the following change should be made to the sections indicated below:

Add a figure to the Transport & Movement section of the AAP showing the existing and proposed walking route network (example submitted to 2nd session-23 April 2008)

(E) Whether the plan is sufficiently encouraging of access by cycling and walking both from beyond and within the Town Centre

5.57 The plan is very encouraging of cycling and walking. I was impressed with the cycle/pedestrian path network already in place and its attractive setting, particularly along the riverbanks. There are, nevertheless gaps in the network and the plan proposes to fill them as and when development opportunities occur and funding becomes available. Many of the Opportunity Sites within the town centre provide the opportunity to extend and enhance the network. At the master planning stage of development CBC and ECC will ensure that the linkages and connectivity in the cycle network are not lost and, indeed, that they will be improved upon.

5.58 Outside of developer's contributions, Essex County Council is responsible for funding pedestrian and cycling schemes from the Local Transport Plan (LTP) budget. It was emphasised that cycling, walking and bus access are at the heart of the County Council's transport strategy. Representors sought a change to the plan to require a commitment to complete the network within the period of the plan. Both Councils are committed to improving and completing a comprehensive pedestrians/cycling network as soon as is feasible within their respective budgets. However, it would not be appropriate for me to place a time limit on that provision, but given its

importance to the transport strategy, I would hope that it will be given high priority in the future planning of the town centre.

- 5.59 The AAP confirms a commitment to the provision of cycle parking and a cycle hub at the railway station. These facilities will help to encourage people to use their cycles for shorter journeys. The plan states the intention to provide limited cycle access along the High Street during mornings and evenings to assist journeys to work and schools. That limitation is criticised. Wider access by cyclists to those areas of the town centre with dense concentrations of pedestrians will inevitably give rise to conflict and an increase in the risk of accidents. However, if safe joint cycle/pedestrian access can be provided it will obviously encourage cycle use within what will be quite an extensive town centre. An amendment to the text would clarify intentions in this regard.
- 5.60 Inaccuracies in the depiction of the existing cycle network shown on Figure 7 and Plan 2 of the Transport Topic Paper (BD/CFD/TC/013) have been corrected in a replacement map, which should be included in changes to the AAP (Annex 5, Appendix 2 of BD/CFD/TC/055).
- 5.61 **In order to make the Area Action Plan sound the following changes should be made to the sections indicated below:**
- i) **Amend the second sentence of paragraph 10.12 to read:**

"A north bound cycle route through the shopping centre avoiding the pedestrianised High Street will be pursued in order to assist journeys to schools and workplaces."
 - ii) **Amend paragraph 14.2 under "Cycle Route Network" by:**

Deleting: "High Street restricted hours, before 10am after 5pm" **and**

replace with: "A north bound cycle route through the shopping centre"
 - iii) **Revise Figure 7 for accuracy and consistency by replacing it with a corrected map (Appendix 2, Annex 5 of the Borough Council's Schedule of Suggested Changes (BD/CFD/TC/055)).**

(F) Whether the plan is sufficiently clear and comprehensive in describing how public transport will serve the expanded facilities

- 5.62 Figure 6 of the AAP shows the proposed bus route network to serve the town centre with proposed extensions to the PSA. The Borough Council accepted that arrows on the Figure showing the direction of bus travel would make

the map clearer. This amendment should be incorporated as a minor change.

- 5.63 The difficulty with providing bus access for both Councils is that, apart from the Park and Ride (P&R) service, which is provided by the County Council, bus services are provided by operators such as First Buses who will only provide a service based on its assessment of its commercial viability. Thus, notwithstanding that a route may be suggested by either Council in order to improve bus access to the town centre, provision will only be made based on the commercial judgement of the bus company. This is in contrast to the situation in London where the strategic transport authority can require a service to be provided.
- 5.64 As part of the County Council's P&R service it proposes a new loop around the town centre that will serve the interchange. The County Council was of the view that that route might be able to service the town centre but it would be at a fixed charge. If that flat rate has to be levied at too high a ticket price to provide for hopping on and off within the centre it is unlikely to provide a user-friendly service. With the solution seemingly lying outside the financial control of either Council, the absence of such a service does not make the plan unsound but it does suggest that every effort needs to be made to work towards providing an affordable and acceptable bus service within the centre.

(G) Whether the objectives described in paragraphs 10.4 and 10.8 are contradictory

- 5.65 Paragraph 10.4 speaks of reducing the private car as the preferred mode of transport. Paragraph 10.8 deals with changes that are proposed to the Army & Navy Roundabout. The expansion of the shopping offer in the town centre will still require access to be available by private car and adequate provision needs to be made. The roundabout will continue to be an important junction on the edge of the town centre. The improvements to ease congestion there will be required notwithstanding the plan's overall objective to reduce reliance on the private car for access to the centre. It is a question of balance. The 2 paragraphs are not contradictory. Test 6 is met.

(H) Whether the removal or modification of High Bridge Road is sustainable in highway/transport terms. Whether the proposals affecting the road could be more clearly stated. Whether the means of implementing the proposal are sufficiently robust.

- 5.66 High Bridge Road provides a link between the southern ring road, Parkway, and Springfield Road, one of the main access roads serving the eastern side of the town centre. The road creates a visual and physical barrier and severs 2 key Opportunity Sites (Nos. 5 and 25) from the Primary Shopping Area (PSA). The removal of the road is regarded as essential by the prospective developers of the Meadows car park and the former gas works site if the development of these sites is to join seamlessly with, and function successfully, as part of the PSA. I do not doubt the validity of that assessment. The removal of the road will be at the cost of the prospective

developers, who are nationally recognised and familiar with carrying out large scale shopping/mixed development such as proposed here.

- 5.67 The removal of the road from the local network has been tested by the Highway Authority with the proposed alternative arrangements for access in place. It is satisfied that the network will continue to operate satisfactorily (BD/CFD/058). No evidence is produced to challenge that assessment. The Highway Authority's engineers have confirmed that the removal of the entire structure is both an achievable and practical proposition.
- 5.68 The proposals for dealing with High Bridge Road is described in the AAP as either "removed" or "removed or modified". Paragraph 10.7 states that the road "may" be removed. The view now is that the road "will" be removed. These descriptions have led to confusion as to the plan's intentions. The Council and the prospective developer suggest that it would be clearer to describe the proposal as a definite intention to remove the road. I agree. I do not see that removal of the equivocation in parts of the text in describing this proposal would be a material change to the AAP.
- 5.69 The prospective developer will undertake the removal of the road. This intention is confirmed in paragraph 2.11 of the SCG drawn up between Standard Life Investments Ltd and Chelmsford Meadows Limited Partnership and the Borough Council (BC/CFD/TC/050). The Borough Council's "Delivery Timetable for Strategic Infrastructure and Major Opportunity Sites" (BD/CFD/TC/047a) shows the removal of the road by 2013. In my judgement given the standing of the developer and the advanced state of the scheme's preparation, the means for securing the removal of the road are adequate and robust.
- 5.70 **In order to make the Area Action Plan sound the following changes should be made to the sections indicated below:**
- i) **Amend the first bullet point in paragraph 6.6 to read:**

"Therefore the removal of High Bridge Road may enable more efficient use of town centre land."
 - ii) **Amend the 3rd second sentence of the 2nd sub-paragraph of Section 10.7 to read:**

"High Bridge Road will therefore need to be removed but its removal depends on a satisfactory alternative route for north-south traffic movements and a successful regeneration case."
 - iii) **Amend the 5th bullet point in the "Objectives" set out for Site no. 5 to read:**

"Remove High Bridge Road to secure better connectivity and traffic access"
 - iv) **Amend the first "Option" for Site No.5 to read:**

"Remove High Bridge Road" and move this to the Urban Design part of the statement for Site no.5.

(I) Whether the AAP should safeguard land to secure improvements at the Army & Navy junction

- 5.71 The improvements to this junction are to be carried out in 2 stages. The first stage will be carried out in the next 2 years and, in the longer term a 2-way flyover is planned across the junction (BD/CFD/TC/012, paragraph 4.5). The AAP makes provision for the improvements to the junction in Section 6.13 and 10.8. The "urban design objectives" and "commentary", respectively, for Opportunity Sites 15 and 25, refer to the need to accommodate improvements to the junction. Site No.15 is in the process of being redeveloped. Figures 16 and 19 show diagrammatically the proposed set back to allow for road improvements.
- 5.72 The Borough Council, supported by the Highway Authority (HA), suggests a change to the Proposals Map to reflect the set back at this junction shown indicatively on Figure 19 of the plan and the HA's current scheme for improving the layout of the junction as they affect Site 25. That order of set back has been the subject of the HA's negotiations with landowners of the site for more than a year based on drawing no. 4/A, dated 19/7/06 (BD/CFD/061). Although at a scale of 1:500 and forming part of the evidence base, that drawing is still only indicative and it does not form part of the AAP.
- 5.73 The landowners wish to resist the suggested change on the grounds that that drawing (4/A) may not reflect the final land-take required to secure the improvement and that a change undertaken without consultation will prejudice their interests. It is claimed that the site may be unduly and unnecessarily constrained and adversely affect what can be done with the reduced site.
- 5.74 The Highway Authority maintains that it does not anticipate the necessity to go beyond the highway margins that have formed the basis of negotiations to date. It is of the view that it is vital that the LDF and the AAP make appropriate provision for carrying out the junction improvement.
- 5.75 The negotiations with the landowners will not be based on the Proposals Map, which is drawn to a scale of about 1:5000, but on the Highway Authority's detailed drawings. The submitted PM shows no land take affecting Site 25 notwithstanding that the proposed junction improvement is well documented throughout the AAP. Nor does it agree with the set back of frontages shown on Figure 19. In the circumstances it is reasonable that the PM should reflect the Highway Authority's current proposals for the junction improvements as they will impact on adjoining land.
- 5.76 I cannot see that the suggested change, which does no more than reflect the junction improvements and set back described in the AAP and

diagrammatically on Figure 19, would prejudice the affected landowner interests. It would benefit none of the parties to the negotiations for more land to be taken than is absolutely necessary to accomplish the improvement.

5.77 To remove any ambiguity, a change to the PM should be made.

5.78 **In order to make the Area Action Plan sound the following change should be made to the Proposals Map:**

Show the boundaries of the proposed improvements to the Army & Navy roundabout as shown on Revised Submission Proposal Map, which accompanies and shows changes listed in the Schedule at Annex 6 of Appendix 2 (BD/CFD/TC/055).

(J) Whether the effect on air quality has been assessed as part of the improvements at the Army & Navy junction

5.79 In 2005 the area around the junction was declared an Air Quality Management Area (AQMA). Within AQMAs, under Policy DC28, the Borough Council will promote measures to improve air quality and reduce sources of air pollution. A draft Air Quality Action Plan for the area was approved in December 2007 and following consultation a revised Action Plan will be considered by the appropriate Committee in July 2008.

5.80 Queuing is the primary cause of pollution around the junction. The Highway Authority (HA) is working towards the reduction of queuing, not least through proposals to include bus priority measures and upgrading cycle facilities. The HA accepts that it is a difficult problem and it continues to look at sustainable solutions to improve air quality.

5.81 The question of air quality is an intractable problem requiring as it does a balance between reducing the use of private cars while maintaining access to an expanded, busier and, hopefully, more vital town centre. The Core Strategy and its accompanying development control policies provide the means by which modal shift through travel plans, improved public transport, encouragement of walking and cycling and increased use of park and ride will be introduced. I am satisfied that impact on air quality of proposed improvements at this junction is being assessed and will continue to be monitored by the responsible authorities to improve the situation through the means outlined.

(K) Whether the proposed changes to the transport infrastructure within the town centre is sufficiently sensitive and would preserve/enhance its historic/architectural character.

5.82 Much of the town centre is covered by conservation areas (Figure 10 of the AAP). Their protection or enhancement is required by statute. Providing access to the Chelmer Waterside Area (Opportunity Sites 5 and 24 is particularly challenging. It involves the removal of High Bridge Road with an

alternative access via a proposed Eastern Gateway Access Route (EGAR). This preferred route would pass, for about 600m of its length, through the western extremity of the Chelmer and Blackwater Navigation Conservation Area (CA). This is a very large CA that stretches from Chelmsford to Maldon, a distance of some 22 kms, along the flood plain of the 2 principal rivers. The precise alignment of the road is not yet fixed. It is shown diagrammatically on the PM linking Chelmer Road with the Springfield Roundabout and running parallel to, and south of, Springfield Basin.

- 5.83 The Borough Council confirms that, in preferring this route, it has been mindful that the EGAR would cross the water meadows landscape to the west of Chelmer Road. The meadows are noteworthy as forming part of the open land along the banks of the town's river system (identified as Green Wedge) and containing Grade II listed buildings as well as providing recreational open space with footpaths and cycleways linking the town centre to Chelmer Village and Springfield.
- 5.84 An important purpose of an AAP is to resolve conflicting objectives (PPS12, paragraph 2.17(iv)). In this case those conflicts involve reconciling the protection of a CA with the need to regenerate a large, under-used and unattractive brownfield site adjoining the PSA.
- 5.85 The Borough Council's rationale for its choice to access Chelmer Waterside land from the south-east include: the directness of the route, use of the existing Chelmer Road viaduct as a link away from the Army & Navy junction, enabling access to the whole regeneration area while minimising the intrusion across open landscape and avoiding conflict with listed structures and residential areas.
- 5.86 Although the route is criticised, the suggested alternatives, in a variety of permutations, were explored as options and dismissed (Chelmer Waterside-Testing Options, BD/CFD/059). They would not meet the regeneration objectives as fully as the preferred option. The transportation proposals in the AAP were found to be acceptable "bearing in mind the importance to achieve the wide sustainable benefits that the regeneration of Chelmer Waterside can achieve" (Sustainability Appraisal Report (CD/CFD/025, Section 2.1.6). The appraisal recognised that the highway options remain in outline form and closer examination of the final routing and design will need to be undertaken in order to properly consider local impacts. In the circumstances I find the plan meets Test 7.

Managing Flood Risk

(A) Whether the Environment Agency (EA) has updated its views on the AAP since submission

5.87 A sequential test document for the AAP (BD/CFD/123), based on the Strategic Flood Risk Assessment assesses the proposed site allocations. It was placed on the evidence base in August 2007. The developer for each site will be required to undertake a site and development specific Flood Risk Assessment (FRA) in compliance with PPS25. A FRA will identify risks, residual risk, mitigation measures and influence design to minimise risk.

5.88 The EA and the Borough Council have drawn up a Statement of Common Ground, dated 25 March 2008 (SCG/CFD/TC/003). It confirms that the agency's concerns are conditionally withdrawn subject to the AAP including the minor changes suggested in its representations. I endorse the changes, which will ensure the AAP conforms with PPS25. With their inclusion the AAP meets Test 4.

5.89 **In order to make the Area Action Plan sound the following changes should be made:**

i) Section 11.4-Parks and green spaces

At the end of the 1st sub-paragraph add:

"...into the town centre and to protect and enhance biodiversity in all parks and green space areas."

ii) Section 12.13-Design of new development

Add a new bullet point to read:

- **"Design of ground floor accommodation fronting onto the rivers to integrate suitable flood risk mitigation measures"**

iii) Section 13.7-Proposals for land in zone 3 floodplain

a) Amend the sub-heading to read:

"Opportunity sites partly or wholly within flood zone 3"

b) Add to the final paragraph as follows:

"...specified within the protocol. During preparation of scheme proposals, a site specific flood risk assessment would include a sequential test to direct the most vulnerable uses to the parts of the site with the lowest flood risk and indicate suitable mitigation measures."

iv) Site 4 - Section 14-High Street

Add a new bullet point at the start of "Urban Design" to read:

- **"This opportunity site comprises developed land within flood zones 2 and 3. New development would have to maintain an appropriate standard of flood defence, taking account of the proposed town-wide flood risk reduction scheme."**

(B) Whether it is necessary to demonstrate that sites allocated for development within Zones 2 and 3 have been subject to PPS25 sequential and exception tests.

- 5.90 PPS25 was published on 7 December 2006 after the submission of the Core Strategy and the AAP (6/11/06) and well after the work on these documents was started in 2004. Nevertheless, the Borough Council developed with the EA a methodology for sequential tests while PPS25 was in draft. The sequential testing of the AAP was embodied in its "Sequential and Exception Tests", already mentioned above (see issue A), and added to the examination evidence base in August 2007 (BD/CFD/123). Of the 38 Opportunity Sites, 20 lie partially or wholly within Flood Zones 2 and 3. The sequential tests demonstrate that the AAP proposals are compliant with PPS25. Test 4 is met.

(C) Whether the flood prevention measures are deliverable in time to allow the main Opportunity Sites to come forward as programmed in the infrastructure trajectory.

- 5.91 The objective of flood protection measures is to provide a Standard of Protection of at least 1:100 (annual probability) to all parts of the town centre, both to existing properties and development sites.
- 5.92 The EA has produced a preferred base line for flood protection in the Town Centre following a preliminary study that it commissioned from Halcrow Group Ltd (summary of the findings of the viability study of the preferred option-Annex 1, Topic Paper 5-Managing Flood Risk-BD/CFD/TC/015). It is for the EA and the Regional Flood Defence Committee to decide how to prioritise flood risk works. The EA's current expectation is that Chelmsford's Flood Alleviation Scheme will be completed by 2012 (Annex 4, Topic Paper 5). Final delivery will depend on the EA and the Borough Council using their joint efforts to pursue all potential funding sources. At present, on the basis of an estimated cost of a baseline scheme of some £14.1m, there is a funding shortfall of between £1-2m, but the Borough Council is optimistic that that gap will be filled, possibly through the next round of Growth Fund bids. Test 8 is met.

Allocation and Potential of Major Development Sites

(A) Whether the boundaries of the sites are those best suited to securing the objectives of the AAP

5.93 PPS12 (paragraph 2.17) requires AAPs to provide the planning framework for areas where significant change or conservation is needed. The 38 Opportunity Sites identified in the AAP are described in the context of 8 character areas into which the town centre is divided. No substantive evidence is produced to suggest that the sites selected for development cannot, or should not, be identified in accordance with the objectives of the AAP. Development of non-allocated sites is not prevented by the AAP. Where proposals arise on non-allocated sites they would be considered on their merits against the policies of the Core Strategy, Development Control Policies and the objectives of the AAP. Tests 4, 7 and 9 are met.

(B) Whether the plan is sufficiently flexible with regard to the uses and the amount of development proposed for the Opportunity Sites; whether the access and design guidance is sufficiently flexible

5.94 The Borough Council confirms that most sites envisage mixed-use development. Since it is an imprecise term it is not used in the site descriptions. Rather the main uses are described as "Leading Uses" with other uses listed as "Supporting uses". The text is not prescriptive in either the uses proposed or the amount of floorspace anticipated. Where housing is proposed an estimated capacity is given but, again, it is not prescriptive. The AAP expects schemes to be considered against the "Urban Design" objectives set out in the plan. In many cases a master plan or development brief has, or will be, produced to guide development.

5.95 Section 12 of the plan lays down a design framework for the town centre. Figure 11 divides the town centre into zones indicating the range of storey heights, which the LPA considers appropriate within its overall vision for the centre. A change to paragraph 12.4 would make it clear that height guidance will be interpreted flexibly within the objectives of paragraph 12.1. Similarly, a change to paragraph 13.5 would make it clear that the estimates of capacity of the number of dwellings a site could accommodate are indicative only. Overall, the plan provides clear, yet flexible, guidance to architects/designers so that their buildings and spaces can contribute to improving and maintaining the character areas that make up the town centre. The guidance is helpful and reflects known constraints. With the changes set out below the plan is sufficiently flexible and meets Tests 7 and 9.

5.96 **In order to make the Area Action Plan sound the following changes should be made:**

(i) At the end of paragraph 12.4 add the following:

"These principles and diagram 11 will be interpreted flexibly as long as the objectives in 12.1 are met." AND

- (ii) **In paragraph 13.5 delete the 7th and 8th sentences ("The retail study and independent site studies.....expected on specific sites") and replace with the following:**

"...layout and scale purposes. However, indicative capacity estimates based on the Council's urban capacity study are provided for sites where a significant residential content is expected. The evidence base contains.... "

(D) Site 25 - Former Jewsons, former Bolingbroke & Wenley and Moulsham Mill

- 5.97 The effect of the improvement to the Army & Navy junction has already been discussed in relation to Transport item (I). No further points arise.

(E) Sites 5 & 24 – Meadows Shopping & car park, former gas works and adjoining land; and Peninsula.

- 5.98 A Statement of Common Ground has been drawn up between the landowners and the Borough Council in respect of these 2 key Opportunity Sites. No issues of substance remain in dispute. I deal with the question of the "New Cut" later in the report.

(F) Site 30 – Riverside Retail Park

- 5.99 This "Opportunity Site" relates to a small portion of this large retail park fronting Victoria Road. It is a relatively modern development and appears to be a successful shopping destination in its own right. There is no evidence to suggest that additional comparison floorspace is required over and above that already earmarked in the AAP, even at the end of the plan period. The retail park is separated from the northern edge of the extended PSA by the Riverside Leisure Centre and car park with the latter creating a significant physical separation from the PSA of about 200m. I see no reason to increase the "Opportunity Site" to embrace the whole retail park.

(G) Site 37 – Rivermead Industrial Area

- 5.100 The objective of this Opportunity Site is to "develop increasing university-related education and enterprise area". The leading land use is identified as "business" with "residential" as a supporting use. It is identified as an employment policy area under Policy DC52 of the adopted Core Strategy. The policy anticipates development of the listed employment areas within Classes B2 and B8 of the Use Classes Order 1987.

- 5.101 A Statement of Common Ground was submitted confirming the Borough Council's intention to prepare a development brief for the site by 2009. To guide the preparation of the brief an indicative split between the leading (non-residential) and supplementary (residential) land uses is to be set at two-thirds and one-third respectively, subject to PPS12's plan, monitor and

manage approach. For purposes of interpreting Policy DC52, to improve flexibility, the leading use could, additionally, include Classes B1 (a), (b) and (c). This would require no change to the AAP. However, the urban design objectives should be expanded to improve clarity. With that change the plan meets Tests 7 and 9.

5.102 In order to make the Area Action Plan sound the following change should be made:

Add the following bullet points to the "Urban Design" section of Site 37, page 98 of the AAP:

- **"Provide opportunities for University related uses.**
- **Respect the character of the surrounding area.**
- **Reduce the levels of traffic entering and leaving the site.**
- **Create new public spaces.**
- **Retain important trees.**
- **Enhance the biodiversity on site."**

(H) Site 8 – County Hall Precinct

5.103 The question is raised as to whether the Opportunity Site should be enlarged and whether the range of lead and supporting uses is too limited. The Borough Council's approach to non-allocated sites is set out in paragraphs 4.3-4.5 of Topic Paper 1 (BD/CFD/TC/011). It is summarised in my comments under the first issue (A) in this section. The AAP does not see the County Hall precinct as meeting any specific promotional objectives within the town centre. The Local Development Scheme (First Review) 2006 (CD/CFD/002) puts the production of Site Specific Guidance SPD for the precinct as Priority C, that is, commencing in 2009 with completion in 2010. If earlier, serious development interest in the site were to manifest itself, I would anticipate that that timetable could be brought forward. For the time being I see no reason to change the AAP. Test 7 is met.

Monitoring, implementation and programming

(A) Whether the AAP should contain a section on monitoring

- 5.104 The AAP will be monitored in accordance with PPS12 advice on the basis of "plan, monitor and manage". The Borough Council confirms that it is committed to the effective monitoring of its Local Development Framework to ensure the successful delivery of its spatial framework.
- 5.105 Part 4 of the AAP (Moving Forward-Section 22 Implementation) provides a monitoring framework for the plan. It sets out the 4 objectives in that monitoring process, namely, to ensure the AAP proposals are taken forward systematically and effectively; to ensure that the responsibility for implementation is shared by the parties responsible for delivery; to demonstrate that the proposals are practical, realistic and deliverable; and to generate certainty and confidence among investors and existing business owners. To manage the delivery of the implementation of infrastructure provision within the Borough, the Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established. This comprises a partnership of key participants and parties responsible for delivery.
- 5.106 The Borough Council confirms that monitoring of the AAP will be measured as part of its LDF Annual Monitoring Report. Notwithstanding that intention this section should be more explicit of the monitoring process to make it clear how that process will be carried out. A change to that effect should be added to Section 22.
- 5.107 The programme set out in Section 23 would also be clearer and create a better monitoring framework by adding a further column to the schedule listing the "Output Indicators". This would allow the progress and implementation of the individual proposals, both strategic infrastructure and public realm improvements identified within the AAP, to be more easily monitored. A change to that effect should be made. With these additions the plan meets Test 8.
- 5.108 **In order to make the Area Action Plan sound the following changes should be made:**

(i) Add the following text at paragraph 22.2:

"The Council is committed to the effective monitoring of its local development framework, including the AAP, to ensure the successful delivery of its vision. Central to this will be the ongoing monitoring of the output indicators in the programme in section 23, which will be measured in the context of the objectives at 22.1.

To manage the delivery and implementation of infrastructure within the Borough, the Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established. This comprises a partnership of key stakeholders responsible for infrastructure delivery (Chelmsford Borough Council, Essex

County Council, the Environment Agency, GO-EAST, Mid Essex Primary Care Trust and EEDA), which has a remit to manage and monitor delivery of key infrastructure projects.

The LDM will monitor the progression of strategic infrastructure projects within the town centre. Within this context, each individual strategic infrastructure project will have an individual delivery programme, against which implementation progress will be monitored. The LDM operates at the Borough wide level, but ultimately will focus much of its attention on the delivery of infrastructure in Chelmsford Town Centre.

Other mechanisms will implement and monitor proposals that are not infrastructure related. Partners in this process will include Chelmsford Town Centre landowners and businesses, Quality Bus Partnership, the local community and business partnerships. For example, public realm proposals will be dealt with through individual working groups tasked with specific local area implementation proposals. The delivery of the individual Opportunity Sites will be taken forward through the Borough Council working in partnership with developers and land owners in the context of the overall objectives of the AAP and individual design briefs/master plans for those sites. Progress on the delivery of the Opportunity Sites will be contained within the Annual Monitoring Report."

- (ii) Add a further column to the Programme Schedule in Section 23 of the AAP. The additional information should show the "Output Indicators" against each proposal listed as set out in the Borough Council's "Schedule of Suggested Amendments" at Annex 3 of Appendix 2 (BD/CFD/TC/055).**

- (B) Whether the AAP is capable of dealing with slippage in delivery of its development and infrastructure proposals; whether the AAP is overly prescriptive, insufficiently flexible to a degree that it would be unable to deal with changing circumstances**

Dealing with Slippage

- 5.109 Section 23 of the AAP lays down a programme of delivery of its proposals based on 5 year phases. The Local Delivery Mechanism (see A above) will monitor strategic infrastructure on a regular basis. Any potential scope for slippage will be identified at an early stage through that mechanism. For major Opportunity Sites a delivery mechanism will be developed that will set out a specific programme of action to bring the site forward for development. The delivery sequence will take into account the risks associated with the various elements in bringing the site forward. Any

significant slippage in the plan's wider development and infrastructure proposals would be dealt with through a review of the AAP at the appropriate time. A formal review of the AAP is anticipated no later than 2010.

- 5.110 The Borough Council is confident that it has the staffing resources to deal with the range and variety of proposals in the AAP. Its claim that it is used to dealing with large-scale, complicated projects is unchallenged. I have no evidence to suggest that that confidence and the measures in place to deal with slippage will be other than successful in dealing with what, by any measure, is an extremely challenging programme of development.

Whether the AAP is overly prescriptive/inflexible

- 5.111 This issue is dealt with above in the section dealing "Allocation and Potential of Major Development Sites" at item (B). Test 7 is met.

Town Centre Waterways

(A) Whether the plan provides sufficient encouragement to the exploitation of the riverside for sport, recreation and tourism.

- 5.112 The town's waterways make a major contribution to its character. The riverbanks already provide attractive paths for walkers and cyclists for much of their length through the town. It is planned that that network will be extended and improved. Sections 8 (Sport, Leisure & Culture), 11 (Public Realm), 19 (Chelmer Waterside) and 23 (Programming of Proposals) set out measures to enhance the character and increase the use of the town's waterways in order to exploit its local distinctiveness. Protection of the open land through which the rivers run is embodied in Policies CP9 and DC9 of the adopted Core Strategy.
- 5.113 Moreover, application of Policy DC16 will improve access to the margins of rivers and watercourses when redevelopment takes place where it does not already exist. It is an important and laudable strand of strategy. The policies provide the basis for the continued exploitation of the rivers, their banks and flood plains for recreation, sport and tourism. Policy DC16, in particular, deserves to be implemented with vigour. However, the Chelmer & Blackwater Navigation should be mentioned in paragraph 8.8 of the AAP to highlight its importance as a focus for leisure, recreation, tourism and business in the town centre.
- 5.114 If revised development briefs are to be produced the Borough Council confirmed they would be subject to an inclusive public consultation process. Whether use is made of the water of the rivers as well as their banks/floodplains would depend on the detailed allocation of uses along river frontages. That includes the installation of moorings and, if appropriate, the formation of basins. Such matters are too detailed for consideration in this AAP. They are best left to development briefs. However, the Borough Council confirmed that it is totally committed to maximising the use of the rivers and opening them up for sport, recreation and tourism as development opportunities permit. However, the LPA cannot force people to use the water of its waterways. It can only help to create the conditions for to allow that to happen. There is no evidence to suggest that objectives in earlier briefs would be compromised and matters would be "developer led". I am satisfied that the plan goes as far as it reasonably can in encouraging and exploiting its rivers for these purposes.
- 5.115 However, on the question of planning briefs, it is important that their status is clarified. The Council explained that those briefs that had been adopted as Supplementary Planning Guidance under the previous Local Plan (1997) will be superseded with the adoption of the AAP, but they will continue to provide background detail for information. That intention should be included within the text of the AAP, together with an indication of those sites for which planning briefs are in preparation. With the inclusion of those changes, which I set out below, Test 7 is met.

5.116 In order to make the Area Action Plan sound the following changes should be made:

(i) Amend the 4th bullet point in paragraph 8.1 to read:

"Improve recreational use of public parks and rivers, including the Chelmer and Blackwater Navigation"

(ii) Add at the end of paragraph 8.8 the following text:

"The 210 year old Chelmer and Blackwater Navigation is the centrepiece of a 22km Conservation Area linking the town centre at Springfield Basin through the countryside to the coast. It is a focus for leisure, recreation, tourism and business.

(iii) Add the following text at the end of Section 4 of the AAP on page 10:

"The allocation of sites in the AAP has, in some cases, been informed by planning briefs that were adopted as supplementary planning guidance under previous development plan policy. The AAP makes reference to specific planning briefs in Part 3, under "Character Areas" and "Opportunity Sites". These briefs are superseded by the AAP but provide background detail for information."

(iv) Add at the end of paragraph 22.12 in Section 22, page 103 of the AAP as follows:

"The Council's Local Development Scheme lists the planning briefs that are to be prepared as Supplementary Planning Documents (SPDs) as follows:

- 1. E2V, Waterhouse Lane and Meteor Way, Chelmsford (includes Site No.23 Meteor Way sites).**
- 2. Barrack Square/New London Road, Chelmsford (relates to Site No. 2 Barrack Square, River Can riverside, Marks and Spencer).**
- 3. Land west and east of ARU Rivermead Campus Masterplan area (this relates to Site Nos. 33 and 37).**
- 4. High Chelmer Shopping Centre (Site No.1).**
- 5. County Hotel & surrounding sites (Site No. 18).**
- 6. County Hall Precinct (Site No.8).**

7. Riverside Ice & Leisure (Site No.29)."

(B) Whether the New Cut is given high enough profile.

5.117 The New Cut is a proposed link between the Springfield Basin and the River Chelmer to the north of the Essex Record Office. It was part of Policy REC9 of the adopted Local Plan (1997), which dealt with the restoration of Springfield Basin. The policy stated that, within the vicinity of the basin, development would, where appropriate, be required to make provision for a new navigable link between the basin and the River Chelmer.

5.118 Within the AAP, the Borough Council wishes to describe the provision of the Cut as an aspiration rather than as a requirement. It is so described in the Statement of Common Ground (BD/CFD/050). The reason given is that, while a new Cut is a desirable objective, there is no strategic need for it. Cost estimates for the work varied between £9.5m and £1.9m. The estimates were provided by the prospective developers and Inland Waterways, respectively. However, the bases for the 2 estimates were not the same. For instance the lower figure excluded cost of road works, contamination work and ballustrading and the depth of cut was halved.

5.119 Whichever estimate proves to be the most realistic the provision of this piece of infrastructure will represent a significant charge on the overall costs of the scheme of development. A decision as to whether that charge is reasonable can only be assessed by the local planning authority when it has an agreed master plan for the Opportunity Sites (5 and 24) and the details of the overall costs (and the values generated) of the built development are available for scrutiny.

5.120 There is no doubt that the provision of a new waterway link here is highly desirable. It would no doubt increase the attractiveness, amenity and value of the adjoining land. However, if there is no **strategic** need in terms of infrastructure, it would be unreasonable to include its provision as a **policy requirement** before being fully aware of the (financial) implications for the regeneration objectives of the 2 Opportunity Sites. If the scheme cannot be financed through a charge on development, perhaps other sources of funding would need to be explored. Meanwhile, to make the position clear, changes to the text of the "Waterways Improvement" and "Public spaces" sections on pages 50 and 85, respectively, are necessary. With some 7 references throughout the plan, the desirability of providing the New Cut has a sufficiently high profile in the plan. The plan meets Tests 6, 7 and 8.

5.121 **In order to make the Area Action Plan sound the following changes should be made:**

- (i) on page 50, under the section "Waterway Improvements" amend the text to read:**

"Aspiration for a canal cut linking the Chelmer and Blackwater Navigation to the river " **AND**

- (ii) **on page 82, under the section "Public spaces" amend the text against "S" to read:**
"Aspiration for new cut"

Miscellaneous

(A) Whether small businesses will be able to secure premises in the town centre in competition with higher value residential/shopping uses

5.122 For purposes of the plan a business employing between 1-10 people is regarded as a small business. The Borough Council confirmed that it realises the importance of providing for small businesses in the town centre. It seeks to meet the need through development control in limiting the size of units within large developments. It keeps a register of those firms needing accommodation. There is no evidence to suggest that this important section of business will be denied access to a town centre location. The Borough Council may agree that it would be useful to monitor its performance in this respect as part of its Annual Monitoring Report.

(B) Whether land needs to be allocated for further/higher education

5.123 Land has been allocated for the relocation of the Anglia Ruskin University on Opportunity Sites 33 and 37. This allocation will meet the foreseeable needs of the university. The Council is also aware of the aspirations of Chelmsford College, which at present has buildings on split sites in Moulsham Street and Princes Road, to rationalise its campus onto a single site in the town centre. The Council is sympathetic to those aspirations and is of the view that alternative accommodation may be possible on a variety of sites. It suggests that prospect could be confirmed by adding "institutional or educational" to the supporting uses mentioned in respect of the following sites: Nos. 9, 17, 19, 20, 24, 27, 29, 33 and 37. It is not possible to be more precise at present. Where the needs of education are known appropriate allocations have been made. For the present I am satisfied that no further change needs to be made to AAP for further, higher or any other education need. With the inclusion of the foregoing minor changes, Test 7 is met.

5.124 **In order to make the Area Action Plan sound the following changes should be made:**

Add "institutional or educational" to the "Supporting uses" in respect of the following sites:

Site no. 9 (Royal Mail, Victoria Road)
Site no. 17 (Civic Centre)
Site no. 19 (Marconi)
Site no. 20 (Central Campus)
Site no. 24 (Peninsula)
Site no. 27 (Navigation Road sites)
Site no. 29 (Riverside Ice and Leisure)
Site no. 33 (Rivermead Campus)
Site no. 37 (Rivermead industrial area)

(C) Whether the plan should provide more information on the historic environment and built heritage.

5.125 Figure 10 of the AAP shows the number and extent of Conservation Areas (CAs) falling wholly or partly within the Town Centre (6 in no.). Section 12 sets out the objectives for protecting the town centre's historic built and natural heritage. It is not appropriate for the AAP to make detailed reference to the centre's historic features. For the most part these are already recognised and protected within the designated CAs. The setting and views into or out of the precinct would be safeguarded without that having to be repeated in the AAP (PPG15, paragraph 4.14). The suggested addition to "Townscape" under paragraph 15.2 is therefore superfluous. Subject to minor changes to make clearer the intention to protect the archaeological heritage (paragraph 11.1) and the protection afforded by CA status (paragraph 12.7), Test 4 is met.

5.126 In order to make the Area Action Plan sound the following changes should be made:

(i) Amend the final objective in paragraph 11.1 to read as follows:

"Protect the town centre's natural built **and archaeological** heritage."

(ii) Amend the first sentence of paragraph 12.7 to read as follows:

"Within **and adjoining** the **conservation areas** shown on figure 10...."

(D) Whether the plan is overly prescriptive in specifying uses appropriate on river, street and public frontages.

5.127 The plan sets out to introduce interesting, safe, active frontages and attractive public spaces within mixed-use developments. It is intended that these objectives will contribute to the character and economy of the town centre. No evidence is submitted to indicate that these objectives will be sought other than in a flexible manner. Tests 7 and 9 are met.

(E) Whether the Town Centre Inset Map in the Adopted Proposals Map will be entirely replaced by proposals contained in the TCAAP.

5.128 The AAP is accompanied by its TCAAP Submission Proposals Map (PM) but it does not acknowledge its existence, nor its role or function. Those omissions need to be remedied through an addition to the text of the AAP in the section "Setting the Scene" and as a note on the PM itself.

5.129 The Council confirmed that the Proposals Map was produced alongside the Core Strategy Proposals Map and already contains all the proposals in the

AAP. Once adopted the AAP Proposals Map will become the first of the insets to be filed on the Core Strategy Proposals Map.

5.130 In order to make the Area Action Plan sound the following changes should be made:

i) Add the following text at paragraph 1.6 of the AAP:

"An accompanying Proposals Map shows the spatial definition of AAP policies and proposals, including policy areas designated by the Core Strategy. The Proposals Map for Chelmsford town centre is an inset in the Core Strategy Proposals Map."

ii) Add as a note on the Proposals Map the following:

"The Proposals Map shows the spatial definition of AAP policy and proposals. It includes policy areas designated by the Core Strategy."

The Proposal Map for Chelmsford town centre is an inset of the Core Strategy Proposals Map.

6 MINOR CHANGES

- 6.1 Apart from changes that I see as necessary in the interest of making the DPD sound (see Appendix 1), there are other minor changes proposed by the Council to the submitted Town Centre AAP DPD. These are proposed to clarify, correct, avoid duplication and update various parts of the text. Although these changes do not address key aspects of soundness, I endorse them on a general basis in the interests of updating, clarity and accuracy. A full list of these changes is shown in Appendix 2.

7 OVERALL CONCLUSIONS

- 7.1 I conclude that with the necessary changes that I identify in this report, which are set out in full in the attached Appendix 1, the Chelmsford Town Centre Area Action Plan satisfies the requirements of Section 20(5) (a) of the 2004 Act and the associated Regulations, and that it meets the tests of soundness set out in PPS12 (paragraph 4.24).

Ian Broyd

Inspector

Appendix 1

I set out in this Appendix a compendium of the changes required in order to make the AAP sound in the same order as they appear in my report.

Ian Broyd

Inspector

(1) 6.4 Comparison shopping

Amend the 3rd sentence of section 6.4 and the first bullet point that follows it to read:

"Further studies of Chelmsford's market potential indicate capacity for an even greater amount of comparison retail growth of about 86,000 sqm net sales by 2016, and up to 100,000 sqm additional net sales floorspace by 2021. Planned retail expansion will:

- achieve the scale of growth required to address the identified need of 86,000 sqm net by 2016 and up to 100,000 sqm net by 2021"**

(2) 10.7 Highways Network

Modify the 6th paragraph to read:

"The northern end of Waterloo Lane may be extended to provide local access to the immediate properties. A through link for buses only may be provided between Bond Street and Victoria Road. An efficient and effective method of enforcement will be provided to prevent use by through-traffic.

10.11 Walking

Add 2 new bullet points as follows:

- Wider pavements and improved lighting in Waterloo Lane**
- Improved pedestrian environment along Victoria Road and appropriate crossing facilities at the new junction with Waterloo Lane. The facilities will provide access to the Cathedral School.**

10.12 Cycling

Add at the end of the 1st paragraph:

"..towards the Anglia Ruskin University and along Victoria Road to link with Waterloo Lane and the Bunny Walk.

Add the above link to Figure 7

Section 15 Cathedral

Amend Figure 15 to include a cycle route along Victoria Road as required in 10.12 above.

Add to " Vehicle Route Network" as follows:

"Waterloo Lane extended to Victoria Road for bus and local access, cyclists and pedestrians, with a bus-gate provided to prevent through traffic."

Add a new section entitled:

"Cycle route network" with the following text:

"Improved cycle route along Waterloo Lane"

Section 20.2

Under "Route Network" amend text to read as follows:

"Extend north part of Waterloo Lane to Victoria Road for access and bus and cycle route purposes only"

Under "Bus route improvements" amend the first line to read:

"Waterloo Lane/Victoria Road, incorporating a bus-gate to prevent through traffic"

Section 20.3

Under "Opportunity sites in Victoria Road Riverside character area-Site no.29-Urban Design Section" make the following changes to bullet points 3 & 10:

"Cycle link from Tindal Square along Waterloo Lane to the Riverside and to Cathedral School"

"Space for drop/collect parking for Cathedral School within adjoining Riverside Ice and Leisure site car park"

Add 2 new bullet points:

- **"Enhance pedestrian routes along Waterloo Lane to Cathedral School**
- **No through traffic along Waterloo Lane"**

(3) Paragraph 10.14 - Privately operated shopper car parks

- Amend the heading of paragraph 10.14 to read:**
"Retailer operated shopper car parks" AND
- Delete the 3rd sentence** (Measures to reduce this number will be pursued.)

(4) Section 10 - Transport & Movement

Add a figure to the Transport & Movement section of the AAP showing the existing and proposed walking route network (example submitted to 2nd session-23 April 2008)

(5) Paragraph 10.12 - Cycling

Amend the second sentence of paragraph 10.12 to read:

"A north bound cycle route through the shopping centre avoiding the pedestrianised High Street will be pursued in order to assist journeys to schools and workplaces."

(6) Paragraph 14.2 - High Street character area proposals

Amend paragraph 14.2 under "Cycle Route Network" by:

Deleting: "High Street restricted hours, before 10am after 5pm" and

replace with: "A north bound cycle route through the shopping centre"

(7) Figure 7 - Cycle route proposals

Revise Figure 7 for accuracy and consistency by replacing it with a corrected map (Annex 5 of the Borough Council's Schedule of Suggested Changes – BD/CFD/TC/055).

(8) Paragraph 6.6 - Extending the primary shopping area

Amend the first bullet point in paragraph 6.6 to read:

"Therefore the removal of High Bridge Road may enable more efficient use of town centre land."

(9) Paragraph 10.7 - Highways network

Amend the 3rd second sentence of the 2nd sub-paragraph of paragraph 10.7 to read:

"High Bridge Road will therefore need to be removed but its removal depends on a satisfactory alternative route for north-south traffic movements and a successful regeneration case."

(10) Site no. 5 – Meadows shopping & car park, former gas works

- i) Amend the 5th bullet point in the "Objectives" set out for Site no. 5 to read:**

"Remove High Bridge Road to secure better connectivity and traffic access"

- ii) Amend the first "Option" for Site No.5 to read:**

"Remove High Bridge Road" and move this to the Urban Design part of the statement for Site no.5.

(11) Proposals Map

Show the boundaries of the proposed improvements to the Army & Navy roundabout as shown on Revised Submission

Proposal Map, which incorporates minor changes/corrections identified in the Schedule at Annex 6 of BD/CFD/TC/055.

(12) Section 11.4-Parks and green spaces

At the end of the 1st sub-paragraph add:

"...into the town centre and to protect and enhance biodiversity in all parks and green space areas."

(13) Section 12.13-Design of new development

Add a new bullet point to read:

- **"Design of ground floor accommodation fronting onto the rivers to integrate suitable flood risk mitigation measures"**

(13) Section 13.7-Proposals for land in zone 3 floodplain

a) Amend the sub-heading to read:

"Opportunity sites partly or wholly within flood zone 3"

b) Add to the final paragraph as follows:

"...specified within the protocol. During preparation of scheme proposals, a site specific flood risk assessment would include a sequential test to direct the most vulnerable uses to the parts of the site with the lowest flood risk and indicate suitable mitigation measures."

(14) Site 4 - Section 14-High Street

Add a new bullet point at the start of "Urban Design" to read:

- **"This opportunity site comprises developed land within flood zones 2 and 3. New development would have to maintain an appropriate standard of flood defence, taking account of the proposed town-wide flood risk reduction scheme."**

(15) Paragraph 12.4 - Scale and massing of new development

(At the end of paragraph 12.4 add the following:

"These principles and diagram 11 will be interpreted flexibly as long as the objectives in 12.1 are met."

(16) Paragraph 13.5 – Land for development

In paragraph 13.5 delete the 7th and 8th sentences ("The retail study and independent site studies.....expected on specific sites.") and replace with the following:

"...layout and scale purposes. However, indicative capacity estimates based on the Council's urban capacity study are provided for sites where a significant residential content is expected. The evidence base contains.... "

(17) Site 37 – Rivermead Industrial Area

Add the following bullet points to the "Urban Design" section of Site 37, page 98 of the AAP:

- **"Provide opportunities for University related uses.**
- **Respect the character of the surrounding area.**
- **Reduce the levels of traffic entering and leaving the site.**
- **Create new public spaces.**
- **Retain important trees.**
- **Enhance the biodiversity on site."**

(18) Paragraph 22.2 - Overall steering and monitoring

Add the following text at the end of paragraph 22.2:

"The Council is committed to the effective monitoring of its local development framework, including the AAP, to ensure the successful delivery of its vision. Central to this will be the ongoing monitoring of the output indicators in the programme in section 23, which will be measured in the context of the objectives at 22.1.

To manage the delivery and implementation of infrastructure within the Borough, the Chelmsford Tomorrow Local Delivery Mechanism (LDM) has been established. This comprises a partnership of key stakeholders responsible for infrastructure delivery (Chelmsford Borough Council, Essex County Council, the Environment Agency, GO-EAST, Mid Essex Primary Care Trust and EEDA), which has a remit to manage and monitor delivery of key infrastructure projects.

The LDM will monitor the progression of strategic infrastructure projects within the town centre. Within this context, each individual strategic infrastructure project will have an individual delivery programme, against which implementation progress will be monitored. The LDM operates at the Borough wide level, but ultimately will focus much of its attention on the delivery of infrastructure in Chelmsford Town Centre.

Other mechanisms will implement and monitor proposals that are not infrastructure related. Partners in this process will include Chelmsford Town Centre landowners and businesses, Quality Bus Partnership, the local community and business partnerships. For example, public realm proposals will be dealt with through individual working groups tasked with specific local area implementation proposals. The delivery of the individual Opportunity Sites will be taken forward through the Borough Council working in partnership with developers and land owners in the context of the overall objectives of the AAP and individual design briefs/master plans for those sites. Progress on the delivery of the Opportunity Sites will be contained within the Annual Monitoring Report."

(19) Section 23 - Programme

Add a further column to the Programme Schedule in Section 23 of the AAP. The additional information should show the "Output Indicators" against each proposal listed as set out in the Borough Council's "Schedule of Suggested Amendments" at Annex 3 (BD/CFD/TC/055).

(20) Paragraph 8.1

Amend the 4th bullet point in paragraph 8.1 to read:

"Improve recreational use of public parks and rivers, including the Chelmer and Blackwater Navigation"

(21) Paragraph 8.8

Add at the end of paragraph 8.8, the following text:

"The 210 year old Chelmer and Blackwater Navigation is the centrepiece of a 22km Conservation Area linking the town centre at Springfield Basin through the countryside to the coast. It is a focus for leisure, recreation, tourism and business.

(22) Section 4

Add the following text at the end of Section 4 of the AAP on page 10:

"The allocation of sites in the AAP has, in some cases, been informed by planning briefs that were adopted as supplementary planning guidance under previous development plan policy. The AAP makes reference to specific planning briefs in Part 3, under "Character Areas" and "Opportunity Sites". These briefs are superseded by the AAP but provide background detail for information."

(23) Paragraph 22.12

Add at the end of paragraph 22.12 in Section 22, page 103 of the AAP as follows:

"The Council's Local Development Scheme lists the planning briefs that are to be prepared as Supplementary Planning Documents (SPDs) as follows:

- 1. E2V, Waterhouse Lane and Meteor Way, Chelmsford (includes Site No.23 Meteor Way sites).**
- 2. Barrack Square/New London Road, Chelmsford (relates to Site No. 2 Barrack Square, River Can riverside, Marks and Spencer).**

3. **Land west and east of ARU Rivermead Campus Masterplan area (this relates to Site Nos. 33 and 37).**
4. **High Chelmer Shopping Centre (Site No.1).**
5. **County Hotel & surrounding sites (Site No. 18).**
6. **County Hall Precinct (Site No.8).**
7. **Riverside Ice & Leisure (Site No.29)."**

(24) Section 14 – High Street

On page 50, under the section "Waterway Improvements" amend the text to read:

"Aspiration for a canal cut linking the Chelmer and Blackwater Navigation to the river "

(25) Section 19 – Chelmer Waterside

On page 82, under the section "Public spaces" amend the text against "S" to read:

"Aspiration for new cut"

(26) Various Opportunity Sites

Add "institutional or educational" to the "Supporting uses" in respect of the following sites:

**Site no. 9 (Royal Mail, Victoria Road)
Site no. 17 (Civic Centre)
Site no. 19 (Marconi)
Site no. 20 (Central Campus)
Site no. 24 (Peninsula)
Site no. 27 (Navigation Road sites)
Site no. 29 (Riverside Ice and Leisure)
Site no. 33 (Rivermead Campus)
Site no. 37 (Rivermead industrial area)**

(27) Paragraphs 11.1 & 12.7

- i) **Amend the final objective in paragraph 11.1 to read as follows:**

"Protect the town centre's natural built **and archaeological** heritage."

- ii) **Amend the first sentence of paragraph 12.7 to read as follows:**

"Within **and adjoining** the **conservation areas** shown on figure 10...."

(28) Paragraph 1.6 & Proposals Map

- i) **Add the following text at paragraph 1.6 of the AAP:**

"An accompanying Proposals Map shows the spatial definition of AAP policies and proposals, including policy areas designated by the Core Strategy. The Proposals Map for Chelmsford town centre is an inset in the Core Strategy Proposals Map."

- ii) **Add as a note on the Proposals Map the following:**

"The Proposals Map shows the spatial definition of AAP policy and proposals. It includes policy areas designated by the Core Strategy."

The Proposal Map for Chelmsford town centre is an inset of the Core Strategy Proposals Map.

Appendix 2

Note and Preamble to this Appendix:

This schedule of suggested amendments has been produced by the Borough Council, but I fully endorse it. Appendix 1 contains some changes that are in addition to those suggested by the Borough Council. Where I require changes to those suggested by the Borough Council I have incorporated them in the following schedule. They are marked thus: **. In some cases these are merely typographical.

Ian Broyd

Inspector

This schedule outlines the Borough Council's suggested minor amendments and factual corrections to the Submission CTCAAP. These are put forward:

- in light of representations and Statements of Common Ground received; and
- new guidance and information published since Submission, for example, the publication of Planning Policy Statements 3 and 25, and alignment with the adopted Core Strategy.

The suggested minor amendments seek to update the DPD, avoid duplication and improve clarity. The amendments do not alter the substance or soundness of the CTCAAP or prejudice anyone who has an interest in the DPD.

The suggested changes are shown in the order they appear in the CTCAAP. Amendments proposing new text are shown in CAPITALS and those proposing the deletion of text in [square brackets]. The **Reason for Amendment** section outlines why the amendment(s) are being put forward.

Section Number 4

Update all policy references to embrace changes and recommendations outlined in the Inspector's Final Report into the Core Strategy and Development Control Policies DPD (see schedule attached, Annex 1).

Reason for Amendment: For accuracy

Section Number 5.6

Amend text: Replace [necessarilty] to NECESSARILY

Reason for Amendment: For accuracy

Section Number 6.2

Amend text as follows:

The town centre supports approximately [110,000] 100,500 sqm [net sales] GROUND FLOOR retail floorspace ...

... but draws on a catchment [area] representing a ...

Reason for Amendment: For accuracy

Section Number 6.4

Amend text: Further studies of Chelmsford's market potential indicate capacity for an even greater amount of comparison retail growth of about 86,000 sqm net sales by 2016, [possibly rising] AND UP to 100,000 sqm ADDITIONAL net sales floorspace [in the long term] BY 2021. Planned retail expansion will:

- achieve the scale of growth required to address the identified need [for development] OF 86,000 SQM NET BY 2016 AND UP TO 100,000 SQM NET BY 2021

Reason for Amendment: For consistency with the Adopted Core Strategy

Section Number 6.6

Amend text in first bullet point:

Therefore the removal [or modification] of High Bridge Road may enable more efficient use of town centre land.

Reason for Amendment: To clarify the text

Section Number 6.10

Add text at end of sentence: ... SHOWN ON THE PROPOSALS MAP AND IN APPENDIX (number to be assigned)

Reason for Amendment: For internal consistency

Section Number 6.11

Add text at end of sentence: ..., SHOWN ON THE PROPOSALS MAP AND IN APPENDIX (number to be assigned)

Reason for Amendment: For internal consistency

Section Number 6.12

Add text at end of sentence: ..., SHOWN ON THE PROPOSALS MAP AND IN APPENDIX (number to be assigned)

Reason for Amendment: For internal consistency

****Section Number 8.4**

Amend text: This is proposed on the existing Civic Centre site or [the adjacent Fairfield Road car park land] AT RIVERSIDE.

Reason for Amendment: For internal consistency

Section Number 8.5

The [opportunity to relocate] existing Riverside Ice and Leisure centre [on the Civic Centre site at Fairfield Road] will be [explored] IMPROVED OR RELOCATED WITHIN THE TOWN CENTRE.

Reason for Amendment: For clarity and internal consistency

Section Number 8.8

Add text: THE 210 YEAR OLD CHELMER AND BLACKWATER NAVIGATION IS THE CENTREPIECE OF A 14-MILE CONSERVATION AREA, LINKING THE TOWN CENTRE AT SPRINGFIELD BASIN THROUGH THE COUNTRYSIDE TO THE COAST. IT IS A FOCUS FOR LEISURE, RECREATION, TOURISM AND BUSINESS.

Reason for Amendment: These factual changes seek to improve the clarity of the DPD and strengthen the reference in relation to the Navigation.

Section Number 9.6

Add text to end of last sentence: DEVELOPMENT FOR HIGHER AND FURTHER EDUCATION WILL BE SUPPORTED WITHIN THE TOWN CENTRE.

Reason for Amendment: To clarify the purpose of the text.

Section Number 10.6

Amend text:

- between Bond Street and Waterloo Lane PROVIDING A ROUTE FROM SPRINGFIELD ROAD TO TOWN CENTRE DESTINATIONS
- into Chelmer Waterside from Baddow Road TO CONNECT CHELMER WATERSIDE

Reason for Amendment: To clarify the purpose of the text.

****Section Number 10.7**

Amend text as follows:

Second paragraph: High Bridge Road [may] WILL therefore need to be removed ...

Paragraph 6:

- The northern end of Waterloo Lane may be extended to provide [additional bus route links] LOCAL ACCESS TO THE IMMEDIATE PROPERTIES. A THROUGH LINK FOR BUSES ONLY MAY BE PROVIDED BETWEEN BOND STREET AND VICTORIA ROAD. AN EFFICIENT AND EFFECTIVE METHOD OF ENFORCEMENT WILL BE PROVIDED TO PREVENT USE BY THROUGH TRAFFIC.

Reason for Amendment: To clarify the purpose of the text.

Section Number 10.11

Add bullet point:

- A PRACTICABLE CYCLING ROUTE BETWEEN CHELMER ROAD AND PRINCES ROAD

Reason for Amendment: To be consistent with figure 7

Section Number 10.11

Add two new bullet points:

- WIDER PAVEMENTS AND IMPROVED LIGHTING IN WATERLOO LANE
- IMPROVED PEDESTRIAN ENVIRONMENT ALONG VICTORIA ROAD AND APPROPRIATE CROSSING FACILITIES AT THE NEW JUNCTION WITH WATERLOO LANE. THE FACILITIES WILL PROVIDE ACCESS TO CATHEDRAL SCHOOL.

Reason for Amendment: For clarity

****Section Number 10.12**

Add text to end of first paragraph to read:

The cycle route network will be completed to connect surrounding urban neighbourhoods to the town centre, installing missing elements of existing cycle corridors to create a more complete and cohesive cycle network. This includes links from the Moulsham and Great Baddow areas where Parkway and the Army and Navy junction act as a barrier to safe cyclist movement to the town centre, and south to north links from Waterside through the [High Street] SHOPPING CENTRE and towards the Anglia Ruskin University.

Amend text as follows:

Delete [Limited cycle access along the High Street during strictly limited hours in the morning and evening will assist journeys to schools and workplaces] and replace with:

A NORTH BOUND CYCLE ROUTE THROUGH THE SHOPPING CENTRE AVOIDING CONFLICT WITH THE PEDESTRIANISED HIGH STREET WILL ASSIST JOURNEYS TO SCHOOLS AND WORKPLACES.

****Section Number 10.14**

Change the heading: **RETAILER [Privately] operated shopper car parks**

Delete the text [Measures to reduce this number will be pursued].

Reason for Amendment: For clarity

Section Number 10.15

Replace [Cator] with CATER

Reason for Amendment: For accuracy

Section Number 10.16

Amend text as follows:

The provision of parking at all new developments will be in line with [delete to end] CORE STRATEGY AND DEVELOPMENT CONTROL POLICIES, POLICY DC7 AND APPENDIX C. IN AREAS COVERED BY THE TOWN CENTRE AREA ACTION PLAN, MAXIMUM CAR PARKING SHALL BE NO HIGHER THAN 70% OF THE STANDARDS SET OUT IN APPENDIX C.

Reason for Amendment: To clarify the purpose of the text

Section Number 11.1

Amend the final objective in 11.1

Protect the town centre's natural, [and] built AND ARCHAEOLOGICAL heritage.

Reason for Amendment: The change will reflect the importance of Chelmsford's archaeological heritage.

Section Number 11.4

Amend text:

.... and seek to strengthen the sense of countryside reaching into the town centre AND TO PROTECT AND ENHANCE BIODIVERSITY IN ALL PARKS AND GREEN SPACE AREAS.

Reason for Amendment: This change seeks to improve the clarity of the AAP DPD and reflect the most up to date information.

Section Number 12.4

Add sentence to end of section:

THESE PRINCIPLES AND FIGURE 11 WILL BE INTERPRETED FLEXIBLY AS LONG AS THE OBJECTIVES IN PARAGRAPH 12.1 ARE MET.

Reason for Amendment: For clarity

****Section Number 12.7**

Amend text:

Within AND ADJOINING the [historic area] CONSERVATION AREAS shown on figure 10

Reason for Amendment: The change will reflect the purpose of conservation areas

Section Number 12.13

Add new bullet point:

DESIGN OF GROUND FLOOR ACCOMMODATION FRONTING ONTO THE RIVERS TO INTEGRATE SUITABLE FLOOD RISK MITIGATION MEASURES.

Reason for Amendment: This change seeks to improve the clarity of the CTCAAP and reflect the most up to date information

Part 3

Add diagram of town centre showing all allocated sites
(Attached at Annex 2)

Reason for Amendment: For clarity

Section Number 13.5

Amend text as follows:

...The capacity of each site will depend on context, access, layout and scale proposals. [The retail study and independent site studies indicate possible retail floorspace capacity for specific sites. The Council's Urban Capacity Study estimates the number of dwellings that can realistically be expected on specific sites]. HOWEVER INDICATIVE CAPACITY ESTIMATES BASED ON THE COUNCIL'S URBAN CAPACITY STUDY ARE PROVIDED FOR SITES WHERE A SIGNIFICANT RESIDENTIAL CONTENT IS EXPECTED.

Reason for Amendment: For clarity

****Section Number 13.7**

Add text to last paragraph:

...specified within the protocol. DURING PREPARATION OF SCHEME PROPOSALS, A SITE SPECIFIC FLOOD RISK ASSESSMENT WOULD INCLUDE A SEQUENTIAL TEST TO DIRECT THE MOST VULNERABLE USES TO THE PARTS OF THE SITE WITH THE LOWEST FLOODRISK AND INDICATE SUITABLE MITIGATION MEASURES.

Amend the sub-heading:

Opportunity sites PARTLY OR WHOLLY WITHIN flood zone 3

Reason for Amendment: This change seeks to improve the clarity of the CTCAAP and reflect the most up to date information

****Section Number 14.2**

Page 48 (Vehicle Route Network) – Add text:

Waterloo Lane extended to Victoria Road FOR ESSENTIAL ACCESS, CYCLE AND BUS ROUTE ONLY.

Page 48 (Cycle Route Network) – amend text:

[High Street restricted hours, before 10am after 5pm] A NORTH BOUND CYCLE ROUTE THROUGH THE SHOPPING CENTRE

Page 50 (Bridges) – amend text:

New bridge WITH FOOTWAY and cycle route over Navigation to footpath 69 and Navigation Road.

Page 50 (Bridges) – amend text:

Replacement dual foot/cycle bridge at river confluence AND BRIDGE BETWEEN SITES 3 AND 4

Page 50 (Waterway Improvements) – amend text:

ASPIRATION FOR a canal cut ...

Reason for Amendment: For clarity; and matters are covered elsewhere

Section Number 14.3

Site Number 2, urban design – amend text:

Pedestrian AND CYCLE route along River Can linking High Chelmer to Baddow Road

Reason for Amendment: For accuracy

Section Number 14.3

Site Number 3, urban design – amend text:

Pedestrian AND CYCLE linkage to Tesco

Reason for Amendment: For accuracy

Section Number 14.3

Site Number 4

Add new bullet point at start of 'Urban design' to read:

THIS OPPORTUNITY SITE COMPRISES DEVELOPED LAND WITHIN FLOOD ZONES 2 AND 3. NEW DEVELOPMENT WOULD HAVE TO MAINTAIN AN APPROPRIATE STANDARD OF FLOOD DEFENCE, TAKING ACCOUNT OF THE PROPOSED TOWN-WIDE FLOOD RISK REDUCTION SCHEME.

Reason for Amendment: This change seeks to improve the clarity of the CTCAAP and reflect the most up to date information

****Section Number 14.3**

Site Number 5

Objectives

- Remove [or reconfigure] High Bridge Road ...

Options

[Retain or radically alter] REMOVE High Bridge Road TO SECURE BETTER CONNECTIVITY AND TRAFFIC ACCESS– move this to Urban Design

Move last bullet point (New canal cut and ...) from Urban Design to Options

Reason for Amendment: For clarification and consistency

Section Number 15

Vehicle route network – amend text:

Waterloo Lane extended to Victoria Road for bus and local access [traffic], cyclists and pedestrians, WITH A BUS-GATE PROVIDED TO PREVENT THROUGH TRAFFIC

Add new section:

Cycle route network

IMPROVED CYCLE ROUTE ALONG WATERLOO LANE

Reason for Amendment: For clarity

Section Number 16.1

Replace [morem] with MODERN

Reason for Amendment: For accuracy

Section Number 16.2

Replace [concourse] with CONCOURSE

Streetscene enhancement - add the following:

OVERCOME SEVERANCE CAUSED BY PARKWAY.

Infills, changes ... etc: Add text: LOWER Anchor Street

Reason for Amendment: For accuracy

Section Number 19.2

Bridges – add text IN CAPITALS

As such the sentence will read: New bridge WITH FOOTWAY over Navigation leading to west side of new cut/Essex Record Office

Page 81 (Vehicle route network) – amend text:

New bus and cycle route across the river [below the weir]

Page 82 (Waterway improvements) – amend text:

Moorings in Springfield Basin FROM SPRINGFIELD LOCK TO THE HEAD OF THE BASIN

Page 82 (Public spaces) – amend text:

S – ASPIRATION FOR new cut

Reason for Amendment: To ensure internal consistency; and flexibility

Section Number 19.3

Site Number 25

Leading land use – amend text:

Food shopping to a maximum of 4,600 sqm NET SALES [50,000 sq ft gross] floorspace (see proposal programme)

Options – amend text:

A foodstore up to 4,600 sqm NET SALES [50,000 sq ft gross] FLOORSPACE with parking taking ...

Options – amend text:

Retention of the former B&W for non-food shopping with a food store up to 3,300 sqm NET SALES FLOORSPACE [40,000 sq ft gross] maximum on the former Jewsons land.

Reason for Amendment: For internal consistency

Section Number 19.3

Site Number 26

Add new bullet point at start of 'Urban design' to read:

THIS OPPORTUNITY SITE COMPRISES DEVELOPED LAND WITHIN FLOOD ZONES 2 AND 3. NEW DEVELOPMENT WOULD HAVE TO MAINTAIN AN APPROPRIATE STANDARD OF FLOOD DEFENCE, TAKING ACCOUNT OF THE PROPOSED TOWN-WIDE FLOOD RISK REDUCTION SCHEME.

Reason for Amendment: This change seeks to improve the clarity of the CTCAAP and reflect the most up to date information.

Section Number 20.2

Page 88 (Route Network) – amend text:

Extend north part of Waterloo Lane to Victoria Road, FOR ACCESS AND BUS AND CYCLE ROUTE PURPOSES ONLY.

Waterloo Lane/Victoria Road, INCORPORATING A BUS-GATE TO PREVENT THROUGH TRAFFIC.

Reason for Amendment: For clarity

Section Number 20.3

Site Number 29, amend text:

The opportunity will be taken to improve the Borough's main leisure facility [through relocation elsewhere in the town centre].

Urban design – amend bullet points 3 & 10

Cycle link from Tindal Square along Waterloo Lane to the Riverside AND TO CATHEDRAL SCHOOL.

Space for drop/collect parking for Cathedral School within adjoining Riverside Ice and Leisure site CAR PARK.

Add new bullet point – ENHANCE PEDESTRIAN ROUTES ALONG WATERLOO LANE TO CATHEDRAL SCHOOL.

Add new bullet point – NO THROUGH TRAFFIC ALONG WATERLOO LANE.

Amend bullet point 14, 15:

- Strong [urban block] VISUAL RELATIONSHIP BETWEEN BUILDING FACES AND ADJOINING PUBLIC SPACES

Up to [five] SIX storey ...

Reason for Amendment: This will improve the clarity of the CTCAAP

Section Number 21.3

Site Number 37

Urban design – add text:

- Provide opportunities for university-related uses
- Respect the character of the surrounding area
- Reduce the levels of traffic entering and leaving the site
- Create new public spaces
- Retain important trees
- Enhance biodiversity on site

Reason for Amendment: For clarity

****Section Number 22.2**

Add text:

THE COUNCIL IS COMMITTED TO THE EFFECTIVE MONITORING OF ITS LOCAL DEVELOPMENT FRAMEWORK, INCLUDING THE AAP, TO ENSURE THE SUCCESSFUL DELIVERY OF ITS VISION. CENTRAL TO THIS WILL BE THE ONGOING MONITORING OF THE OUTPUT INDICATORS IN THE PROGRAMME IN SECTION 23, WHICH WILL BE MEASURED IN THE CONTEXT OF THE OBJECTIVES AT 22.1.

TO MANAGE THE DELIVERY AND IMPLEMENTATION OF INFRASTRUCTURE WITHIN THE BOROUGH, THE CHELMSFORD TOMORROW LOCAL DELIVERY MECHANISM (LDM) HAS BEEN ESTABLISHED. THIS COMPRISES A PARTNERSHIP OF KEY STAKEHOLDERS RESPONSIBLE FOR INFRASTRUCTURE DELIVERY (CHELMSFORD BOROUGH COUNCIL, ESSEX COUNTY COUNCIL, ENVIRONMENT AGENCY, GO-EAST, MID ESSEX PRIMARY CARE TRUST AND EEDA), WHICH HAS A REMIT TO MANAGE AND MONITOR DELIVERY OF KEY INFRASTRUCTURE PROJECTS.

THE LDM WILL MONITOR THE PROGRESSION OF STRATEGIC INFRASTRUCTURE PROJECTS WITHIN THE TOWN CENTRE. WITHIN THIS CONTEXT, EACH INDIVIDUAL STRATEGIC INFRASTRUCTURE PROJECT WILL HAVE AN INDIVIDUAL DELIVERY PROGRAMME, AGAINST WHICH IMPLEMENTATION PROGRESS WILL BE MONITORED. THE LDM OPERATES AT THE BOROUGH WIDE LEVEL, BUT ULTIMATELY WILL FOCUS MUCH OF ITS ATTENTION ON THE DELIVERY OF INFRASTRUCTURE IN CHELMSFORD TOWN CENTRE.

OTHER MECHANISMS WILL IMPLEMENT AND MONITOR PROPOSALS THAT ARE NOT INFRASTRUCTURE RELATED.

PARTNERS IN THIS PROCESS WILL INCLUDE CHELMSFORD TOWN CENTRE LANDOWNERS AND BUSINESSES, QUALITY BUS PARTNERSHIP, THE LOCAL COMMUNITY AND BUSINESS PARTNERSHIPS. FOR EXAMPLE, PUBLIC REALM PROPOSALS WILL BE DEALT WITH THROUGH INDIVIDUAL WORKING GROUPS TASKED WITH SPECIFIC LOCAL AREA IMPLEMENTATION PROPOSALS. THE DELIVERY OF THE INDIVIDUAL OPPORTUNITY SITES WILL BE TAKEN FORWARD THROUGH THE BOROUGH COUNCIL WORKING IN PARTNERSHIP WITH DEVELOPERS AND LANDOWNERS IN THE CONTEXT OF THE OVERALL OBJECTIVES OF THE AAP AND INDIVIDUAL DESIGN BRIEFS/MASTER PLANS FOR THOSE SITES. PROGRESS ON THE DELIVERY OF THE OPPORTUNITY SITES WILL BE CONTAINED WITHIN THE ANNUAL MONITORING REPORT.

Reason for Amendment: To ensure the clarity and robustness of the delivery of the plan

Section Number 22.6

Layer 3 Transport network, [water management] FLOOD ALLEVIATION [utilities].

Reason for Amendment: For clarity and accuracy

****Section Number 22.7**

Check references to the PPS25 Sequential and Exception Tests in the AAP.

Amend text: ... is the COMBINATION OF THE creation of embankments and flood storage areas upstream and the raising of walls and embankments in the town centre. This would

Reason for Amendment: To reflect the most up to date position

Section Number 22.8

Amend text: The two main transport operators in Chelmsford are [One Railway] THE TRAIN OPERATING COMPANY and

Reason for Amendment: For reflect the most up to date position

Section Number 22.14

Amend text: The existing [Chelmsford Town Centre Partnership will form the basis of town centre management] Chelmsford Town Centre Management LIAISON comprising ...

Reason for Amendment: For reflect the most up to date position

Section Number 23

Output indicators added to Monitoring Section
(Attached at Annex 3)

Amend Section 23 as follows (page 104)

After 5.4, amend heading: Comparison shopping [existing primary shopping area]

After 6.4, delete heading: [Comparison shopping: extended primary shopping area]

Amend 10.7:

Delete [/modification]

Amend 10.9:

Cathedral School [drop/collect]

Amend 10.12:

[High Street: before 10am /after 5pm] NORTH/SOUTH THROUGH SHOPPING CENTRE

Reason for Amendment: To ensure clarity and robustness of the delivery of the plan

All figures

Check consistency between plans and their keys in regard of colours applied

Reason for Amendment: For clarity

Add new figure

Include figure to show walking routes (appendix number to be assigned)

Reason for Amendment: For clarity

Figure 3

Amend key on plan:
INDICATIVE [diagrammatic] retail circuit
Existing retail anchors
INDICATIVE locations for new anchors

Reason for Amendment: For internal consistency

Fig 4

Widen scope of plan to show all secondary frontages (West End, Rectory Lane).
Remove primary frontage on Alders/New London Road
Remove primary frontages on west side of High Chelmer
(List of Shopping Frontages attached as Annex 4)

Reason for Amendment: For clarity and accuracy

Figure 5

Add text: ROUTE ALIGNMENTS ARE INDICATIVE

Reason for Amendment: For clarity of purpose

Figure 6

Make the following amendments:
Add text: ROUTE ALIGNMENTS ARE INDICATIVE
Include arrows to show one way routes
Include yellow dotted line on Market Road to indicate proposed bus route

Reason for Amendment: For clarity

Figure 7

Revise Figure 7 for accuracy and consistency.
(Attached at Annex 5)

Reason for Amendment: For accuracy and internal consistency

Figure 9

Amend key:
[shopping streets] HIGH STREET
Chelmer [riverside] WATERSIDE
Park [and Can riverside]
Cathedral [Tindal Square and New Street]

Reason for Amendment: For consistency with the CTCAAP character areas

Figure 10

Amend the boundary of the Central Conservation Area to reflect the 2007 Conservation Area Appraisal and redrawn boundary.

Reason for Amendment: To reflect the most up to date information

Figures 14, 15, 16, 17, 18, 19, 20, 21

Add text: ALL ROUTE ALIGNMENTS AND FRONTAGES INDICATIVE ONLY

Reason for Amendment: For clarity of purpose

Figures 14, 15, 16, 17, 20, 21

Add text: SEE APPENDIX (number to be assigned) FOR LIST OF ADDRESSES IN PRIMARY AND SECONDARY SHOPPING FRONTAGES

Reason for Amendment: For clarity

Figure 14

Amend notation: Enhanced walking and CYCLING links

Add notation: PROPOSED BRIDGE

Reason for Amendment: For internal consistency

Figure 15

Add separate diagram showing primary and secondary frontages.

Amend to show red line along New Street as 'route network proposal' for cycling.

Include a cycle route along Victoria Road, as in 10.12, show that streetscape improvements extend along the whole length of Waterloo Lane.

Reason for Amendment: For clarity and internal consistency

Figure Number 17

Amend notation: Enhanced walking and CYCLING links

Reason for Amendment: For clarity and internal consistency

Figure 19

Amend notation: Enhanced walking and CYCLING links

Add purple line (enhanced walking links) to both sides of the Navigation

Amend boundary of Site 25 on the south

Reason for Amendment: For internal consistency

Proposals Map

Incorporate changes submitted with the Submission AAP as an Addendum to Proposals Map:
(Schedule of changes attached at Annex 6)
(Including amendments attached at Annex 7 and Annex 8)

Reason for Amendment: For accuracy

Annex 1

Old No.	New No.	Policy Title
Theme 1- Managing Growth		
DC1	DC1	CONTROLLING DEVELOPMENT IN THE METROPOLITAN GREEN BELT
DC2	DC2	CONTROLLING DEVELOPMENT IN THE COUNTRYSIDE BEYOND THE METROPOLITAN GREEN BELT
DC3	DC3	MANAGING DEVELOPMENT DENSITY IN DIFFERENT LOCATIONS
DC4	DC4	PROTECTING EXISTING AMENITY
DC5	DC5	SECURING MIXED USES IN MAJOR DEVELOPMENTS IN THE TOWN CENTRES AND PRINCIPAL NEIGHBOURHOOD CENTRES
DC7	DC6	CRITERIA FOR TRANSPORT ASSESSMENTS
DC8	DC7	VEHICLE PARKING STANDARDS AT DEVELOPMENTS
DC9	DC8	HEALTH IMPACT ASSESSMENTS
Theme 2- Environmental Protection and Enhancement		
DC10	DC9	GREEN WEDGES
DC11	DC10	COASTAL PROTECTION BELT
DC12	DC11	REPLACEMENT DWELLINGS IN THE COUNTRYSIDE
DC13	DC12	INFILLING IN THE COUNTRYSIDE
DC15	DC13	SITES OF BIODIVERSITY AND GEOLOGICAL VALUE
DC16	DC14	PROTECTED TREES AND HEDGES
DC17	DC15	PROTECTED LANES
DC18	DC16	DEVELOPMENT ADJACENT TO WATERCOURSES
DC19	DC17	CONSERVATION AREAS
DC20	DC18	LISTED BUILDINGS
DC21	DC19	SCHEDULED ANCIENT MONUMENTS
DC22	DC20	REGISTERED PARKS AND GARDENS
DC23	DC21	ARCHAEOLOGY
DC24	DC22	AREAS OF FLOOD RISK
DC25	DC23	RENEWABLE ENERGY
DC26	DC24	ENERGY EFFICIENT DESIGN AND USE OF MATERIALS
DC27	DC25	WATER EFFICIENCY AND SUSTAINABLE DRAINAGE SYSTEMS
DC28	DC26	CONTAMINATED LAND
DC29	DC27	DEVELOPMENT ON OR LYING NEAR OR ADJACENT TO HAZARDOUS SUBSTANCE SITES
DC30	DC28	AIR QUALITY
DC31	DC29	AMENITY AND POLLUTION
THEME 3- BALANCED COMMUNITIES		
DC32	DC30	PROTECTING EXISTING HOUSING
DC33	DC31	THE PROVISION OF AFFORDABLE HOUSING
		HOUSING NEED
DC35	DC33	AGRICULTURAL WORKERS DWELLINGS
DC36	DC34	GYPSY AND TRAVELLER ACCOMMODATION

DC37	DC35	SPECIALIST RESIDENTIAL ACCOMMODATION
DC38	DC36	ACCESSIBLE AND ADAPTABLE DEVELOPMENTS
THEME 4- QUALITY OF LIFE		
DC39	DC37	PROTECTING EXISTING LOCAL COMMUNITY SERVICES AND FACILITIES
DC40	DC38	PROMOTING, SPORT, LEISURE, RECREATION AND TOURISM
DC41	DC39	PROTECTING AND ENHANCING OPEN SPACES AND INDOOR SPORTS FACILITIES
DC42	DC40	PUBLIC OPEN SPACE FOR NEW RESIDENTIAL DEVELOPMENTS
DC45	DC41	TRAFFIC MANAGEMENT MEASURES
DC46	DC42	SITE PLANNING
DC47	DC43	PROMOTING PUBLIC ART IN NEW DEVELOPMENT
DC48	DC44	PRIVATE AMENITY SPACE
DC49	DC45	ACHIEVING HIGH QUALITY DEVELOPMENT
DC50	DC46	SUB-DIVISION OF DWELLINGS
DC51	DC47	EXTENSIONS TO DWELLINGS
THEME 5- ECONOMIC PROSPERITY		
DC52	DC48	EMPLOYMENT AREAS
DC53	DC49	RANGE OF UNIT SIZES
DC54	DC50	PROMOTION OF EMPLOYMENT CLUSTERS
DC55	DC51	LOCATION OF BUSINESS DEVELOPMENT
DC56	DC52	INDUSTRIAL AND WAREHOUSE DEVELOPMENT
DC57	DC53	EMPLOYMENT USES WITHIN RURAL AREAS
DC58	DC54	ENTERTAINMENT AND HOT FOOD USES
DC59	DC55	HOTEL AND VISITOR ACCOMMODATION
DC60	DC56	FARM DIVERSIFICATION
DC61	DC57	RE-USE OF RURAL BUILDINGS
DC62	DC58	TELECOMMUNICATIONS
DC63	DC59	PRIMARY FRONTAGES IN CHELMSFORD AND SOUTH WOODHAM FERRERS
DC64	DC60	SECONDARY FRONTAGES IN CHELMSFORD AND SOUTH WOODHAM FERRERS
DC65	DC61	PARK AND RIDE
DC66	DC62	PUBLIC CAR PARKING PROVISION
DC68	DC63	NEIGHBOURHOOD CENTRES
DC69	DC64	CAR PARKING IN SOUTH WOODHAM FERRERS TOWN CENTRE

Core Policies the same, expect change of title for CP9 and CPI I:

CP9 - PROTECTING AREAS OF NATURAL AND BUILT HERITAGE AND ARCHAEOLOGICAL IMPORTANCE

CPI I - ENERGY EFFICIENCY, RENEWABLE ENERGY AND RECYCLING

23 Programme

AAP PARA.	Proposal	Priority 1 – to 2011 2 – to 2016 3 – to 2021 M – ongoing management and control	Implementation / Delivery	Output Indicators
Mixed use				<i>Approval of mixed-use strategy in AAP</i>
5.4	Maintain the presence of town centre uses and mixed use character throughout the town centre outside of the opportunity sites and shopping policy areas	M	Planning control and monitoring	i] Schedule of town centre uses ii] Schedule of successful relocations iii] Proportion of mixed uses for sites/areas in line with Policy DC5
<i>Comparison shopping</i>				<i>Approval of shopping strategy in AAP</i>
6.4	High Chelmer shopping centre: <ul style="list-style-type: none"> Net additional 5-10,000 sq m (net sales area) Further 10-20,000 sq m (net sales area) 	2 3	Development partnership	i] Planning guidance produced ii] Planning application submitted iii] Planning approval iv] Programme of works v] Work commences on site vi] Completion Phase 1 vii] Completion Phase 2
6.4	Land between High Street and River Chelmer including High Street frontage: completion of development strategy	1	Land assembly Development partnership	i] Planning guidance produced ii] Land assembled through negotiation iii] Planning application submitted iv] Planning approval v] Programme of works vi] Work commences on site vii] Completion Phase 1 viii] Completion Phase 2
6.4	Barrack Square/River Can frontage area: net additional 2-4,000 sq m (net sales area)	2	Land assembly Development partnership	i] Planning guidance produced ii] Planning application submitted iii] Planning approval iv] Work commences on site v] Completion
6.5	<ul style="list-style-type: none"> Former gas works and part-redeveloped Meadows shopping centre: net additional 50,000 sq m (net sales area) plus 	1	Land assembly Development partnership	i] Planning guidance produced ii] Planning application submitted iii] Planning approval iv] Ground works and infrastructure

	<ul style="list-style-type: none"> Further 10-20,000 sq m (net sales area) 	3		v] Work commences on site vi] Completion Phase 1 vii] Completion Phase 2
<i>Food shopping</i>				<i>Approval of shopping strategy in AAP</i>
6.13	<ul style="list-style-type: none"> Tesco site: increased floorspace up to 1,050 sq m (net sales area) food shopping and Baddow Road/Moulsham Mill: up to 3,300 sq m (net sales area) food shopping Former gas works land, west of Essex Records Office: up to 3,400 sq m (net sales area) food shopping, or Victoria Road, site of Riverside Ice and Leisure up to 3,400 sq m (net sales area) food shopping 	1 1 1-2 1-2	Land assembly Development partnership	i] Planning guidance produced ii] Land assembled through negotiation iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
Shopping policy areas				<i>Approval of shopping strategy in AAP</i>
6.6	Extend the primary shopping area, within which:	M	Planning control and monitoring	i] Approval of retail strategy in AAP
6.8	<ul style="list-style-type: none"> redefine primary frontage redefine secondary frontage 			ii] Application of new designations in issuing planning approvals
6.9	Define non-contiguous secondary frontage: <ul style="list-style-type: none"> West End Moulsham Street Rivermead Riverside retail 	M	Planning control and monitoring	As above
Business and economy				<i>Approval of business and economy strategy in AAP</i>
7.4	Achieve the completion of office development permissions	1	Development partnerships/CBC monitoring	i] Investment attraction strategy ii] Identify work in progress iii] Completions iv] Site schedule to record work in progress and completions
7.4	Provide at least 25,000 sq m additional office floorspace	1-3	Development partnerships	i] Investment attraction strategy ii] Planning approval on Opportunity Sites iii] Schedule of office gains and losses iv] Completions
	Refurbish, remodel or redevelop pre-1980 office buildings	1-3	Property owners	i] Investment attraction strategy ii] Schedule of existing office buildings iii] Record of liaison with owners
7.7	Provide premises for small and medium size businesses in new development	1-3	Development partnerships	i] Investment attraction strategy ii] Site schedule with IIEG input iii] Planning approval on Opportunity Sites

7.6	Prepare an Investment Attraction Strategy to market town centre locations to targeted office end users Promote the West End arts quarter as a location for media, creative and crafts business enterprises	1	CBC/steering partnership	i] Investment attraction strategy ii] Promotions material prepared by CBC teams iii] Establishment of steering partnership
7.4	Phased completion of Rivermead campus for Anglia Ruskin University in line with the approved Masterplan, including the Business Innovation Centre	1-2	Anglia Ruskin University	i] Close liaison with ARU to enable development continued ii] Review progress against Masterplan iii] Schedule of completions
7.9	Increase hotel and conference facilities in the town centre	1	Hotel owners and operators/ development partnerships	i] Investment attraction strategy ii] Schedule of suitable locations iii] Planning approval of applications on Opportunity Sites
Arts				<i>Approval of sport, leisure and culture strategy in AAP</i>
8.4	Fairfield Road: performing arts venue	2	CBC/development partnership	i] Steering partnership set up ii] Planning brief iii] Development partner selected iv] Planning application submitted v] Planning approval vi] Work commences on site vii] Completion
8.4	Shire Hall: cultural, community or civic use	3	ECC	i] Completion of new Magistrates premises ii] Magistrates vacate Shire Hall iii] Planning brief agreed with ECC iv] Strategy implemented
8.4	Central campus: arts accommodation	2	Development partnerships	i] Relationship established with developer ii] Liaison on plan detail iii] Management structure iv] Work commences on site v] Completion
Sport and leisure				<i>Approval of sport, leisure and culture strategy in AAP</i>
8.5	Cricket: County Ground expansion, with enabling development	1	CBC/ECCC/development partnership	i] Existing team led approach continued ii] Planning application submitted iii] Planning approval iv] Work commences on site v] Completion
8.5	Regional leisure facility: Riverside Ice and Leisure Centre refurbished or redeveloped, with enabling development	1	CBC/development partnership	i] Steering partnership set up ii] Planning brief iii] Development partner selected iv] Planning application submitted

				v] Planning approval vi] Work commences on site vii] Completion
8.6	Commercial leisure development	2	Development partnerships	i] Planning approval of applications on opportunity sites
8.5	Sport, play, fitness facilities in parks, events on water meadows	M	CBC/facility owners/planning obligations	i] Existing networks utilised/steering group established ii] Liaison on plan details iii] Management structure iv] Work commences on site v] Completion
Waterborne sport and leisure				<i>Approval of sport, leisure and culture strategy in AAP</i>
8.5	Relocate Chelmsford Canoe Club and Sea Cadets, multi-use premises and slipway	1	Development partnership/CBC	i] Land assembled through negotiation ii] Liaison on plan details iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
8.5	Increase navigable water into the town centre	2-3	IWA/development partnerships/planning obligations	i] Existing networks utilised/steering group established ii] Liaison on plan details iii] Strategy agreed iv] Liaison with developers
8.5	Landing stages in association with waterside development	M	Development partnerships	i] Land assembled through negotiation ii] Liaison on plan details iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
8.5	Promotion of events and activity based on the rivers and Navigation	M	IWA/Town Centre Partnership/facility owners	i] Existing networks utilised/steering group established

				ii] Strategy agreed iii] Events organised and promoted
Tourism and education				Approval of sport, leisure and culture strategy in AAP
8.8	Wireless and broadcasting visitor attraction	2	CBC/development partnership	i] Liaison with developer ii] Strategy agreed iii] Attraction secured
8.8	Moulsham Mill visitor attraction and interpretation related to river environment	1-2	Development partnership/land owner	i] Partnership with developer established ii] Liaison on plan details iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
Housing				Approval of housing and community strategy in AAP
9.3	Identify sites in the town centre for housing development	1	CBC	i] Schedule of suitable locations created, using Opportunity Sites and UCS
9.3	Provide at least 2000 mixed-tenure dwellings in the town centre, (in addition to schemes with permission in June 2006)	1-3	Development partnerships	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Planning approval of applications on iv] Opportunity Sites/UCS v] Work commences on site vi] Completion
9.3	Achieve completion of existing planning permissions	1	Development partnerships/CBC monitoring	i] Schedule of work in progress ii] Liaison with developers iii] Work commences on site iv] Completion
Community support				Approval of housing and community strategy in AAP
9.6	Trinity, Meadgate, Westlands primary schools use existing capacity to serve increased resident town centre population	2	ECC Schools Service/planning obligations	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Allocation through planning contributions

				iv] Strategy implemented
9.6	Primary health care facilities: space required to be located within secondary frontage	2	Chelmsford & Maldon PCT/planning obligations	i] Liaison with health providers, link to PCT strategy ii] Liaison with developers iii] Allocation through planning contributions iv] Facilities located within secondary frontage where appropriate
9.6	Pre-school facilities and early years play centres: within community buildings and within new business premises	2	Development proposals/planning obligations	i] Liaison with developers ii] Allocation through planning contributions iii] Facilities provided where appropriate
9.6	Adult education and lifelong learning: programmes developed to address changing population profile	2	ARU/Chelmsford College	i] Liaison with education providers, link to ECC strategy ii] Programmes developed and implemented
9.6	Local recreation space: public open space incorporated into major development	1	Development proposals/planning obligations	i] Link to CBC Play Strategy ii] Liaison with developers iii] Allocation through planning contributions iv] Facilities provided where appropriate
<i>Public transport interchange</i>			LTP / ECC	Approval of transport and movement strategy in AAP
10.5	Bus/rail interchange phase 2 – completion of bus concourse, platform access, improved facilities	1	First Essex Buses, train operating company	i] Existing networks utilised/steering group established ii] Liaison with developer iii] Allocation through planning contributions & LTP iv] Planning application received v] Planning approval vi] Work commences on site vii] Completion
10.5	Cycle hub in Townfield Street car park	1	CBC/development partnership	i] Liaison with developer ii] Allocation through planning contributions iii] Facility provided
10.5	Taxi rank and season ticket parking	2	Development partnership/train operating company/ECC	i] Existing networks utilised/steering group established ii] Strategy agreed

				iii] Strategy implemented
<i>Network changes</i>				<i>Approval of transport and movement strategy in AAP</i>
10.7	Removal of High Bridge Road	1	Development partnership/ECC highways	i] Liaison with ECC ii] Liaison with developer/landowner iii] Elements of scheme design agreed iv] Planning application submitted v] Planning approval vi] Work commences on site vii] Completion
10.7	New link road access onto peninsula – junction, alignment, size/speed	1	Development partnership/ECC highways	As above
10.7	Bond Street, Waterloo Lane link	1	Development partnership/ECC highways	As above
10.6	Baddow Road, peninsula link	1	Development partnership/ECC highways	As above
10.6	Bus priority improvements for park and ride and other bus services	1	ECC highways	i] Liaison with ECC ii] Strategy agreed iii] Strategy implemented
10.8	Army and Navy junction changes	1	ECC highways	i] Liaison with ECC ii] Liaison with developer/landowner iii] Elements of scheme design agreed iv] Planning application submitted v] Planning approval vi] Work commences on site vii] Completion
10.7	Chelmer Road viaduct	1	Highways Agency	i] Steering partnership set up ii] Strategy agreed iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
10.9	New access roads and junction changes: Chelmer Valley Road, Rivermead Parkway/Viaduct Road or Coval Lane Parkway/Central campus	1	Development partnership/ECC highways	As above

	Springfield Road/Navigation Road/Wharf Road Specific access needs: Market traders, Theatre coaches, Cathedral events, Cathedral School, Rail freight lorries		CBC/ECC/operators	
<i>Pedestrian links</i>				<i>Approval of transport and movement strategy in AAP</i>
10.11	New or improved pedestrian paths		ECC highways/CBC environmental improvements programme	i] Liaison with ECC ii] Strategy agreed iii] Strategy implemented
10.11	Routes through railway viaduct arches		CBC/ECC/Network Rail	As above
10.11	New or upgraded pedestrian crossings	1	ECC highway programme	As above
<i>Cycle route improvements</i>				<i>Approval of transport and movement strategy in AAP</i>
10.12	New London Road and Parkway	1	ECC highway proposals	i] Liaison with ECC ii] Strategy agreed iii] Strategy implemented
10.12	Army and Navy upgrade subway for cycles	1	ECC highway proposals	As above
10.12	Moulsham Mill: to complete the Great Baddow to town centre route	1	Development proposals	As above
10.12	North/South through shopping centre	1	ECC highway programme	As above
10.12	Moulsham Street cycle route improvements to and from High Street	1	CBC/ECC highway proposals	As above
10.12	Springfield Road into Chelmer Waterside	1	ECC highway programme	As above
10.12	Cycle lane alongside Chelmer Road	1	ECC highway programme	As above
10.12	East-west cycle route from West End to Market Road, north-south route from Central Park to station	1	Development proposals/CBC	As above
10.12	Station to New Street and Brook Street	1	Development proposals/CBC	As above
<i>Bridge works</i>				<i>Approval of transport and movement strategy in AAP</i>
10.7	Parkway – new pedestrian/cycle bridge from Central Campus to Park.	1	Development partnership/planning obligation/ECC Highways, Environment Agency	i] Steering group established ii] Strategy agreed iii] Planning application received iv] Planning approval v] Work commences on site vi] Completion
10.7	River Can, new bridge connecting Bell Meadow to Sky Blue pasture	2	As above	As above
10.7	River Can, new pedestrian/cycle bridge to cricket ground	1	As above	As above

10.7	River Can, service bridge – remove, replace with decks, landing stages	2	As above	As above
10.7	River Can, Meadows pedestrian bridge – low bridge to be lifted	2	As above	As above
10.7	Rivers Can and Chelmer – replace existing narrow bridges with repositioned foot/cycle bridges	1	As above	As above
10.7	River Chelmer - Bailey bridge – remove to enable clear flood flow on south side. Re-use bridge section on Navigation	1	As above	As above
10.7	River Chelmer – new bus and cycle bridge below weir	1	As above	As above
10.7	Navigation – bridge to link development with footpath to Navigation Road	1	As above	As above
10.7	River Chelmer, Backnang Square – low bridge to be lifted	2	As above	As above
10.7	River Chelmer, Riverside to Tesco – replace low, narrow bridge with pedestrian cycle bridge	1	As above	As above
<i>Parkway subways</i>				Approval of transport and movement strategy in AAP
10.11	Central Park next to viaduct	1-2	ECC/development partnerships	i] Liaison with ECC ii] Liaison with developer iii] Planning application received iv] Planning approval v] Work commences on site vi] Completion
10.11	Odeon roundabout	1-2	ECC	i] Liaison with ECC ii] Strategy agreed iii] Planning application received iv] Planning approval v] Work commences on site vi] Completion
10.11	Army and Navy junction	1-2	ECC	As above
10.11	Moulsham Street	1	ECC	As above

<i>Bus services</i>				<i>Approval of transport and movement strategy in AAP</i>
10.6	Quality bus routes for inter-town travel	1	Quality Bus Partnership ECC/CBC/First Essex Buses	i] Establish steering group ii] Strategy established iii] Strategy implemented
10.6	Bus priority measures to improve journey times	1	Quality Bus Partnership ECC/CBC/First Essex Buses	As above
10.6	New bus routes	1-2	First Essex Buses	As above
<i>Park and ride sites</i>				<i>Approval of transport and movement strategy in AAP</i>
10.13	West of Chelmsford	1	ECC highway programme	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
10.13	North of Chelmsford	1	ECC highway programme	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
<i>Taxis</i>				<i>Approval of transport and movement strategy in AAP</i>
10.10	Quality taxi partnership	1	Operating companies/CBC/ECC/ quality taxi partnership	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
10.5	Taxi rank reorganisation	1	Operating companies/CBC/ECC/	As above

			quality taxi partnership	
Shopmobility				Approval of transport and movement strategy in AAP
10.10	CBC, Meadows, High Chelmer	1-2	CBC/Meadows/High Chelmer	i] Existing networks utilised/steering group established ii] Strategy agreed ii] Strategy implemented
Car parking				Approval of transport and movement strategy in AAP
10.13	New car parks: Baddow Road, Riverside, Viaduct Road, gas works/shopping, cricket ground/New Writtle Street	1-2	CBC/Development partnerships	i] Existing networks utilised/steering group established ii] Liaison with developer iii] Planning application received iv] Planning approval v] Work commences on site vi] Completion
10.13	Car park closures: Fairfield Road, Wharf Road, Parkway, Railway Street, Glebe Road	1-2	CBC	i] Existing networks utilised/steering group established ii] Alternative uses agreed
10.13	Change to long stay/short stay balance, parking pricing and controls	1-2	CBC/partnerships with private operators	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Liaison with operators iv] Strategy implemented
Private parking				Approval of transport and movement strategy in AAP
10.14	Reduce private parking capacity	M	CBC/partnerships with private operators	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Liaison with operators iv] Strategy implemented

10.15	Promote green travel plans by town centre major employers to control P&R car parks	M	ECC travel plan co-ordinators/ planning obligations	i] Liaison with ECC ii] Strategy agreed iii] Strategy implemented
Traffic management and streetscene enhancement schemes				Approval of transport and movement strategy in AAP
10.10	Moulsham Street calming, no through movement, street parking, repaving and street furniture	1	CBC/ECC improvement scheme	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
10.10	West End Duke Street, Rainsford Road, Broomfield Road, Railway Street, Wells Street	1	CBC/ECC improvement scheme	As above
10.10	Duke Street, New Street, Waterloo Lane, Market Road	1	CBC/ECC improvement scheme	As above
10.11	Baddow Road (east)	1	CBC/ECC improvement scheme	As above
10.11	Barrack Square	1	CBC/ECC improvement scheme	As above
10.11	A way-finding signage strategy	1	TCP/CBC improvement programme	As above
11.6	Litter and recycling bins strategy	1	TCP/CBC improvement programme	As above
11.6	Street furniture strategy including cycle and two-wheeler parking	1	TCP/CBC improvement programme	As above
11.6	Town centre approved materials and street furniture palette and streetscene manual	1	TCP/CBC improvement programme	As above
11.6	High Street / Moulsham Street markets, events, tables and chairs, performance, street vendors co-ordination	1	TCP/CBC improvement programme	As above
Parks and green spaces				Approval of public realm strategy in AAP

11.4	Central Park, Bell Meadow and Sky Blue Pasture: design strategy, programme of improvements and management plan	1	CBC/planning obligations Development proposals	i] Existing networks utilised/steering group established ii] Programme of improvements agreed iii] Improvements implemented
11.4	Central Park North: replacement space within Central Campus site	1	Development partnerships / CBC	i] Liaison with developer ii] Allocation through planning contributions iii] Planning application submitted iv] Planning approval v] Work commences on site i] Completion
11.4	Riverside spaces: Continuous Chelmer park	M	CBC/planning obligations	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Liaison with developer iv] Allocation through planning contributions v] Strategy implemented
11.4	Watermeadows: programme of access improvements, informal use, special events and conservation	M	CBC/land owners	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Liaison with land owner iv] Strategy implemented
Enhancement of existing public spaces				Approval of public realm strategy in AAP
11.5	A. Tindal Square	1	CBC/ECC improvement scheme	i] Liaison with ECC ii] Strategy agreed iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
11.5	B. Market Road / Threadneedle Street	2	CBC/ECC improvement scheme	As above
11.5	C. Cathedral precinct and Guy Harlings	M	Chelmsford Diocese/CBC	As above

11.5	D. High Street / Lloyds Bank / High Chelmer	2	CBC/ECC improvement scheme	As above
11.5	E. Station concourse / Duke Street / Anne Knight building	1	CBC/ECC Development partnership	As above
11.5	F. Town Sign	M	CBC/ECC	As above
11.5	G. Stone Bridge	M	CBC/ECC	As above
11.5	H. Backnang Square	M	CBC/Meadows Shopping	As above
11.5	I. Park entrance / New London Road	1	CBC/ECC improvement scheme	As above
11.5	J. Springfield Basin	M	CBC/IWA/land owners	As above
11.5	K. Moulsham Mill	1	CBC/land owners	As above
Create new public spaces				Approval of public realm strategy in AAP
11.5	L. Fairfield Road	1	CBC/Development partnership	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Liaison with developer iv] Planning application submitted v] Planning approval vi] Work commences on site vii] Completion
11.5	M. Central campus	1	Development partnership	As above
11.5	N. University concourse	1	ARU/ECC	As above
11.5	P. East of High Street / Bond Street	1	Development partnership	As above
11.5	Q. Waterloo Lane	1	Development partnership	As above

11.5	R. Station / Marconi works	1	Train operating company/ECC	As above
11.5	S. The new canal cut	1-2	Development partnership/IWA	As above
11.5	T. County Cricket ground concourse	1	Development partnership/ECCC	As above
11.5	U. Inside High Chelmer shopping centre	2	Development partnership	As above
11.5	V. River confluence	1	Development partnership	As above
11.5	W. Within gas works development	1	Development partnership	As above
Improvement to pedestrian environment				<i>Approval of public realm strategy in AAP</i>
10.11	Rail and road bridges: Under Parkway, in Central Park Under Railway, Duke Street Under Railway, New Street	1 1 1	CBC/ECC CBC/ECC/Network Rail CBC/ECC/Network Rail	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
11.10	Parkway enhancement: tree planting including London Planes at its edges and shrubs along the central reservations		CBC/ECC	As above
Business Improvement Districts (BIDS)				
	Develop scheme for BIDS and implementation programme	1-2	Town Centre Partnership/businesses	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Strategy implemented
<i>Waterways</i>				<i>Approval of public realm strategy in AAP</i>
11.7	New canal cut between the Navigation and River Chelmer next to Essex Record office	1-2	Development partnership/IWA	i] Existing networks utilised/steering group established ii] Feasibility study iii] Liaison with developer iv] Planning application submitted v] Planning approval vi] Work commences on site vii] Completion

11.7	Enhancement of concrete river channels	1	CBC/IWA	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
11.7	Improve boat roller path alongside the automatic sluice	1	CBC/IWA	As above
11.7	New portage facilities on south side of river Chelmer close to Baddow Road car park	1	CBC/IWA	As above
Public conveniences				<i>Approval of public realm strategy in AAP</i>
11.9	Replacement toilets and relocated facilities in redesigned Market Road space Scheme for temporary evening toilets	1-2 1	CBC/TCP CBC/businesses	i] Existing networks utilised/steering group established ii] Strategy agreed iii] Planning application submitted iv] Planning approval v] Work commences on site vi] Completion
Buildings and townscape				Approval of buildings and townscape strategy in AAP
12.7	Conservation area appraisals, management plans for the town centre conservation areas, possible article 4 (2) Directions, and guidance for property owners	M	CBC	i] Schedule of work in progress ii] Prepare and consult on appraisals and plans etc iii] Adoption by CBC
12.4	Distribute scale across the town centre by keeping new development within defined height ranges	M	Site specific guidance/planning control	i] Prepare detailed guidance – planning briefs ii] Implement guidance through development management
12.5	Align buildings around Central Park according to the plan	M	Site specific guidance/planning control	As above
12.7	Retain valuable pre-war buildings in the central core	M	Site specific guidance/planning	As above

			control	
12.11	Suitable locations for gateway landmarks	M	Site specific guidance/planning control	As above
12.7	Grant scheme for repairs to historic buildings	M	CBC	i] Grants scheme developed and approved ii] Scheme administered iii] Schedule of grants applied for and awarded
12.7	Action on buildings at risk	M	CBC monitoring and advice	i] Strategy agreed ii] Strategy implemented

Annex 4 of Appendix 2

Chelmsford Town Centre Area Action Plan List of Shopping Frontages		
Primary Shopping Frontage		
<i>Location</i>	<i>Number</i>	<i>Comments</i>
Cornhill	Retail Market frontage Return of 11 Market Road 2-8 evens	
Market Square	1-4 inclusive	
High Chelmer	24-43 inclusive 1-23 inclusive	- including return into Cornhill at 24 - including return into Tindal Street at 43 - including return into New London Road at 1 - including return into Market Square at 23
Exchange Way	16-24 inclusive 3-15 inclusive	
High Street	81-83 inclusive 51-78 inclusive 10-50 inclusive	- east, west and south frontages - including return into Springfield Road at 38 (north side) - including return into Springfield Road at 39 (south side)
New London Road	2-22 evens 1-11 odds 35	- including Ivory Peg, r/o Marks & Spencer and return facing River Can (north side) - including return facing River Can (south side)
Barrack Square	Nightclub premises	
Moulsham Street	220-226 inclusive	- including return into Barrack Square at 226
The Meadows	1a-19 inclusive 21-34 inclusive 35a-37 LSU 1, LSU2	- including frontage facing Backnang Square
Springfield Road	24-48 inclusive 50-70 evens 18-22 evens 47-55 odds 5a-7 odds	- including Burgundy Court - including return into Bond Street (Tesco) - including Grays Brewery Yard
Annonay Walk	1-8 inclusive	
Secondary Shopping Frontage		

<i>Location</i>	<i>Number</i>	<i>Comments</i>
Broomfield Road	2-32 evens 1-39 odds	- including Bellamy Court - including Bellamy Court
Rainsford Road	2-14 evens	
Duke Street	28-38 inclusive 40-56 inclusive 65, 65a 3-25 inclusive Dorset House (part) 66-74 inclusive 84-90 inclusive	- including return into Wells Street at 40 - including return into Victoria Road South at 65a - including return into Victoria Road South at 66
Wells Street	2-18 evens 1-23 odds	- including return into Railway Street at 23
Market Road	19-22 inclusive Chancellor Hall and service entrance 1-10 inclusive	
Exchange Way	25-27 inclusive 1 and 2	
Tindal Square	6 1-5 inclusive	
Tindal Street	1-11 inclusive Service Yard frontage	
High Street	85-100 inclusive 1-8 inclusive, eastern frontage 77-80 inclusive	
Waterloo Lane	North side from New Street corner to private entrance	
New London Road	60-80 evens 37-57 odds	
Moulsham Street	151-210 inclusive 212-219 inclusive 23-74 inclusive 1-13 inclusive	- including return into Parkway at 210 - including return into New Writtle Street at 183 - including return into New Writtle Street at 184 - including return into Parkway at 23
Parkway	8-18 evens	
New Writtle Street	Moulsham Street junction to Tyre Centre inclusive Moulsham Street junction to George Street inclusive	

Baddow Road	2-26 evens 62-70 evens 1-19 odds 37-45a odds	
Can Bridge Way	1-7 inclusive plus Cinema	
Springfield Road	13-41 odds 72-80 evens 96-102 evens 135-151 odds	including premises fronting River Chelmer both sides (Lloyds No1, Edwards & Toad at the River)
Bond Street	109-115 inclusive	including new parade of shops
Riverside Retail Park	33-38 inclusive	
New Street	Junction of Marconi Road to Rectory Lane (west side)	
Rectory Lane	122-123 inclusive	
Bishop Hall Lane (Rivermead Gate)	1-15 odds	

Annex 6 of Appendix 2

Annex 6

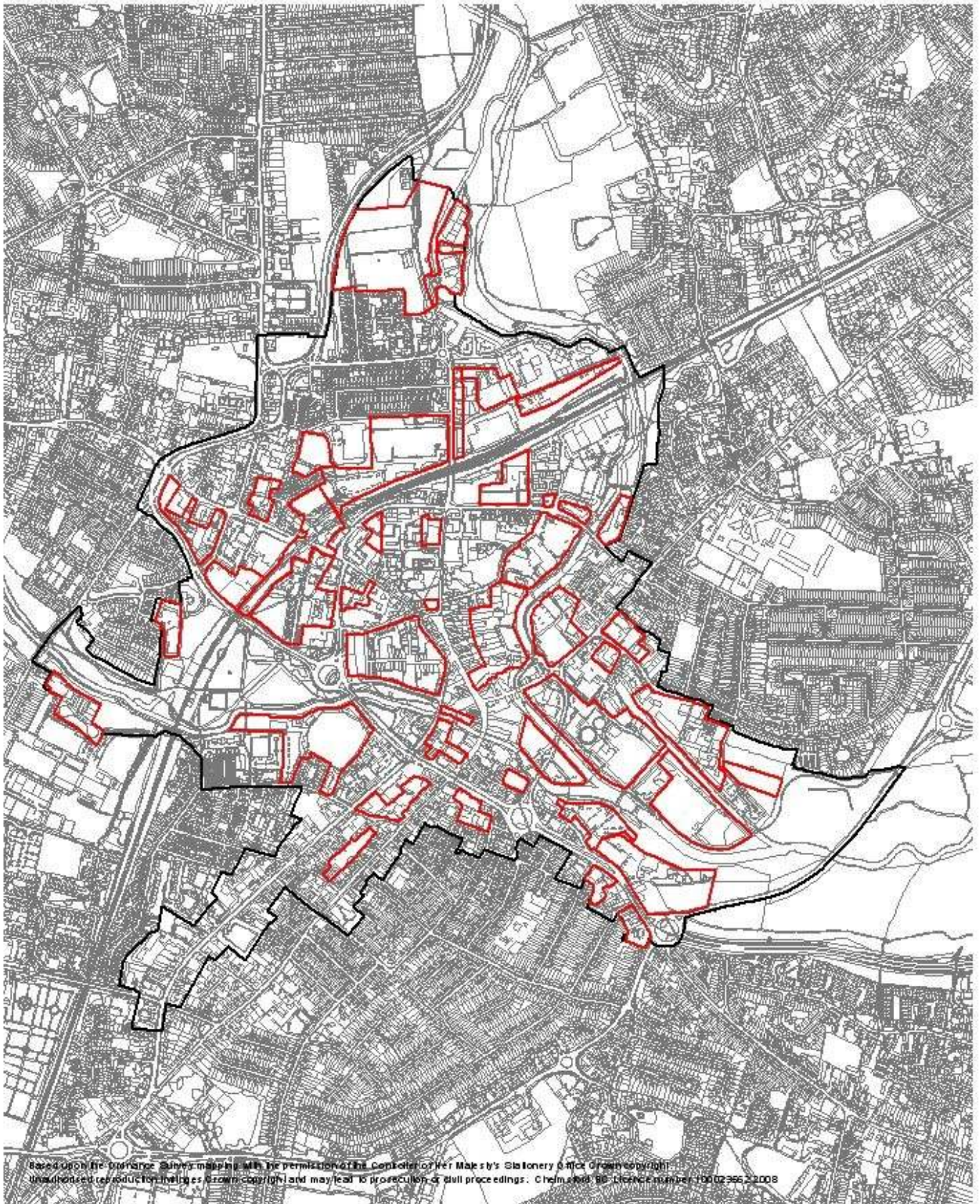
Chelmsford Town Centre Area Action Plan – Suggested Changes to Proposals Map

Graphics	
Mis-labelled Site no 12 (on addendum sheet)	Change number to 13
Mis-labelled Site no. 13 (on addendum sheet)	Change number to 12
Missing Secondary frontage (on addendum sheet)	Add secondary shopping frontage to Duke Street
Boundary of site no25	Modify to account for land required for road changes linked to Army and Navy (Attached at Annex 6)
Secondary shopping frontage within site 3	Move straight line to the right (Attached at Annex 7) (CG)
Diagrammatic route network proposal within site 3	Move the alignment to the right (CG)
Cycle route network	All cycle routes consistent with revised Figure 7 of CTCAAP
Show all Character Areas	Add outlines to map, add to Notation
Notations	
All notations	Remove policy numbers and put after notation with explanation as necessary
Proposed cycle route	Change to: CYCLE ROUTE IMPROVEMENTS (DIAGRAMMATIC)
Diagrammatic Route Network Proposal	Change to: ROAD NETWORK IMPROVEMENTS (DIAGRAMMATIC)
Rail freight facility	Change to: RAILWAY SIDINGS AND GOODS YARD
Employment areas	Refer to policy in CS
Re-order the sequence	Put 'Extension to Primary Shopping Area' after 'Primary Shopping Area'
County Wildlife site	Change tone
Air quality management area	Change tone
Ancient monument	Remove – none
Open space	Remove green outlines around playgrounds, bowls etc

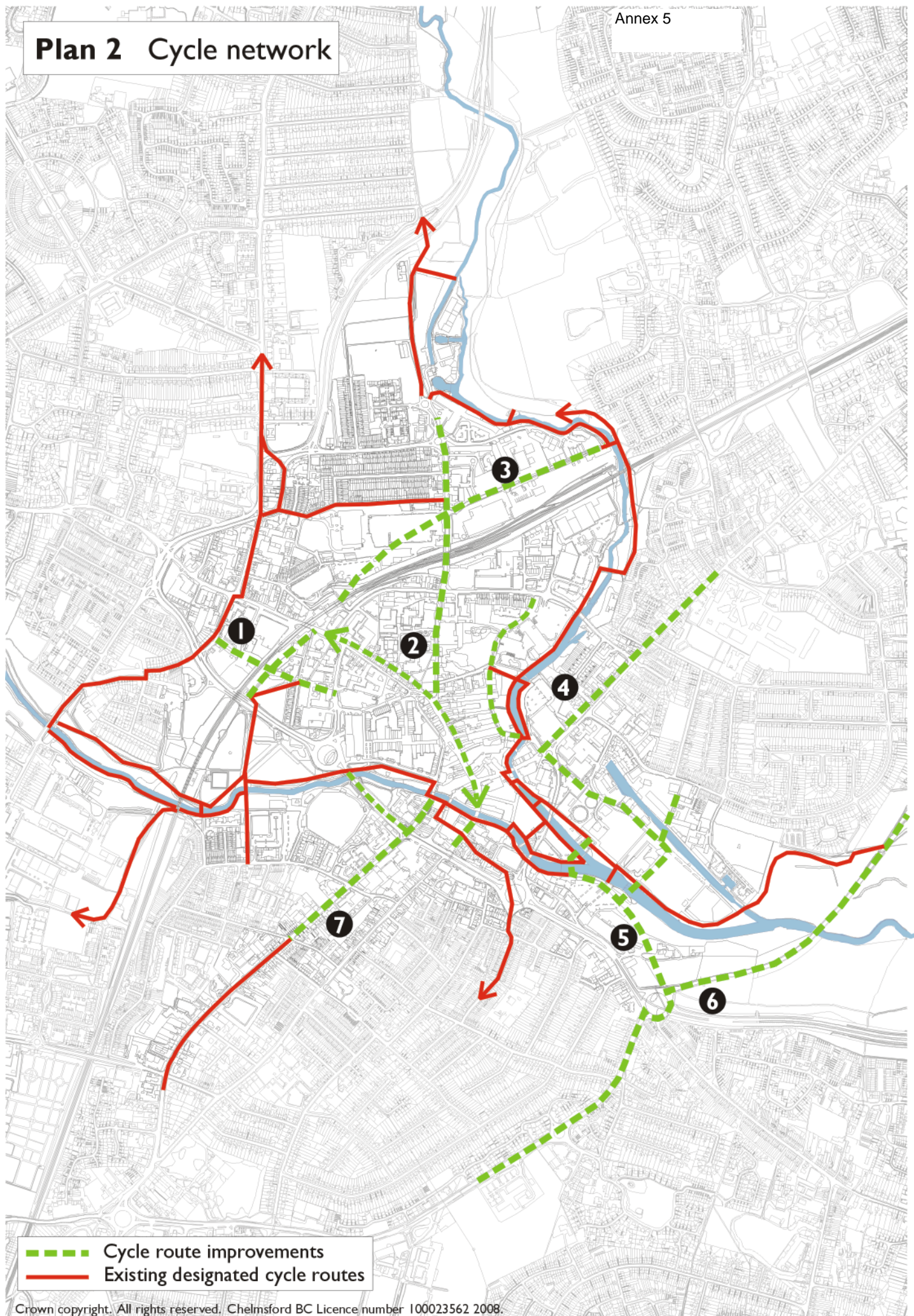
Further annexes referred to in the Inspector's Report

Extract from Schedule of Suggested Amendments to the Submission Document, April 2008

Evidence Base reference: BD/CFD/TC/055



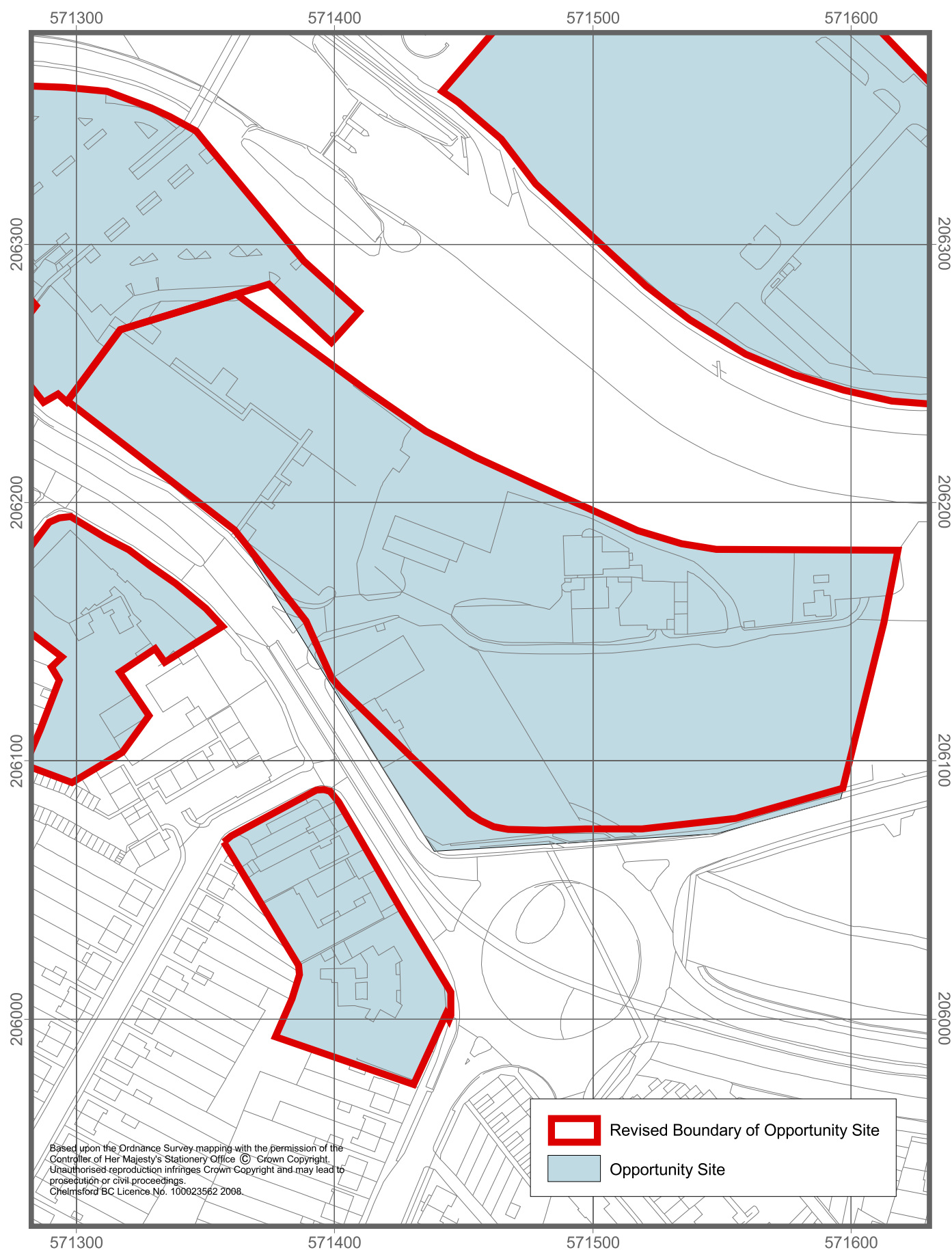
Plan 2 Cycle network



Chelmsford Town Centre Area Action Plan – Suggested Changes to Proposals Map

Graphics	
Mis-labelled Site no 12 (on addendum sheet)	Change number to 13
Mis-labelled Site no. 13 (on addendum sheet)	Change number to 12
Missing Secondary frontage (on addendum sheet)	Add secondary shopping frontage to Duke Street
Boundary of site no25	Modify to account for land required for road changes linked to Army and Navy (Attached at Annex 6)
Secondary shopping frontage within site 3	Move straight line to the right (Attached at Annex 7) (CG)
Diagrammatic route network proposal within site 3	Move the alignment to the right (CG)
Mis-aligned cycle route within site 24	Align the cycle route line with the route network line
Show all Character Areas	Add outlines to map, add to Notation
Notations	
All notations	Remove policy numbers and put after notation with explanation as necessary
Proposed cycle route	Change to: CYCLE ROUTE IMPROVEMENTS (DIAGRAMMATIC)
Diagrammatic Route Network Proposal	Change to: ROAD NETWORK IMPROVEMENTS (DIAGRAMMATIC)
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Air quality management area	Change tone
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Revision to CTCAAP Proposals Map April 2008



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April 2008

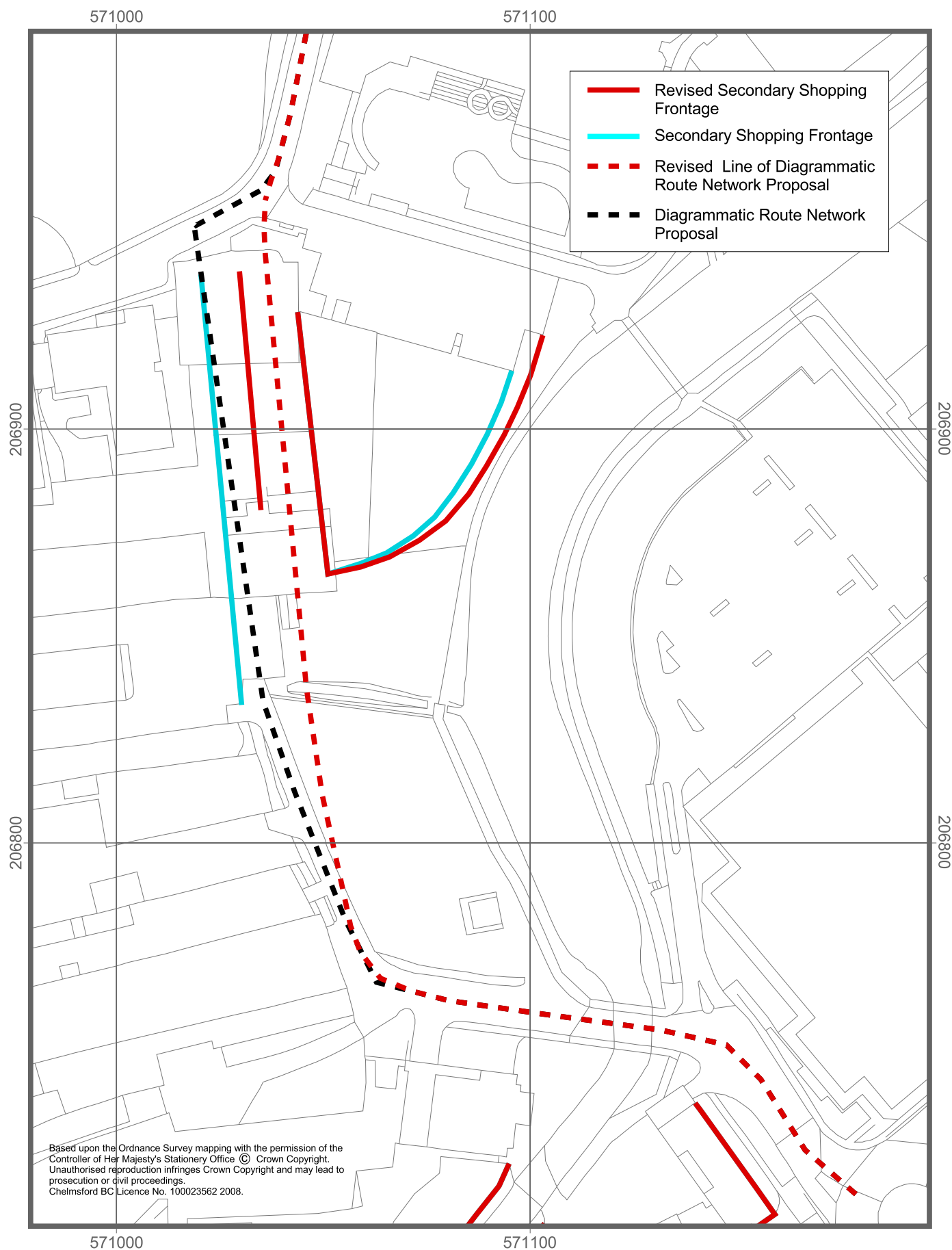
Directorate of Sustainable Communities

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Revision to CTCAAP Proposals Map April 2008



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April 2008

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