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# **Report to Chelmsford Borough Council**

**by Tim Wood BA(Hons) BTP MRTPI**

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

**Date 7 July 2011**

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PLANNING AND COMPULSORY PURCHASE ACT 2004

SECTION 20

## **REPORT ON THE EXAMINATION INTO THE NORTH CHELMSFORD AREA ACTION PLAN**

### **DEVELOPMENT PLAN DOCUMENT**

Document submitted for examination on 29 June 2010

Examination hearings held between 11 January and 26 January 2011

File Ref: PINS/W1525/429/6

## **Abbreviations Used in this Report**

AAP	Area Action Plan
AMR	Annual Monitoring Report
CS	Core Strategy
CVLR	Cross Valley Link Road
DPD	Development Plan Document
DSB	Defined Settlement Boundary
LDM	Local Delivery Mechanism
LDMP	Landscape Design and Management Plan
LDS	Local Development Scheme
LP	Local Plan
NCAAP	North Chelmsford Area Action Plan
NSRA	Newlands Spring Residents Association
PC	Proposed Change
PPS	Planning Policy Statement
RDR	Radial Distributor Road
RS	Regional Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SHMA	Strategic Housing Market Assessment
SOCG	Statement of Common Ground
SPA	Special Policy Area
SPD	Supplementary Planning Document
sqm	Square Metres
UA	Urban Areas

### **Non-Technical Summary**

This report concludes that the North Chelmsford Area Action Plan Development Plan Document provides an appropriate basis for the planning of the area over the next 15 years. The Council has sufficient evidence to support the plan and can show that it has a reasonable chance of being delivered.

A limited number of changes are needed to meet legal and statutory requirements. These can be summarised as follows:

- A secondary means of connecting the Radial Distributor Road to Essex Regiment Way and consequent changes to the Site Allocations adjacent to it.

All of the changes recommended in this report are based on proposals put forward by the Council in response to points raised and suggestions discussed during the public examination. The changes do not alter the thrust of the Council’s overall strategy.

## Introduction

1. This report contains my assessment of the North Chelmsford Area Action Plan Development Plan Document (DPD) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004. It considers whether the DPD is compliant in legal terms and whether it is sound. Planning Policy Statement (PPS) 12 (paragraphs 4.51-4.52) makes clear that to be sound, a DPD should be justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my examination is the submitted North Chelmsford Area Action Plan (June 2010) which is the same as the document published for consultation in October 2009. However, the Council subsequently proposed a number of Focused Changes to this document and a number of minor changes. Consultation was undertaken on the Focused Changes and I have considered the representations made. During the examination the Council partially reverted back to the original proposals in relation to the Radial Distributor Road (RDR) and this is explained in the relevant section below.
3. My report deals with the changes that are needed to make the DPD sound and they are identified in bold in the report [**PC..**]. They are set out in Appendix 2. Where the Council has proposed changes that affect the soundness of the plan, they have been the subject of public consultation and I have taken the consultation responses into account in writing this report. None of these changes undermine the sustainability appraisal and participatory processes undertaken.
4. Some of the changes put forward by the Council are factual updates, corrections of minor errors or other minor amendments in the interests of clarity. As these changes do not relate to soundness they are generally not referred to in this report although I endorse the Council’s view that they improve the plan. These are shown in Appendix 1. I am content for the Council to make any additional minor changes to page, figure, paragraph numbering and to correct any spelling errors prior to adoption.

## Assessment of Soundness

### Main Issues

5. *Planning for Growth*: Late editing of this report has coincided with the Government’s 2011 Budget statement, and the written ministerial statement dated 23 March 2011, “Planning for Growth”. Among other things, this requires Local Planning Authorities to press ahead with preparing up-to-date development plans, to adopt a strong presumption in favour of sustainable development, to support economic recovery, and to attach significant weight to the need to secure economic growth and employment. In my view all of these matters are embedded in, and therefore supported by, the submitted North Chelmsford Area Action Plan. Nevertheless, a further consultation was carried out in May 2011 in which any additional views were sought on the implications for the North Chelmsford Area Action Plan of the Government



statement. I have taken these into account, but they do not raise any fundamental new soundness issues.

6. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified the main issues upon which the soundness of the plan depends. I have divided these into the various chapter headings used in the Plan and used at the Hearings as the area and topic basis for these divisions provides a logical focus for the main matters.

## **Issue 1 – Context Vision and Objectives**

7. A number of broad issues under this heading were discussed as a pre-cursor to discussion of specific points in relation to detailed matters. In order to avoid repetition I have confined reporting these matters to the specific points of discussion set out in the later parts of the report.

### *Is 35% Affordable Housing Sufficient and Should Its Provision Be the Subject Of A Viability Appraisal*

8. The CS sets out a requirement within the Borough for the provision of affordable housing of 35% through Policies CP15 and DC31. It was acknowledged by the Council that there is a need for affordable housing which will exceed supply. However, the Council are mindful of the needs to maintain a reasonable stance in order not to jeopardise housing supply generally. Using the Strategic Housing Market Assessment (SHMA) and assessing the annual need for affordable housing along with the completion rates for housing generally, the Council assessed that a 35% requirement would make a significant contribution to affordable housing needs without compromising viability. The Council has demonstrated through the Roger Tyms and Partners report that viability has been taken into account in the implementation of the 35% requirement. Furthermore, the Council’s Supplementary Planning Document (SPD) in relation to affordable housing encourages developers to assess any constraints to the deliverability of affordable housing. The Area Action Plan (AAP) sets out a sound approach to the requirement for affordable housing which is reasonable and consistent with the CS. There is no justified requirement that every scheme that is proposed should be the subject of a specific viability appraisal.

## **Issue 2 – North West Chelmsford**

### *Compliance with the CS*

9. The CS identifies in its Key Diagram a ‘New Neighbourhood Area’ as the ‘N W Chelmsford Neighbourhood’. Within Policy CP2 – The Borough-Wide Spatial Strategy it adds that new housing will include new neighbourhoods in North Chelmsford, consisting of 4,000 dwellings. This would be split between a significant development in North East Chelmsford and a smaller one in North West Chelmsford. The Housing Trajectory at Appendix B of the CS states the 4,000 should be split into 3,200 in North East Chelmsford and 800 in the North West.
10. Neither the CS nor the North Chelmsford Area Action Plan (NCAAP) seek to define what is intended by a ‘neighbourhood’. The NCAAP proposes 4 separate

greenfield sites for new housing in the North West which are indicated to provide for a maximum of 800 new dwellings. The allocations for these sites also include additional infrastructure in the form of a new neighbourhood centre, a replacement and expanded school and areas of open space. The 4 sites are presented as urban extensions and are described by the Council as representing a 'dispersed approach'.

11. The identification of the 4 sites takes advantage of their proximity to existing housing areas which are served by existing infrastructure such as public transport, shops, schools and other community services. The relatively modest numbers for each of the individual sites means that they would not place an undue amount of pressure on local services either individually or cumulatively and may help to strengthen them. The provision of new neighbourhood centres within Sites 1 and 2 and the re-sited and expanded school within site 2 are advantages which the development of the sites will bring to existing and future residents.
12. Since the adoption of the CS it has become clear that the Cross-Valley Link Road (CVLR) will not be delivered in the Plan period and the role and function of the expansion of Broomfield Hospital has been reduced in size. Therefore locating smaller scale developments at locations well served with existing services and facilities provides a more viable, practical and flexible selection of sites rather than development in one location which would not be likely to viably mitigate its impact.
13. The figure of 800 dwellings for North West Chelmsford as set out in Appendix B of the CS Housing Trajectory was tested at the Issues and Options stage of the AAP. This included an assessment of service providers' responses of the capacity of the existing services, facilities and infrastructure within North West Chelmsford. As a result the figure of 800 has been used as a maximum figure, as significantly larger new development would be required in NW Chelmsford to create the critical mass for major infrastructure interventions. The refinement in terms of the distribution and final number of dwellings contained in the AAP and its expression as a maximum are an exercise of the flexibility which is necessary in the plan making process. Overall, I conclude that the level and distribution of development as reflected in the NCAAP for the North West is soundly based and accords with the CS.

*Most appropriate sites selected*

14. The Council presented various options for development in North West Chelmsford in its Issues and Options of August 2007 (EB16). These included a centralised approach and also a dispersed approach to the provision of new housing. These options were also the subject of a SA. After consultation and consideration of these matters the dispersed approach was put forward in the Preferred Options Consultation Document of December 2008 (EB17). The SA which accompanied the Preferred Options Document (EB21) contained site assessments for the Council's preferred sites and for the alternatives promoted to the Council.
15. The Sustainability Appraisal (SA) does not represent a scoring system for the sites which it considers and cannot provide a definite ranking of sites. Its intention is to inform a planning judgement by providing an assessment of

positive and negative factors associated with the potential development of sites under its consideration. This means that there is a level of interpretation and judgement involved in arriving at the allocated sites.

16. I have examined the contents of the SA and also considered the criticisms that have been made of it. The alternative sites which have been put forward, including Stacey’s Farm and land to the west of Patching Hall Lane and the site promoted by Bellway Homes to the north and west of Broomfield Hospital, all contain positive and negative attributes which need to be balanced. Having taken account of these matters I consider that there is a sound basis for the choices that the Council has made which has led to them concluding that the sites within the AAP are the most sustainable and suitable when considered against the alternative sites.

*Effect on Landscape, Settlement Pattern and Listed Buildings*

17. The 4 sites selected involve development of open land and there will clearly be some effect on the landscape in this respect. However, the development of greenfield sites is envisaged by the CS and the overall impact in this context needs to be assessed as to whether it is reasonable or not. The AAP states that the protection and enhancement of the landscape is one of its themes.
18. The 4 allocated sites all sit adjacent to areas of existing development and would be seen, in part, within the context of those developed areas. The Council has taken account of the Landscape Character Assessment (EB46) in its choice of the sites. Although the sites are open, there is no special landscape designation or feature applicable to them. In this context, there is no overriding structural landscaping reason to preclude the sites from development.
19. The allocation sites are all shown with the retention of existing landscape features and the provision of swathes of undeveloped land at their edges and running through some sites, linking to and augmenting existing open areas. This will help to ensure that the effects of the development of the sites will be softened, particularly where they are viewed in association with adjacent open land. Therefore, there will be no unacceptable effects on the local landscape as a result of the development of these sites the effects of which can be softened by the provision of landscaping on those parts of the sites which would remain undeveloped.
20. Site 1 would consolidate development between Main Road and Broomfield Hospital and would not have any adverse effect on the settlement pattern. Site 2 covers some land within the centre of Broomfield and extends to its southern side. Land towards its southern edge would be for open land and the proposed school site would be arranged with the playing fields at the southern edge. Whilst this would push development further south, the proposed arrangement of the site would place open land at the important southern edge and would not unacceptably erode the important gap between the urban area of Chelmsford and Broomfield. The Broomfield Landscape Character Assessment (EB141) considers that these sites have a minimal effect on the landscape and settlement pattern.

21. Sites 3 and 4 represent relatively modest extensions northwards from the existing urban area. Site 3 represents a logical extension which would fill a partial gap between houses on Berwick Avenue and those on Patching Hall Lane. Site 4 extends from the houses on the roads north of Copperfield Road. Part of the allocation would partially fill the gap between existing development and Hollow Lane. Both sites would contain areas of open land at their margin with adjacent open land. Neither of these sites would unacceptably erode the gap between Chelmsford and Broomfield and would not disrupt the settlement pattern locally.
22. In the case of all 4 of these sites I am satisfied that, where they could be considered to be within the setting of listed buildings, the Site Allocations would allow sufficient space and landscaping, and the appropriate design and height of new development would ensure that no unacceptable effects on the setting of those buildings would result.

#### *New and Existing Infrastructure*

23. The scale and distribution of the proposed housing sites in North West Chelmsford has been strongly influenced by the Council's aim to make the best use of existing infrastructure. However, it has been identified that additional infrastructure is required in order to meet the needs of new residents, but these will also be of benefit to existing residents.
24. In relation to Sites 1 and 2, the existing Broomfield Primary School would be relocated and expanded at Site 2. Not only would this provide for the needs of new residents, but would enable the school to move from its current mixed age classes to single age classes.
25. Site 3 and about half of Site 4 are within the priority admissions area for Broomfield Primary School. However, even in its expanded form, it would not be possible to accommodate additional demand from Sites 3 and 4, so changes to the admissions arrangements are envisaged.
26. The other half of Site 4 is in the priority admissions area for Newlands Spring Primary School. The school is popular and attracts children from outside the area. As a result, there would be likely to be children from outside the area who are displaced by children from within Site 4 and the effects would be felt at schools more distant from the site. Additionally, there would be a benefit of a likely consequential reduction in car journeys to the locality.
27. Site 3 is adjacent to the priority admissions area for Melbourne Park Primary School and there is a potential to create additional spaces at that school and Kings Road. With some adjustment to admissions areas it is anticipated that all the children likely to arise from sites 3 and 4 could be accommodated at these 2 schools. Secondary school provision can be accommodated by expansion at Chelmer Valley High School, if required and the new school within the allocated sites in North East Chelmsford.
28. Dickens Place is the most wide ranging neighbourhood centre in North West Chelmsford. The Assessment of Retail Capacity and Local Centres (EB61) states that the needs of new residents will generally be met by the existing provision. In this respect it is clear that allocating Sites close to the neighbourhood centre is a sustainable option. In addition, the doctors'

surgery has recently expanded and has capacity to take on additional patients. Furthermore, the Mid-Essex Primary Care Trust identifies the need for a new 2 GP practice in North West Chelmsford to serve the additional residents. Site 1 is identified in the AAP to accommodate such a development.

29. The library and community centre close to Sites 3 and 4 would serve the needs of new and existing residents. It is also proposed that shared use of the new primary school would cater for the needs identified by the Parish Council for community use.
30. Overall, there is a sound basis for concluding that the proposed 4 sites would be adequately served by the elements of infrastructure set out above, both existing and proposed.

#### *Traffic Modelling and Effects*

31. The traffic modelling used for the NCAAP has been used previously by the Council for the CS and for the Town Centre Area Action Plan (TCAAP), both of which were found sound. The Council also states that the model is in compliance with the Department for Transport’s Transport Analysis Guidance (WebTAG).
32. The evidence available to the Council and the County Council shows that peak hour traffic has not grown during the last 8 years. The latest version of the Chelmsford SATURN model takes account of the possibility of different responses to peak hour congestion; peak-hour spreading, modal shift and destination choice. The model highlights capacity and congestion issues at the Roxwell Road/Chignall Road junction. In order to fully assess the junction a full set of turning movement counts were conducted and a queue length survey was undertaken on the Chignall Road arm of the junction. These figures were used to assist in the forecasting of traffic at this junction in the year 2021. The forecast shows a relatively small amount of growth. In order to accommodate that growth the County Council have prepared a draft indicative layout plan for junction improvements, which it was stressed, is only one of a number of options available.
33. The traffic survey submitted by the Newlands Spring Residents Association (NSRA) shows traffic said to be up to 22% higher than the Council’s evidence. The NSRA’s report forecasts a greater increase in traffic arising from the proposal sites than the Council’s evidence has allowed for. The Council’s evidence in relation to this point relies on the TRICS database and the application of the 2001 census data for the area, which is said to be an accepted method. The NSRA’s figures for the amount of traffic likely to be generated by the allocated sites and using the Roxwell Road/Chignall Road junction have been arrived at by conducting a survey of a nearby site and applying those findings to the allocated sites. It was also stressed that the NSRA’s figures have assumed no background growth over the relevant time period.
34. There is no reason to doubt the accuracy of the figures for the existing traffic conditions as submitted by the NSRA. However, I also see no reason to doubt the accuracy of the figures contained in the Council’s evidence. Furthermore, the Highway Authority’s traffic survey does compare very closely to the survey

results from the previous 8 years. One-off surveys as has been conducted by the NSRA can be subject to the influence of temporary events which may occur on one day and not as a regular feature, such as accidents, flooding, roadworks or other short term events. There is no way of knowing whether the NSRA figures have been influenced by any such events, but the degree of consistency in the Council's figures over the previous years gives me greater confidence that these more accurately reflect the general traffic conditions and patterns in the area.

35. In relation to the likely number of vehicle movements which the allocated sites would generate, both methods used involve a degree of speculation; the Council's figures use comparative sites compiled on the TRICS database, along with local census data relating to trips, and the NSRA survey of a nearby site offers no certainty that the same pattern of vehicle movements will arise from future developments. In addition, in relation to the NSRA survey, there is no certainty that vehicles observed leaving Micawber Way subsequently passed through either the Roxwell Road/Chignall Road junction or the Patching Hall Lane/Broomfield Road junction.
36. Despite criticism to the contrary, the modelling employed by the Council has taken account of the effects of the allocated sites on the entire road network in the area. However, it is not the intention that this modelling does or should replace the work necessary for a planning application or any associated transport assessment. The process for the AAP provides an overview of the impact across the road network. From the evidence and discussion, I am satisfied that the modelling provides a sound and robust analysis of the impact of the Site Allocations in the area, together with the identification of mitigation where this has been identified as necessary at this stage. In addition, I am satisfied that the relatively modest additions to traffic flows on the neighbouring roads would be insufficient to give rise to any safety issues which could not be addressed through the planning application process.

#### *The absence of the Cross Valley Link Road*

37. The Cross Valley Link Road (CVLR) is identified in the CS as one element of infrastructure that could be required as part of the development strategy for North Chelmsford. Following the adoption of the CS work for the NCAAP began on identifying housing sites in North West Chelmsford. Following this and consultation on the CVLR and the North East Chelmsford Bypass, the case for the CVLR appeared weak. It was acknowledged that there would be significant environmental costs in the implementation of the CVLR which would cross the Chelmer Valley Green Wedge. The County Council as Highways Authority also confirmed that the high construction costs of the scheme would not be justifiable.
38. The subsequent dispersed approach to the housing sites in North West Chelmsford would assist in spreading the effects of any additional traffic over a wider area and the resultant effects would not justify the construction of the CVLR.
39. Taking the above in combination with the sound approach to traffic modelling set out previously, the absence of the CVLR would not undermine the aims of the AAP, nor would it mean that the allocated sites in North West Chelmsford

would place an unreasonable burden on the highway network, which could not be mitigated through the planning application process.

#### *Capacity of Sewerage Treatment*

40. A statement of common ground (SOCG3) was submitted by Anglian Water Services and the Council which clarifies that there is limited capacity in the foul network to serve development in the North West Chelmsford area. However, a study is under way which is identifying the extent of the necessary works. A potential developer of part of the allocated sites is currently party to progressing some of these works and it is envisaged that additional capacity can be achieved in a timely manner such that the development of the allocated sites would not be delayed. It is not envisaged that a new treatment works within the Newlands Spring area would be necessary.

#### *Sufficient Non-residential Floorspace*

41. The approach adopted in the NCAAP is to allocate one large employment area which is advocated in the report Employment Land Demand and Supply (EB66). This has been sited in North East Chelmsford on Site Allocation 18. The report sets out clear sustainability and other reasons for one large employment site, which I find generally sound.
42. In relation to Site 1, a small element of non-residential development is envisaged. However, representations refer to the proximity of the site to Broomfield Hospital and to the possibility that an ageing population will place greater demands on supporting health services, which could be provided conveniently within Site 1. The suggestion is put forward that paragraph 2.30 should be altered to allow for greater non-residential floorspace if this could be justified through the planning applications process. It is not necessary to set out that exceptions to the policy may be acceptable and I do not propose to alter this part of the AAP.

#### *Loss of Agricultural Land*

43. The agricultural land contained within the 4 allocated sites is principally of grade 2. However, the majority of agricultural land in North West Chelmsford is grade 2 and this pattern continues into Suffolk and Cambridgeshire. The Council state that their approach has been to provide the most sustainable locations for the allocated sites and the appraisal of them has taken account of the loss of agricultural land of a high grade.
44. It seems inevitable that development at anywhere near the scale envisaged in the CS for North West Chelmsford would involve some loss of agricultural land and, by default some loss of grade 2 land. However, the sites chosen perform well in sustainability terms and taking a balanced approach, have much to commend them, despite some negative effects, including the loss of agricultural land. In addition, it was confirmed that the Department for Environment Food and Rural Affairs has not objected to the loss of agricultural land in North West Chelmsford. Therefore, the loss of some agricultural land is not unreasonable and does not render the AAP unsound on this basis.

#### *Broomfield Hospital Special Policy Area*

45. The Hospital Special Policy Area (SPA) identifies the Hospital campus as an area where less restrictive policies may apply due to the operational requirements of the Hospital, given that the Hospital lies outside the urban area. The extent of the SPA is consistent with the most recent Masterplan produced by the Mid-Essex Hospital Trust (EB87) and its identified physical requirements.
46. The AAP refers to the need for taller buildings to be located centrally. Whilst the term is not defined, I note that a recent 5 storey building is referred to as tall. This approach has the advantage of concentrating the core uses of the Hospital in a smaller area and reduces the effects of the buildings on the wider locality.
47. The AAP appropriately refers to the restraint in the use of private cars and this would be exercised by the use of parking standards for further developments and optimising access by public transport. Furthermore, there is sufficient flexibility in the allocation of Site 1 to provide for a second access to the Hospital from the east.
48. Therefore, the identified SPA would sufficiently allow for the future development needs of the Hospital within the Plan period, and offers suitable controls such that the effects on the surrounding area including the highway network could be made acceptable.

#### *Neighbourhood Centre Policy Areas*

49. The AAP identifies Dickens Place, Newlands Spring as a Principal Neighbourhood Centre. It is identified that there is scope to improve the centre by improvements to the public realm and to the frontage onto Copperfield Road. The limitations and constraints to improve the centre, including the car parking provision, do not render the AAP unsound in this respect.
50. The Broomfield Parade frontage includes a drive through hot food restaurant within the local neighbourhood centre. Taking account of its use and location, this is entirely appropriate. Criticism has been made of the inclusion of this property within the frontage due to a fear that a change of use to retail would give rise to increased levels of activity. Whether or not planning permission would be required for such a change of use, such a generalised fear does not make the inclusion of the premises, as set out above, unsound.

### **Issue 3 – North East Chelmsford**

#### *Traffic Generation and Highway Safety*

51. The Council has set out a number of instances where their monitoring of the local highway network has indicated very little or no growth in vehicle numbers and congestion over the last 10 years. This is against the background of significant developments including new business parks and the doubling in the size of a food supermarket and housing developments. The Council’s and developers’ focus has been on improvements to bus, cycle and pedestrian facilities. Examples cited are the housing development at Beaulieu Park and the local supermarket where encouragement and extension of services led to a 24% and 46% increase in bus use, respectively. In addition,



the expansion in pupil numbers at New Hall School from 700 to over 1,100 has been managed with a 10% reduction in pupils travelling by car and a doubling of pupils using public transport. These are convincing examples that modal shift, peak spreading and a change in the propensity to travel are all factors which are appropriate to the modelling of this area.

52. The AAP proposes mitigation for the proposed allocated sites and associated increase in vehicles in the form of the Radial Distributor Road (RDR), new rail station and improvements to the Boreham Interchange. SOCG1 confirms that the acceptability of the modelling and of the proposed mitigation measures have been agreed by the Council, the Highways Agency and Essex County Council.
53. The Council have demonstrated that they have discussed a bus strategy with a likely developer of parts of the North East Chelmsford area. In addition, the Park and Ride facility on Essex Regiment Way, envisaged as a key element in the creation of sustainable development in North East Chelmsford, has already been provided and I was advised that it opened in April of this year.
54. The proposed new railway station would contain a number of car parking spaces and concerns have been expressed that this would unacceptably add to traffic congestion locally. However, the Council’s evidence suggests that commuters to rail stations locally tend to make their car journeys before the normal peak in traffic and would be unlikely to add to congestion.
55. The scale and nature of the proposed developments in this part of the area would provide a range of housing, education, service and employment opportunities. This alone would help to reduce reliance on the private car as a means of travel. In addition, the provision of these and the mitigation measures would be of benefit to existing residents and employees. The design stage of the proposed developments and the mitigation measures would include provisions for cyclists and pedestrians, as well as for road users. There is nothing that indicates that these cannot be provided in a safe manner. In respect of these matters, the AAP is sound.

*Appropriate location for development*

56. The CS identifies in its Key Diagram a ‘New Neighbourhood Area’ as the ‘N E Chelmsford Neighbourhood’. As set out previously, within Policy CP2 – The Borough-Wide Spatial Strategy adds that new housing will include new neighbourhoods in North Chelmsford, comprising of 4,000 dwellings. This would be split between a significant development in North East Chelmsford and a smaller one in North West Chelmsford. The Housing Trajectory at Appendix B of the CS states the 4,000 should be split into 3,200 in North East Chelmsford and 800 in the North West.
57. The approach taken has been to integrate development with Springfield and recent development at Beaulieu Park. The Council has accepted that any major new development in this part of the Borough has the capability of affecting the setting of New Hall, a Grade I Listed Building within a Registered Park and Garden. Options for the extent and location of the AAP area were considered in preparation of the spatial strategy for the CS. Taking this into account the NCAAP Issues and Options document and the Preferred Options

document demonstrate that alternatives were considered within the scope of this area and I am satisfied that, within these general terms, the location of the development sites is in compliance with the CS and is soundly based. I shall examine the detailed matters including those relating to individual sites below.

*Does the AAP Ensure the Timely Provision of Necessary Infrastructure*

58. This matter is covered generally in a subsequent section of this report but I shall examine some key elements of infrastructure which are relevant to the North East Chelmsford area.
59. SOCG13 has been produced by the Borough Council, the County Council and by CZ LLP who would be the likely developers for major parts of the area. The SOCG sets out a delivery programme for the major elements of infrastructure identified in the AAP including the Boreham Interchange improvements, construction of the RDR, the ChART rapid transport facility, improvements to White Hart Lane, provision of sites for schools, provision of a new railway station and associated track works, and other community and social provisions.
60. Table 7.4 of the AAP provides a delivery trajectory for the key items of infrastructure and the associated trigger points. This is reinforced by matters contained in SCGs 1, 3, 7, 8, 9 and 13, wherein further evidence of the timely delivery of items of infrastructure is given. Furthermore, the Council have reiterated the position which they presented during the CS examination, that the delivery of the new railway station will be required as part of a S106 agreement relating to major development in North East Chelmsford. In response to criticisms, CZ LLP were able to confirm their commitment is to provide the railway station and all the associated track works.
61. In the discussions relating to the provision of infrastructure, the Council set out 3 main considerations for timing and delivery, those being mitigation, support for development and lastly viability. In terms of mitigation, there are clearly some elements of infrastructure which need to be in place in order that development can take place, an example was given of sewerage provision. In relation to those items which support development, there can be some flexibility. Viability relates to the ability of the developer to be able to fund the provision of infrastructure; clearly revenue needs to be generated from the development to provide funds to allow the provision of certain items. The AAP provides a robust and credible means by which the items of key infrastructure can be provided at appropriate stages in the development of North East Chelmsford.

*Provision for Gypsies and Travellers*

62. The proposed site would accommodate 10 pitches. This amounts to half of the Borough-wide allocation up to 2016, which the Council contend to be reasonable as the overall residential development in the AAP accounts for just under half of the Borough housing requirement. For operational and management reasons, a site of 10 pitches is seen as the optimum and complies with Policy DC34 of the CS. The AAP sets out a number of location criteria for the selection of a suitable site and the site indicated in the AAP performs well against these. However, the Council have identified possible delivery difficulties with this site and have built flexibility into this part of the AAP such that an alternative suitable site could equally fulfil this need. This is a sound approach which retains a necessary level of flexibility.

### *Provision for Employment Floorspace*

63. There are 2 allocations within the AAP for new employment related uses, firstly land at Essex Regiment Way (Site Allocation 17) which would provide for development at a former minerals processing plant which it is estimated could provide around 600 jobs. Secondly the major allocation is on land to the north east of Boreham Interchange (Site Allocation 18) which, it is envisaged, would provide for 40,000sqm of employment floorspace within a business park with an estimated potential to provide 1,500 jobs.
64. The Council commissioned survey by SQW Consulting (EB66) states that the balance between supply and demand for employment space is acceptable and that no additional allocations beyond those proposed are necessary to meet needs. It also identified that the provisions of the AAP are critical to the growth of the local community.
65. Promoters of the Drakes Lane site as an alternative for additional floorspace have identified an additional 2.15 ha of land for industrial/warehousing uses. Whilst the AAP identifies the existing employment uses at Drakes Lane and would afford some protection to them, the site and that promoted is remote from the urban area and has poor road access and is not well served by public transport. This coupled with the fact that there is no strong demonstrable need for additional land for such uses, this site presents a weak option and the AAP is sound without it.
66. Land to the southeast of Boreham Interchange is also promoted by developers as a suitable site for a business park. The Council record that the Highways Agency has raised concerns in relation to this site. In addition, it would not have the advantage of such good connections with the proposed new neighbourhood and the new railway station. There is also the valid concern that the development of this site would unacceptably erode the separation of Boreham village and the urban area. This site does not perform well in comparison with those in the AAP.
67. In addition, there is no convincing argument to accept a more flexible approach to the employment area on Colchester Road. The AAP would allow for B1, B2 and B8 uses as leading land uses, although the Council states that it has adopted a flexible approach where justified. With these points in mind, the AAP presents a sound approach to this site. Overall, the AAP shows a sound basis for the allocation of suitable and sufficient land for employment uses in sustainable locations.

### *Wildlife and Ecology*

68. The definition of Site Allocations 6 and 26 has been informed by, amongst other things, the presence of wildlife and their habitats. Site 6 is allocated primarily for housing and Site 26 as a wildlife protection area. These allocations reflect the presence of natural features such as woodland, scrub, water-bodies and their surrounding areas, and protected species. The AAP alters the existing wildlife area as those boundaries were defined largely by property ownerships and failed to take account of the extent of natural or habitat features. The boundary of the site in the AAP does not result in any net loss of habitat. The evidence base includes EB42, 43, 44, 45 and 46. The

sites have been defined by the natural features and aim to retain them in a continuous wildlife corridor.

69. The Council point out that detailed surveys of the sites will be required at the planning application stage, and some have already been undertaken by developers which confirm the appropriateness of the allocated sites. In relation to protected species, the presence of which have been taken into account it is recognised that Natural England will have an important input into the consideration of planning applications.
70. In this respect the AAP contains a sound approach for the protection of this important wildlife area and its important species.

#### *Site 18*

71. The AAP allocation for this site is for up to 40,000sqm of floorspace for a business park. The development principles set out in the AAP recognise a need for, amongst other things, a landscaped environment, limits on buildings heights of 2 or possibly 3 storeys, avoid development of areas at risk from flooding, within walking distance of the new railway station and an acceptable effect on the settings of listed buildings of New Hall and Boreham House. Acceptance of these important principles necessarily places a limit on the quantum of development that the site would be capable of accommodating. The contention that the figure in the AAP should be raised would bring with it the likelihood that the development principles would be compromised.
72. The site is separated from Boreham Village by the railway line and the A12. It is likely that development of the site would be visible when leaving the village on its western side. However, the development principles and the accompanying diagram in the AAP indicate that landscaping on the south and eastern parts of Site 18 would form a significant feature. Combined with the limits on buildings heights and other development principles, the AAP allocation of this site would allow for the separation of Boreham Village and views out of it to not be unacceptably affected. In this context sufficient protection would also be afforded to the setting of Boreham House.

#### *New Hall and other Listed Buildings*

73. New Hall is a Grade I listed building within a Registered Park and Garden and Boreham House is a Grade I listed building within a Registered Park and Garden built on part of the former New Hall estate. Bulls Lodge Farm to the east and Old Lodge Farm to the west contain Grade II listed buildings. The AAP states that the setting of New Hall, its Registered Park and Garden and the related listed buildings have directly influenced the new development envisaged by the AAP.
74. It is accepted in the AAP that expansion in North Chelmsford has the potential to erode the setting of New Hall, Old Lodge Farm and Bulls Lodge Farm and this erosion should be balanced by compensatory measures. The intention of these measures is to reinforce the sense of place and historic meaning by giving the reduced open area more of the character of estate parkland than it currently has. As a result of the examination process it has been agreed that a comprehensive landscape design and management plan (LDMP) for the setting of New Hall will be prepared by the Council in collaboration with English

Heritage, New Hall School and other partners. This is set out in SCG16 and is incorporated into the AAP through the Council's suggested changes.

75. In relation to Sites 7 and 8 it is important that a suitable landscaped buffer is provided in order to protect the setting of New Hall. This would be precisely determined in the LDMP. The proposed buildings within the primary school site (Site Allocation 15) to the north of New Hall would be sited to the northern side of its own site in order to maximise open space between it and New Hall. Some of the current openness would also be retained by the provision of open land running from the New Hall northern boundary up to Generals Lane.
76. Site 10 would provide for housing development to the south east of New Hall, on the opposite side of Generals Lane. Land between the site and New Hall would remain open. The north western boundary of the housing site has been determined by the form of the land and it follows a gentle ridge line. Having inspected the site, it seems to me that the difference in land levels would be insufficient to completely screen development from New Hall, but it would help to make it less obvious. In addition the substantial hedges and tree screens which run along both sides of Generals Lane would filter views to/from New Hall. The Site Allocation also includes the provision of a tree belt within the site boundary in order to screen the development from New Hall.
77. Site 20 provides for a railway station and associated development. The proposed location of the station has been determined by 3 factors: the setting of New Hall; railway engineering considerations and finally the accessibility, attractiveness and operational considerations which are key to the business case. Changes put forward and agreed during the examination process now mean that land to the west of Generals Lane would be kept free from buildings except for the station building itself (which could include commercial space incidental to passenger activity within that building) and necessary operational station structures. The height of these is to be strictly limited in view of the potential effect on the setting of New Hall. Land to the east of Generals Lane would be for commercial and community uses and the heights of these would also be controlled. Planting both within the Site Allocation and within the open land to the north would also be required, the detail of which would be agreed through the LDMP.
78. The compensatory measures are set out in the AAP and include: a landscape strategy which would include formulation of the LDMP, identification of open land, landscape works and planted spaces and landscape features; Site Allocations and land use controls of open areas; landscape works within the open areas; land control and long term management responsibilities for open areas; specific site planning requirements for compensatory measures on allocated development land; Site Allocation of land containing listed buildings with specific direction of land use, conservation and development. It is notable that there is a large degree of agreement between the main parties (the Council, New Hall School and English Heritage) in relation to the compensatory measures and more common ground was reached during the examination process as evidenced by SOCGs.
79. It is clear that development of the allocated sites within North East Chelmsford have the capability of eroding the setting of the listed buildings of New Hall, Old Lodge Farm and Bulls Lodge Farm. However, the compensatory measures

are intended to give the area of land around New Hall an estate parkland character and to acceptably screen new development, whilst affording appropriate public access. The AAP sets out a comprehensive and appropriate set of compensatory measures which are suitable to ensure that the overall effects of development are acceptable in terms of their impact on the listed buildings and Registered Park and Garden. Therefore, the AAP provides a sound basis for the provision of measures to compensate for any negative effects on those historic assets and their setting.

#### *The Radial Distributor Road*

80. Since the submission of the AAP the Council has undertaken additional publicity and SA work in relation to a re-alignment of the RDR with the addition of a secondary route to connect to Essex Regiment Way. Subsequent work and negotiations now means that the Council are proposing the original route of the RDR plus the secondary means of connection to Essex Regiment Way. This is largely as a result of agreement being reached between the Borough Council, the County Council and the relevant land owners that a rescheduling of the minerals extraction can take place which would facilitate the timely provision of the RDR without sterilising those minerals reserves. Consequent alterations to the maps and plans have been put forward by the Council which show the alignment of the RDR and consequent changes to the Site Allocations immediately adjacent to it **[PC2.2, PC2.3, PC2.4]**. These changes are necessary to make the AAP accurate and consistent and I support them.
81. The secondary means of connection to Essex Regiment Way is promoted as there are concerns that the deliverability of the first phases of development in the area may be delayed due to different land ownerships. However, the Council make it clear that the preferred single means of connection of the RDR to Essex Regiment Way is at the existing roundabout at Belsteads Farm Lane. The secondary means of connection to the north of Nabbotts Farm roundabout would only be needed if there were likely to be delays with the preferred route. In addition, the Council state that if the secondary connection were to be constructed, it is intended that this would then be retained and used for a bus route only. I agree that the inclusion of the secondary means of connection to Essex Regiment Way within the AAP is necessary to ensure flexibility and deliverability **[PC2.1 and PC2.5]**.
82. The justification for the RDR is its clear requirement for the other developments in North East Chelmsford and its phased delivery is set out in the AAP and agreement confirmed in SOCGs. One of the anticipated benefits of the RDR is the reduction in traffic using White Hart Lane. This will enable a down-grading of White Hart Lane and the provision of walking and cycle connections allowing better movement for residents (SCG13 refers). The AAP clearly demonstrates the justification and delivery of the RDR and is sound in this respect.

#### **Issue 4 – The Chelmer River Valley**

83. The AAP defines the upper Chelmer Valley as a Green Wedge, the objective of which is to maximise public enjoyment of the valley, protect and enhance ecology and provide a landscape context to development to the east and west.

Policy CP9 of the CS sets out the principle of protecting the river valleys as Green Wedges and Policy DC9 of the CS sets out the restricted circumstances for granting planning permission in the Green Wedges.

84. The Green Wedge is well defined and broadly has its boundaries as Essex Regiment Way to the east and Main Road to the west and its boundary set out in the AAP respects the Landscape Character Assessment (EB4). In addition, the ecological value of the valley is recognised by the presence of wildlife sites and nature reserves, referenced in the Nature Conservation Reference Guide for Chelmsford (EB43 and EB44). The valley also contains playing fields and recreation areas. The valley has a clear and distinctive character which contributes significantly to the area as a whole. Its value in landscape, ecological and both formal and informal recreation terms are clearly presented in the evidence base.
85. Promoters of some sites for development have made representations which question the inclusion of certain sites within the Green Wedge and I have considered sites at the north of Glebe Crescent, Brooklands, Three Gables and Day’s Garage. The sites in question are all outside the defined settlement boundary of Broomfield or the urban area of Chelmsford. The definition of the Green Wedge boundary here is coterminous with the settlement/urban area boundary. The location of the sites is precisely the type of location, at the margins of the valley, where development would be conspicuous and so damaging to the character of the valley. Therefore, I find their inclusion within the Green Wedge to be fully justified. The AAP provides a sound basis for protecting the character of the river valley, which is informed by a credible base of evidence.
86. Mill Lane provides the main cycle and pedestrian route across the valley, which has low and restricted vehicle use. The Council acknowledged that there is no crossing for pedestrians or cyclists where it emerges onto Essex Regiment Way, but did point out that the needs of pedestrians and cyclists would be taken into account in the design of the new junction proposed to serve development in the north east of the area. Another footpath referred to terminates where it encounters private land with no rights of way. Whilst there is an understandable desire for recreational users of the valley to have a more complete footpath network, this is not a matter which makes the AAP unsound.

## **Issue 5 – Village Communities and Defined Settlement Boundaries**

87. It is recognised that there is an overlapping of issues that are relevant to this section which concerns the identification of Site Allocations 1, 2, 3 and 4, North East Chelmsford sites and also matters relating to the Green Wedge. Where this is the case, I shall not repeat the discussion of those other matters in this section but the justification for including land or sites within or outside those boundaries is left to those other sections of the report.
88. Policy CP5-Containing Urban Growth of the CS provides the principles for defining and reviewing the boundaries of the Urban Areas (UA) and the Defined Settlement Boundaries (DSB) within the AAP area. The objectives of the Policy are to contain urban growth in order that it does not erode the openness and rural character outside the built up areas, and to protect the



countryside. The Council explains its methodology for defining the UAs and DSBs. It has taken account of the extent of consolidated built up areas, density of development, physical disposition in relation to groups or individual properties, the existence of gaps between buildings and have excluded parts of garden areas where they are at the edge of settlements and where they are beyond 25m in length. This is a sound and robust approach which takes account of the desire to focus development within defined boundaries and within allocated sites and helps to protect open land.

89. Promoters of sites for inclusion within the UAs or DSBs include those referred to under consideration of the Chelmer Valley Green Wedge and I do not repeat the discussion here as inclusion in the Green Wedge boundary excludes a site from the UA or DSB.
90. Other sites specifically mentioned in representations are Merefields at Little Waltham, land to the rear of Erick Avenue and land at South House Orchard, Great Waltham. Merefields is a large detached property located at the southern edge of Little Waltham. It is set much further from the road than more recent houses to the north and is also separated from them, despite the construction of the nearest house within land formerly part of Merefields. Merefields has a very generous area of land around it, extending rearwards to the banks of the Chelmer River. I consider that the land within Merefields adds to the open character of land to the south and east. Its degree of separation from other houses in Little Waltham and its generous setting mean that the Council’s inclusion of it within the Green Wedge and its exclusion from the DSB of Little Waltham is soundly based and justified.
91. Land to the rear of Erick Avenue is excluded from the UA as it is formed by gardens which are longer than 25m. The land is located at the very edge of the UA and is adjacent to open land which separates Broomfield from Chelmsford. This exclusion of the land from the UA is consistent with the Council’s sound approach to the protection of the openness of such sites and is justified.
92. Land at South House Orchard separates 2 properties on South Street, namely South House and Whitehouse Cottage. The gap is considerable and has a positive effect on the openness of this part of the village with its visual link to open countryside beyond. Its exclusion from the DSB of Great Waltham is justified and consistent with the Council’s methodology in order to protect valuable open areas, particularly where they are at the edge of settlements.

## **Issue 6 – Plan-wide Notations**

### *Is a Designated Country Park Needed*

93. This issue relates to an area in North East Chelmsford which is currently subject to minerals extraction. The notation on the NCAAP proposals map for this area states that it is for agriculture, recreation and visitor attraction. The wording used comes from the minerals extraction permission and relates to the after-use of the land. The provisions of the permission would provide a 52ha lake and no mention is made of a country park. The Council stated that the County Council as minerals authority would need to agree the details of the restoration for the uses set out which could include the agreement of

rights of way for informal recreation.

94. Details of the minerals permissions were produced during the examination and the provisions of the AAP accurately reflect them, as it is required to do under the provisions of PPS12. This issue seems to stem from a difference of interpretations of the requirements of the minerals permissions. However, the Council have demonstrated that the AAP is consistent with them and no other evidence has been presented to demonstrate a need for a formal country park. Therefore, the AAP is sound in this respect.

## **Issue 7 – Implementation and Monitoring**

### *Does the AAP Provide for the Timely Provision of Appropriate Infrastructure*

95. An essential element of the Council’s strategy for the development of the area is the delivery of supporting infrastructure. Policy CP4 of the CS sets out how new infrastructure will be secured and this is supplemented by the Council’s adopted SPD on Planning Contributions (EB13). A Local Delivery Mechanism (LDM) has been set up which consists of key infrastructure providers to help to ensure a co-ordinated approach to infrastructure delivery. The Council’s approach is also supported by an Infrastructure Viability Assessment (EB89) which identifies needs and costs, phasing, funding and viability and responsibilities for delivery.
96. The AAP identifies the need to ensure that infrastructure is provided to support new neighbourhoods and help to address some existing deficiencies. The AAP sets out the delivery programmes for housing and employment and identifies the key elements of infrastructure which would be required at various stages of development.
97. Concerns were expressed by respondents that certain elements of infrastructure would not be provided prior to development commencing or early enough in the development process. Whilst this would ultimately be a matter for any S106 agreement associated with relevant planning permissions, it needs to be recognised that it is appropriate for some infrastructure to be provided after development has commenced as, amongst other things, the development may be needed to fund the infrastructure.
98. SOCGs have been submitted to the examination which indicate that a potential major developer of land within the AAP area accepts that the infrastructure provisions in the AAP are consistent with Central Government guidance and are, in all other terms, appropriate. SOCGs in relation to water, sewerage, rail, health, education and other matters demonstrate a high degree of agreement and willingness to deliver these items of infrastructure. Furthermore, some items identified in the AAP are already in place or well advanced, such as the park and ride facility and the new water pipeline for North East Chelmsford. Taking these matters together, the AAP provides a sound basis for the timely provision of necessary infrastructure.

### *Is There a Need to Include Costs and Viability of Infrastructure in the AAP*

99. It is evident that the financial costs of development and of the provisions for infrastructure have been used in order to assess the viability of developments including necessary infrastructure. However, there seems to be nothing to be

gained by the inclusion of such costs in the AAP. Indeed, due to fluctuating economic conditions, they may quickly become out of date and meaningless. Whilst these figures will have proved useful in informing judgements that have been made thus far, they represent a level of detail which is unnecessary for inclusion in the AAP.

*Is Additional Flexibility Needed in Relation to Infrastructure*

100. The Council confirm their view that the phased delivery of necessary infrastructure to support new development is fundamental to provide sustainable development in the area. The AAP sets out what items of infrastructure are required and when they are to be delivered in the delivery trajectory. This is a clear and realistic aim.
101. Concerns have been expressed in representations that allowing for development ahead of some items of infrastructure could result in development being unsupported by infrastructure if circumstances mean that development is only partially completed. However, it would be unrealistic and unreasonable to expect all items of infrastructure to be provided at the beginning of the development process as the funding for them relies in part on income from the development itself.
102. There are certain items of strategic infrastructure such as roads, education and healthcare provision which the Council view as pre-requisites to development and state that little flexibility can be exercised in the timing of their provision as they may be required to enable the development to be accessed or serviced.
103. The AAP sets out trigger points for the provision of items of infrastructure and embargoes would be in place to prevent further development until certain items had been provided. The AAP sets out a realistic and appropriate delivery trajectory which allows for the timely provision of infrastructure. This should provide for a level of certainty in respect of the expectations of development both for the developers and for local people. The level of certainty that the AAP brings with it in this respect is appropriate and cannot be associated with an undesirable lack of flexibility.

*Are There Effective Means for Monitoring*

104. The adopted CS sets out the monitoring and review framework by which all DPDs are to be monitored. The NCAAP Themes are set out and clearly linked to the Strategic Objectives of the CS, to which the monitoring targets and output indicators are linked. The Annual Monitoring Report (AMR) is the statutory process by which all DPDs are monitored.
105. The Chelmsford Tomorrow Local Delivery Mechanism (LDM) is a partnership of authorities and agencies involved in the delivery of key infrastructure. The LDM will monitor and co-ordinate the delivery of infrastructure and the Strategic Steering Group monitors the trigger points for the delivery of infrastructure and prepares progress reports. These provisions for monitoring of the AAP are clear, appropriate and sound.

## Legal Requirements

106. My examination of the compliance of the Area Action Plan with the legal requirements is summarised in the table below. I conclude that the Area Action Plan meets them all.

<b>LEGAL REQUIREMENTS</b>		
Local Development Scheme (LDS)		The North Chelmsford Area Action Plan is identified within the approved LDS March 2009. A delay of approximately 6 months for the Submission has resulted from consideration of possible changes to the status of the RS and Focused Changes. This delay is not a fundamental failing in the process and The North Chelmsford Area Action Plan's content is compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations		The SCI was adopted in 2006 with a first review adopted in May 2010 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed changes.
Sustainability Appraisal (SA)		SA has been carried out and is adequate.
Appropriate Assessment (AA)		Reports on AA under the Habitat Regulations have been undertaken satisfactorily.
National Policy		The North Chelmsford Area Action Plan complies with national policy.
Regional Strategy (RS)		The North Chelmsford Area Action Plan is in general conformity with the RS.
Sustainable Community Strategy (SCS)		Satisfactory regard has been paid to the SCS.
2004 Act and Regulations (as amended)		The North Chelmsford Area Action Plan complies with the Act and the Regulations.

## Overall Conclusion and Recommendation

**107. I conclude that with the changes proposed by the Council, set out in Appendix 2, the North Chelmsford Area Action Plan DPD satisfies the requirements of s20(5) of the 2004 Act and meets the criteria for soundness in PPS12. Therefore I recommend that the plan be changed accordingly. And for the avoidance of doubt, I endorse the Council's proposed minor changes, set out in Appendix 1.**

*S T Wood*

INSPECTOR

This report is accompanied by:

Appendix 1 (separate document) Council's Minor Changes

Appendix 2 (separate document) Council's Changes that go to soundness

# **NCAAP Inspector's Report Appendix 1**

## **Chelmsford Borough Council Local Development Framework**

### **North Chelmsford Area Action Plan (NCAAP) Examination**

**January 2011**

#### **Schedule I – Minor Changes and Corrections which Chelmsford Borough Council Supports**



## 1. Introduction

This Schedule of Changes sets out all minor changes and corrections to the NCAAP Proposed Submission Document are supported by Chelmsford Borough Council. The changes incorporate some of those set out in the Submission Schedule of Proposed Changes and some new changes that have arisen as part of the Examination Process. This Schedule therefore supersedes the Submission Schedule of Proposed Changes and for this reason a new referencing system has been used.

The Schedule is accompanied by three maps which illustrate the changes that are being proposed. These are:

Map 1a – The final Proposals Map incorporating any changes and amendments

Map 1b – The final proposed Figure 11 incorporating any changes and amendments

Map 1c – An illustrate map showing all of the notations which have been amended on the Proposals Map in isolation to ensure that all the amendments are made clear.

## 2. Proposed Changes to Text

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
1.1	N/A	Page 5, Para 1.4	Delete second and third sentence replace with:  THE NUMBER OF HOUSES WE NEED TO PROVIDE FOR IS CURRENTLY SET BY THE GOVERNMENT, THROUGH THE REGIONAL SPATIAL STRATEGY – WHICH IN CHELMSFORD’S CASE IS THE EAST OF ENGLAND PLAN. HOWEVER, THE BOROUGH COUNCIL NOTE THAT THE NEW GOVERNMENT ANNOUNCED IN MAY 2010 THAT IT INTENDS TO ABOLISH REGIONAL SPATIAL STRATEGIES WHICH WOULD REMOVE THE CURRENT REGIONAL	To update the AAP in light of the latest Government guidance.



Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>HOUSING TARGET OF 16,000 NEW HOMES ACROSS THE WHOLE BOROUGH IN THE PERIOD UP TO 2021. POLICY CP2 OF THE ADOPTED CORE STRATEGY MAKES PROVISION FOR A MINIMUM OF 14,000 NEW HOMES IN THE BOROUGH IN THE PERIOD 2001-2021. IN DISTRIBUTING THIS FUTURE HOUSING PROVISION, THE CORE STRATEGY HOUSING TRAJECTORY MAKES PROVISION FOR GREENFIELD DEVELOPMENT FOR AT LEAST 3,200 NEW HOMES IN NORTH EAST CHELMSFORD AND UP TO 800 NEW HOMES IN NORTH WEST CHELMSFORD. IN ACCORDANCE WITH POLICY CP3 OF THE ADOPTED CORE STRATEGY THE NEED TO RELEASE THESE GREENFIELD SITES WILL BE ASSESSED AGAINST THE DELIVERY OF 'BROWNFIELD' DEVELOPMENT, ANNUAL HOUSE BUILDING TARGETS, THE DELIVERY OF SUPPORTING INFRASTRUCTURE AND ACHIEVING OTHER BOROUGH COUNCIL OBJECTIVES CONTAINED WITHIN THE SPATIAL STRATEGY. THE PHASED DELIVERY OF STRATEGIC AND LOCAL INFRASTRUCTURE IS A KEY COMPONENT OF DELIVERING THE BOROUGH COUNCIL'S SPATIAL STRATEGY. THIS IS SET OUT IN POLICY CP4 OF THE ADOPTED CORE STRATEGY. THE FUNDING AND DELIVERY OF SUPPORTING INFRASTRUCTURE REQUIRED BY THE CORE STRATEGY WILL BE A FUNDAMENTAL DETERMINANT WHICH GOVERNS THE RELEASE OF SITE ALLOCATIONS WITHIN THE NCAAP. THEREFORE, THE INABILITY OR FAILURE OF THE PROPOSED 'GREENFIELD'</p>	

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			DEVELOPMENT TO PROVIDE THE NECESSARY SUPPORTING INFRASTRUCTURE OUTLINED IN THE ADOPTED CORE STRATEGY AND THE NCAAP WOULD RESULT IN THE DELAY OR DEFERMENT OF SITES BEING RELEASED FOR DEVELOPMENT.	
I.2	N/A	Page 5, Para 1.5	Add final sentence:  THERE ARE ALSO PLANS WITHIN FIGURES THROUGHOUT THE DOCUMENT WHICH SHOULD BE READ ALONGSIDE AND GIVEN THE SAME WEIGHT AS THE RELEVANT TEXT THEY ACCOMPANY	For clarity
I.3	N/A	Page 14, NCAAP Objective ECPI	Extend NCAAP Objective ECPI to include the following text:  ENABLE CONTINUED PROSPERITY OF KEY BUSINESSES AND EMPLOYERS IN THE PLAN AREA, IN PARTICULAR BROOMFIELD HOSPITAL AND NEW HALL SCHOOL	For clarity
I.4	N/A	Page 16, Para 1.27	New last sentence:  LAND HAS BEEN IDENTIFIED TO PROTECT THE SETTING OF NEW HALL AND COMPENSATE FOR ADVERSE EFFECTS, IN ORDER TO REINFORCE THE MOST IMPORTANT PART OF NEW HALL'S LANDCAPE SETTING	For clarity
I.5	N/A	Page 19 Para 1.51	Heading for paragraph delete	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			[persons with learning difficulties]  Replace with:  PEOPLE WITH DISABILITIES	
I.6	N/A	Page 22 Para I.68	Second sentence delete  [encouraged]  Add  EXPECTED	For clarity
I.7	N/A	Page 23, Para I.78	Delete 2 <sup>nd</sup> sentence  [23 sq m] replace with  30 SQ M	For clarity
I.8	SCG7	Page 25, para I.92 under the heading <i>Community Infrastructure</i>	After the Fourth Bullet point add:  PROVISION OF A NEW 4 GP PRACTICE TO SERVE NORTH EAST CHELMSFORD AND A NEW 2 GP PRACTICE TO SERVE NORTH WEST CHELMSFORD	For clarity.
I.9	N/A	Page 26, Para I.92	Add bullet point under Community Infrastructure	For clarity and

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<ul style="list-style-type: none"> <li>PRIMARY HEALTH CARE PROVISION</li> </ul>	consistency.
1.10	N/A	Paragraphs 1.92, 2.35, 3.59, 3.62, 3.77, 3.78, 3.82, 3.83, 7.8, Tables 2.1 and 7.3	<p>References to new Primary School and Early Years and Childcare provision should be referred to in a consistent manner throughout the document. All references to read with plural schools where necessary:</p> <p>PRIMARY SCHOOL(S) WITH COMMENSURATE EARLY YEARS AND CHILDCARE PROVISION</p>	For clarity and consistency
1.11	N/A	Page 28, Para 2.11	<p>Delete third sentence</p> <p>[The frequency and capacity of bus services serving the Newlands Spring and Melbourne area was increased in 2009]</p> <p>Amend second sentence to read</p> <p>THERE IS ALSO A GOOD FREQUENCY OF BUS SERVICES WITHIN THE URBAN AREA OF NORTH WEST CHELMSFORD WITH SIX BUSES PER HOUR CONNECTING NEWLANDS SPRING AND THE MELBOURNE AREA INTO CHELMSFORD TOWN CENTRE.</p>	For clarity
1.12	N/A	Page 31, Para 2.22	<p>Add to end of first sentence</p> <p>AND ALSO ANY BELOW GROUND DEPOSITS</p>	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
I.13	SCG4	Page 32, para 2.25	<p>Insert new paragraph after paragraph 2.25:</p> <p>THE SITE ALLOCATIONS SET OUT THE SITE CONTEXT, PLANNING OBJECTIVE, DEVELOPMENT PRINCIPLES, LEADING AND SUPPORTING LAND USE FOR EACH SITE. THE SITE ALLOCATION DIAGRAMS SHOW THE GEOGRAPHIC EXTENT OF THE ALLOCATED LAND AREA. THE DIAGRAMS AND TEXT TOGETHER CONVEY DEVELOPMENT PRINCIPLES; THE DIAGRAMS SHOW THE SPATIAL LAYOUT PRINCIPLES. THE LAND USE LOCATIONS, ACCESS POINTS, ROUTE ALIGNMENTS AND BUILT FRONTAGE NOTATIONS ARE INDICATIVE AND SHOULD BE REFLECTED IN A DETAILED SCHEME LAYOUT IN SUBSEQUENT STAGES OF THE PLANNING PROCESS. THESE PRINCIPLES WILL BE INTERPRETED FLEXIBLY AS LONG AS THE OBJECTIVES ARE MET</p>	To add clarification on the role and status of the diagrams.
I.14	N/A	Page 34, Para 2.29	<p>After the first sentence add the following text:</p> <p>WITH OPPORTUNITY FOR A SECOND VEHICULAR ACCESS ALONG THE WESTERN BOUNDARY OF THE SITE TO CREATE A ROUTE THROUGH THE DEVELOPMENT.</p>	To ensure flexibility and the potential to resolve existing access issues on North Court Road.
I.15	N/A	Page 35, Figure 4	Change arrow colour on western boundary from grey to red	To ensure flexibility and the potential to resolve the existing access

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
				issues on North Court Road.
I.16	N/A	Page 36, Para 2.35	<p>After the first sentence add the following text:</p> <p>THERE IS EXISTING ACCESS FROM SCHOOL LANE WHICH SERVES THE TELEPHONE EXCHANGE WHICH COULD FORM ACCESS TO THE SITE. HOWEVER, THERE IS AN OPPORTUNITY TO ACCESS THE DEVELOPMENT FROM ANOTHER POINT ALONG SCHOOL LANE IF THIS IS REQUIRED.</p> <p>Add the following text to the third sentence:</p> <p>TO INCLUDE APPROPRIATE ACCESS AND EGRESS MEASURES TO AVOID UNACCEPTABLE TRAFFIC CONFLICTS.</p>	To ensure flexibility
I.17	N/A	Page 46, Para 3.7	<p>Delete the third sentence:</p> <p>[developers promoting development will be responsible for meeting the masterplanning principles through co-ordinated planning applications]</p> <p>And replace with:</p> <p>THE MASTERPLANNING PRINCIPLES SHOULD SHAPE AND INFLUENCE PROPOSALS WHEN PREPARING PLANNING</p>	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			APPLICATIONS.	
I.18	N/A	Page 49, Para 3.14	Amend to include the following at the end of the paragraph:  THE DESIGN OF THE DEVELOPMENT WILL ALSO BE REQUIRED TO PAY SPECIAL ATTENTION TO THE SETTING OF NEW HALL, AND OTHER HISTORIC BUILDINGS.	For clarity and completeness
I.19	N/A	Page 49, Para 3.16	Amend the first sentence to read: Under [seven] SIX categories	Typing error, there are in fact six categories.
I.20	N/A	Page 49, Para 3.17	Add final sentence  APPROPRIATE MEASURES TO PROTECT ANY BELOW GROUND ARCHEOLOGICAL DEPOSITS MAY ALSO BE NECESSARY	For clarity and completeness
I.21	N/A	Page 50, Para 3.19, 4 <sup>th</sup> bullet point in the table	Amend typographic error in second sentence of fourth entry in table:  Insert a space after 'landscape;'	Typing error
I.22	N/A	Page 51, Paragraph 3.19, Principle 8 in table	Amend to read  DECIDUOUS WOODLAND AND HEDGEROW WITHIN OPEN LANDSCAPE TO PROVIDE VISUAL FEATURES WITHIN PARKLAND AREAS, TO SCREEN DEVELOPMENT IN ORDER TO MINIMISE ITS PRESENCE IN THE LANDSCAPE AND TO	For completeness and clarity.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			PROTECT THE PRIVACY AND TRANQUILITY OF NEW HALL SCHOOL	
I.23	N/A	Page 52, Para 3.24	Amend second sentence to read:  Major new facilities, such as the new railway station, [and] new secondary school AND THE EXISTING NEW HALL SCHOOL, [are key infrastructure elements of the] ARE KEY DESTINATIONS WITHIN NCAAP and must be accessible...	For clarity
I.24	N/A	Page 54, Para 3.27	Add the following text to the end of the paragraph:  THE DESIGN OF STATION BUILDINGS AND CONCOURSE WILL NEED TO TAKE ACCOUNT OF SENSITIVE VIEWS FROM NEW HALL AND ITS PARKLAND, BOTH WITHIN AND OUTSIDE THE REGISTERED PARK.	For clarity
I.25	SCG16	Page 54, Para 3.28	Amend paragraph as follows:  ...together will comprise [a formidable] AN IMPORTANT transport hub, which in turn, will stimulate investment and development in the area [immediately adjoining] NORTH EAST OF the station [north and south of the railway and road]. [This area] THE AREA EAST OF THE EXISTING GENERALS LANE WILL become a strategically significant focus for employment-driven development, [and the creation of a gateway into Chelmsford] based on the prior provision of the station AND	For clarification. This text change distinguishes between the area to the west and the area to the east of Generals Lane, close to the station. This distinction is important with regard to possible impacts on the setting



Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			SUBJECT TO SAFEGUARDING THE SETTING OF NEW HALL AND IMPORTANT VIEWS TO AND FROM IT. THE STATION MAY ALSO STIMULATE INVESTMENT IN LAND ALLOCATED FOR DEVELOPMENT SOUTH OF THE RAILWAY AND A138 ROAD	of New Hall.  The revised text specifies development east of Generals Lane and clarifies this by deleting the imprecise 'north of the railway and road'  Accept the second part of EH recommendation related to para 3.28 but the amended text is better placed in para 3.27 (above).
I.26	N/A	Page 54, Para 3.31, 3 <sup>rd</sup> bullet point	Add the following text to the end of the third bullet point:  OR FROM A NEW ROUNDABOUT ON ESSEX REGIMENT WAY BETWEEN BELSTEADS FARM ROUNDABOUT AND NABBOTTS FARM ROUNDABOUT IF IT IS REQUIRED.	For flexibility
I.27	N/A	Page 55, Para 3.33	Amend the final sentence to read: Therefore, the provision of A new road providing access to new development...	Typing error
I.28	N/A	Page 55, Paragraph	Amend paragraph to read:	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
		3.40	ESSEX COUNTY COUNCIL ARE LEADING THE IMPLEMENTATION OF CHART AND WILL WORK WITH THE DEVELOPERS TO DETERMINE A PREFERRED ROUTE CORRIDOR THROUGH THE DEVELOPMENT TO SERVE RESIDENTS AND KEY LOCATIONS.	
1.29	SCG7	Page 57, para 3.48 under the heading 'Place Making Principles'	Amend the second bullet point as follows: A local centre for convenience shopping, small businesses and public services, INCLUDING A NEW 4 GP PRACTICE located where White Hart Lane runs between Springfield and Beaulieu Park, next to the new road access and greenway, where accessibility is optimised for both existing and new neighbourhoods	For clarity.
1.30	SCG16	Page 57, Para 3.48, 5th Bullet Point	Amend 5th bullet point to read:  An area for STRATEGIC business-led development EAST OF THE BYPASS CORRIDOR, focused on the new road access point and ACCESSIBLE ON FOOT FROM THE NEW railway station [north of Boreham Interchange].	For clarity. This addresses the EH representation.  It clarifies the location for strategic employment is east of by-pass.
1.31	N/A	Page 58, Figure 11	Various amendments, see Map 1b.	For clarity
1.32	SCG10	Page 59, para 3.50	Insert new paragraph after paragraph 3.50:	To add clarification on the role and status of

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			THE SITE ALLOCATIONS SET OUT THE SITE CONTEXT, PLANNING OBJECTIVE, DEVELOPMENT PRINCIPLES, LEADING AND SUPPORTING LAND USE FOR EACH SITE. THE SITE ALLOCATION DIAGRAMS SHOW THE GEOGRAPHIC EXTENT OF THE ALLOCATED LAND AREA. THE DIAGRAMS AND TEXT TOGETHER CONVEY DEVELOPMENT PRINCIPLES; THE DIAGRAMS SHOW THE SPATIAL LAYOUT PRINCIPLES. THE LAND USE LOCATIONS, ACCESS POINTS, ROUTE ALIGNMENTS AND BUILT FRONTAGE NOTATIONS ARE INDICATIVE AND SHOULD BE REFLECTED IN A DETAILED SCHEME LAYOUT IN SUBSEQUENT STAGES OF THE PLANNING PROCESS. THESE PRINCIPLES WILL BE INTERPRETED FLEXIBLY AS LONG AS THE OBJECTIVES ARE MET	the diagrams.
I.33	N/A	Page 65, Para 3.58	Add new 8 <sup>th</sup> Bullet:  COMMUNITY GARDENS TO BE PLACED ADJACENT TO THE WILDERNESS AND NUNS CEMETERY	For clarity
I.34	N/A	Page 65, Para 3.58	Add new penultimate bullet:  EAST OF OLD LODGE OPEN LAND TO CONTAIN A PUBLIC OPEN SPACE WITH A VILLAGE GREEN CHARACTER	For clarity
I.35	SCG12 and SCG14	Page 65, Para 3.58	Add the following to the end of the paragraph:	For completeness.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	
I.36	N/A	Page 67, Para 3.59, 4 <sup>th</sup> Bullet	Add the following text at the end of the fourth bullet point:  WITH THE SCHOOL BUILDINGS PLACED IN THE NORTH WEST CORNER AWAY FROM THE BOUNDARY WITH NEW HALL SCHOOL	For clarity
I.37	SCG12 and SCG14	Page 67, para 3.59	Add the following to the end of the paragraph:  A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	For completeness.
I.38	SCG12 and SCG14	Page 69, para 3.60	Add the following to the end of the paragraph:  A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	For completeness.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
I.39	SCG12	Page 70, Para 3.61	<p>Second bullet, amend to:</p> <p>A deciduous tree belt, AS SPECIFIED IN THE COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN, to be planted within THE BOUNDARIES OF THE SITE first, THE DEPTH TO BE DETERMINED BY THE EFFECTIVE SCREENING OF THE NEW DEVELOPMENT FROM NEW HALL.</p> <p>Delete minimum [ m wide]</p> <p>Delete fourth Bullet point:</p> <p>[Roof forms and colour to be assessed for visibility and potential impact]</p>	<p>For clarity (EH confirms that their representation on 3.60 should be taken to mean site alloc 10 and para 3.61)</p> <p>Text changed to respond to EH representation. Width of tree belt to be specified in support of the compensatory measures in response to EH representation about effective width.</p> <p>Text on roof forms is too vague and more appropriate in separate landscape and implementation plan.</p>
I.40	SCG12 and SCG14	Page 70, para 3.61	<p>Add the following to the end of the paragraph:</p> <p>A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL</p>	For completeness.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	
I.41	N/A	Page 74, Para 3.64	<p>Delete paragraph and replace with:</p> <p>A SINGLE ISSUE REVIEW OF THE EAST OF ENGLAND PLAN WAS APPROVED BY GOVERNMENT IN JULY 2009. THIS SETS OUT THE AMOUNT AND DISTRIBUTION OF GYPSY AND TRAVELLER ACCOMMODATION IN THE REGION. POLICY H4 OF THE SINGLE ISSUE REVIEW STATES THAT THERE SHOULD BE A TOTAL OF 81 PITCHES IN THE BOROUGH OF CHELMSFORD BY 2011. AS OF JULY 2009, PROVISION HAD BEEN MADE FOR 81 PITCHES IN THE BOROUGH. HOWEVER, IN MAY 2010, THE GOVERNMENT ANNOUNCED ITS INTENTION TO ABOLISH TARGETS FOR THE PROVISION OF GYPSY AND TRAVELLER ACCOMMODATION. THE COUNCIL'S STRATEGY TO DATE IS TO PROVIDE TWO SITES OF 10 PITCHES, ONE OF WHICH WILL BE LOCATED IN THE NCAAP AREA WITH THE SITE ALLOCATIONS DPD MAKING PROVISION FOR THE BALANCE OF THE GYPSY AND TRAVELLER ACCOMMODATION, WHICH MAY BE REQUIRED IN THE BOROUGH.</p>	To update the AAP in light of the latest Government guidance.
I.42	N/A	Page 74, Para 3.65	First sentence delete	To reflect updated position

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>[a new]</p> <p>Replace with:</p> <p>AN</p> <p>Delete final sentence</p> <p>[The GTAA is due to be published later in 2009]</p> <p>Replace with:</p> <p>THE BOROUGH COUNCIL HAS NOT ADOPTED THIS ASSESSMENT AS PART OF ITS OWN EVIDENCE BASE</p>	
I.43	N/A	Page 75, Para 3.70	<p>Final bullet point, delete:</p> <p>[emerging]</p>	To reflect updated position
I.44	SCG7	Page 79, para 3.77	<p>Amend first sentence as follows:</p> <p>New housing needs to be supported by schools, child care, HEALTH CARE FACILITIES, community spaces and convenience retail.</p>	For clarity.
I.45	N/A	Page 83, Para 3.82	<p>Third bullet to Development Principles delete [the street] and replace with:</p>	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			COMMUNITY FACILITIES	
1.46	N/A	Page 84, Para 3.84	Add new third sentence to read:  THE NCAAP ALSO IDENTIFIES EXISTING EMPLOYMENT AREAS AT DRAKES LANE AND CHELMSFORD BUSINESS PARK WHICH ARE DEFINED ON THE PROPOSALS MAP.	For clarity and completeness.
1.47	N/A	Page 87, Para 3.95	Amend second sentence to read:  Despite the site's location IN close proximity to the A12...	Typing error.
1.48	SCG12	Page 87, Para 3.95 (bullets)	Move the 10 <sup>th</sup> bullet to second Move the second bullet to 4 <sup>th</sup>  Amend the current second bullet to read:  [The built form must create a positive relationship with the Grade I listed New Hall and Boreham House] IN SO FAR AS BUILDINGS ARE SEEN WITHIN THE SETTING OF EITHER NEW HALL OR BOREHAM HOUSE, THEY SHOULD NOT DETRACT FROM THAT SETTING.  Amend the current third bullet, change to;  Change third bullet point to:	To be explicit about the reasons for limiting height, as in Allocation 19. The parties agree this is best expressed as a general qualification to the existing bullet ie. that the heights should be assessed to ensure that visual encroachment on New Hall and Boreham House is avoided.



Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			BUILDING HEIGHTS WILL BE ASSESSED TO ENSURE THAT VISUAL ENCROACHMENT ON THE SETTINGS OF NEW HALL AND BOREHAM HOUSE IS AVOIDED.	
I.49	N/A	Page 89, Para 3.96	Site Allocation 19 – Add an allocation plan	For clarity
I.50	N/A	Page 90, Para 3.97	In the first sentence delete:  [east]  And replace with:  WEST	Typing error
I.51	N/A	Page 90, Para 3.97	Add the following to the end of the last sentence:  AND THE SETTING OF NEW HALL	For clarification, completeness, and explicit reasons for guidance.
I.52	SCG16	Page 90, 3.98, second sentence	The station will operate by means of road, bus and pedestrian routes that [that] form an integral part of station development. The station SITE will have related OPERATIONAL development which may comprise SURFACE car parking, [and] AS WELL AS MINIMAL commercial accommodation INCIDENTAL TO PASSENGER ACTIVITY WITHIN A STATION BUILDING [to optimise the benefits of the transport node].	For clarification.
I.53	SCG16	Page 90, para 3.99	Add the following to the end of the paragraph:	For completeness.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	
I.54	SCG16	Page 90, Para 3.99	<p>Second sentence:</p> <p>Figure 26 shows an indicative [land allocation] 100M SQUARE ZONE within which station operational buildings and transport concourse should be designed. LAND FOR BUSINESS IS ALLOCATED EAST OF GENERALS LANE, PROVIDING THE OPPORTUNITY FOR EMPLOYMENT-DRIVEN DEVELOPMENT, BASED ON THE PRIOR PROVISION OF THE STATION.</p>	For clarity
I.55	SCG16	Page 90 and 91, Para 3.99	<p>Objectives</p> <p>Second objective - change to</p> <p>Facilitate associated development EAST OF GENERALS LANE to optimise the benefits of the transport hub;</p> <p>Third objective - change to</p> <ul style="list-style-type: none"> <li>Screen STATION development from views from New Hall AND THE REGISTERED PARK AND GARDEN with planting. [compensate for the potential erosion of the setting of Grade</li> </ul>	<p>For clarity</p> <p>To acknowledge the acceptance of associated commercial space, as distinct from separate business development.</p> <p>To be explicit about the reasons for limiting height, as in Allocation</p>

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>I listed buildings.]</p> <p>Development principles for the operational station</p> <p>Add new fifth bullet:</p> <ul style="list-style-type: none"> <li>• COMMERCIAL SPACE INCIDENTAL TO PASSENGER ACTIVITY TO BE ACCOMMODATED WITHIN THE STATION OPERATIONAL BUILDING ONLY.</li> </ul> <p>Move into this section the 2nd, 3rd, 4th, 5th bullets from Development principles for buildings and spaces around a new station, as follows:</p> <ul style="list-style-type: none"> <li>• The extent of development is strictly limited by the northern boundary of the land allocation;</li> <li>• A tree belt [at least 10m wide] AS SPECIFIED IN THE COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN to be planted within the northern AND WESTERN edgeS of the allocated area WEST OF GENERALS LANE.</li> <li>• Tree clumps to be planted within the open land north of the allocation as compensation for the erosion of setting;</li> </ul>	<p>19.</p> <p>For clarification</p> <p>Tree belt wording clarified in response to EH representation about effective width.</p>

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<ul style="list-style-type: none"> <li>Planting to take place prior to any development work to allow maturing;</li> </ul> <p>Add bullet:</p> <ul style="list-style-type: none"> <li>THE HEIGHT OF THE OPERATIONAL STATION BUILDING AND PLANT TO BE STRICTLY LIMITED TO AVOID VISUAL ENCROACHMENT ON THE SETTING OF NEW HALL AND THE REGISTERED PARK AND GARDEN.</li> </ul> <p>Add bullet:</p> <ul style="list-style-type: none"> <li>LAND TO THE WEST OF GENERALS LANE TO BE KEPT FREE FROM BUILDINGS OTHER THAN THE OPERATIONAL STATION BUILDING AND NECESSARY OPERATIONAL STATION STRUCTURES.</li> </ul> <p>[Development principles for buildings and spaces around a new station]</p> <p>Change heading to:</p> <p>DEVELOPMENT PRINCIPLES FOR LAND EAST OF GENERALS LANE</p> <p>First bullet: change to:</p>	<p>Text on building heights made into a general statement to ensure settings are protected consistent with para 3.95</p> <p>For clarification.</p>

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<ul style="list-style-type: none"> <li>Land [immediately adjoining]TO THE EAST OF GENERALS LANE may be used for a mix of commercial and community uses;</li> </ul> <p>2nd, 3rd, 4th 5th bullets: amended and moved to Development principles for the operational station above.</p> <p>6th bullet: change to:</p> <p>The maximum height of buildings within the allocated area EAST OF GENERALS LANE is 9m for flat roof buildings, 12m for pitched or curved roof buildings and maximum 8m eaves height to [limit impact upon setting of New Hall] avoid visual encroachment on the setting of New Hall AND THE REGISTERED PARK AND GARDEN.</p>	
I.56		Page 92, Figure 27	Show boundary of the site allocation with red line	For clarity
I.57	N/A	Page 93, Para 3.101	<p>First sentence delete [1,500 car spaces] replace with:</p> <p>1,400 PARKING SPACES</p> <p>First bullet delete [1,000 spaces] replace with:</p> <p>700 PARKING SPACES</p> <p>Second bullet delete [500 spaces] and [to make a total of 1,500]</p>	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			and replace with:  700 PARKING SPACES and TO MAKE A TOTAL OF 1,400 PARKING SPACES	
1.58	N/A	Page 94, Para 3.105	Amend the second to last sentence to read:  The quiet rural setting of the historic estate [school] is a valuable and highly distinctive asset for the school.	Typing error
1.59	N/A	Page 95, Para 3.109, <i>Reducing car journeys by school travel plan</i>	Amend point to read:  ...coach travel and use of [p]Park and [r]Ride.	Typing error
1.60	N/A	Page 95, 3.109, <i>North entrance</i>	Amend sentence:  Add full stop at end of sentence  And add the following text:  Under heading North Entrance add – SEPARATE VEHICLE/PEDESTRIAN ACCESS INTO NEW HALL SCHOOL JUST EAST OF THE RUNNING TRACK	Typing error  To provide potential vehicle/pedestrian access to New Hall grounds from the planned new development and to assist with transport planning in the wider area.
1.61	N/A	Page 95, 3.109, <i>Sports facilities</i>	Delete spaces between:	Typing error

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			...hall and[ ]/[ ]and gymnasium	
I.62	N/A	Page 96, 3.113, Delivery, 1 <sup>st</sup> bullet	Amend sentence as follows:  [.]and add semi-colon to end of sentence	Typing error
I.63	N/A	Page 97, 3.116	Amend sentence to read:  The location of Old Lodge IS at a pivotal point ...	Typing error
I.64	N/A	Page 99, Paragraph 3.117	Add after third sentence add:  A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	For completeness
I.65	N/A	Page 99, Paragraph 3.118	Amend fourth sentence to read:  A parkland of this type [is not to be regarded as] WILL NOT BE public open space in planning terms...	For clarity
I.66	N/A	Page 99, Paragraph 3.118	Add to the penultimate sentence –  ... INCORPORATING A FOOTPATH/CYCLE ROUTE.  Insert the following at the end of para:	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			THE LANDSCAPE DESIGN MAY INCLUDE AN APPROPRIATELY DESIGNED ONE WAY (EAST TO WEST) PRIVATE DRIVE BETWEEN GENERALS LANE AND THE SOUTHERN END OF THE NEW HALL AVENUE APPROACH TO FORM A PART OF THE SCHOOL'S ACCESS ARRANGEMENTS	
1.67	N/A	Page 100, Figure 30	Colours changes to distinguish different landscape purposes	For clarity
1.68	N/A	Page 101, Para 3.119	After first sentence add  A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS TO SECURE THE OBJECTIVES FOR THIS AREA.	For completeness
1.69	N/A	Page 102, Para 3.120 – Principles Bulleted List (1st bullet)	Amend sentence to read:  (Site Ch76 Broomfield - Little Waltham, Chelmer Mosaic and Site Ch83 Channels [Gold] GOLF Course)	Typing error
1.70	N/A	Page 105, Figure 33	Label Pratts Farm Lane and Belsteads Farm Lane correctly	Typing error
1.71	N/A	Page 106, Para 3.123	Amend the first sentence to read:	Typing error



Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			...that lies within the [plan] NCAAP area.	
1.72	N/A	Page 106, Para 3.123	Amend points as follows:  Make Site A, B and C <b>Bold</b> to stand out	For clarity
1.73	N/A	Page 106, 3.123, Development principles, Site B	Amend first sentence as follows:  The proposed [by pass] BYPASS will cross the area that has mineral permissions.	Typing error
1.74		Page 109, Para 4.3	Amend first paragraph as follows:  ...to a lesser extent, Croxton's Lane [,] offer ...	Typing error
1.75		Page 109, Para 4.5, 5 <sup>th</sup> bullet	Add semi-colon as follows:  ...and nature conservation features; enhance the ...	Typing error
1.76		Page 109, Para 4.5, 7 <sup>th</sup> bullet	Amend sentence as follows:  Add semi-colon to end of bullet	Typing error
1.77		Page 110, Para 4.6, 3 <sup>rd</sup> bullet	Amend sentence as follows:  Insert space between Trust and Sites	Typing error

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
1.78		Page 111, Para 5.2	Amend the last sentence as follows:  ...development encroaching into THE countryside ...	Typing error
1.79		Page 111, Para 5.4	Amend first sentence as follows:  Change punctuation: ...setting and character of villages' [,] settlement boundaries.	Typing error
1.80		Page 112, Para 5.10	Add full stop to end of last sentence	Typing error
1.81		Page 115, Para 6.7	Amend first sentence as follows:  ...where existing [p]Protected [l]Lanes should lose their designation ...	Typing error
1.82		Page 115, Para 6.7	Amend last sentence as follows:  ...identifies the [p]Protected [l]Lanes within the NCAAP area ...	Typing error
1.83		Page 115, Para 6.7, third bullet point	Amend sentence as follows:  [Little Waltham] GREAT WALTHAM	Typing error
1.84		Page 116, Table 7.2	Amend as follows:  2017-2018 [8,750] 4,500 2018-2019 [8,750] 4,500	For flexibility

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			2019-2020 [8,750] 4,500 2020-2021 4,500 [2011-2021]2011-2023 64,000  Insert new penultimate column: 2021-2023 8,250	
1.85		Page 117, Table 7.3, first row	Amend table as follows:  ...which is outside [of] the planning ...	Typing error
1.86	SCG7	Page 117, Table 7.3	The 'Community Facilities' Implementation mechanism/agency/funding requirement should be amended as follows:  Community facilities include the provision of non – residential floor space at new local centres including the provision of a new 4 GP Practice (1,000 m2) in north east Chelmsford and a new 2 GP Practice (350 m2) in north west Chelmsford. Developers will be responsible for providing the land and fully funding the construction and fit out of the built accommodation, INCLUDING SUBSIDISING THE RENTAL COSTS OVER AN AGREED PERIOD. THE HEALTH CENTRE FACILITIES WILL BE SECURED THROUGH A PLANNING OBLIGATION(S) ALONG WITH FINANCIAL CONTRIBUTIONS TOWARDS THE COST OF PROVIDING HEALTH CARE SERVICES.	For clarity.
1.87	SCG14	Page 117, Table 7.3,	Add new section to table as follows:	For clarity

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
		first row	<p>STRATEGIC LANDSCAPE AND COMPENSATION MEASURES</p> <p>Second column to read:</p> <p>THE DEVELOPMENT OF NE CHELMSFORD IS TO BE MASTERPLANNED AND DELIVERED WITH A GREEN INFRASTRUCTURE AND LANDSCAPE STRATEGY FOR THE WHOLE AREA. AS A KEY ELEMENT OF THIS, THE IMPLEMENTATION OF A LANDSCAPE PLAN INCLUDING OPEN ESTATE PARKLAND AROUND NEW HALL AND LANDSCAPE FEATURES SHAPING THE DEVELOPMENT AREAS FORMS A MAJOR PART OF THE MEASURES COMPENSATING FOR THE EFFECT OF DEVELOPMENT ON THE SETTING OF THE GRADE I LISTED NEW HALL AND ITS REGISTERED PARK AND GARDEN (DETAILED IN APPENDIX I). A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS. THIS WILL BE SECURED THROUGH PLANNING OBLIGATIONS, OUTSIDE OF THE STANDARD CHARGES REGIME.</p>	
1.88		Page 117, Table 7.3	Table 7.3, insert new row after 5th item: In 'Infrastructure' column add: ELECTRICITY.	For clarity and completeness

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>In 'Implementation mechanism/agency/funding' column add:</p> <p>IT IS LIKELY THAT THERE WILL BE A NEED FOR A NEW PRIMARY SUBSTATION TO SERVE THE NORTH CHELMSFORD DEVELOPMENTS. IF FURTHER ASSESSMENT DETERMINES THAT THERE IS A NEED, THEN FUNDING WILL BE THROUGH EDF ENERGY'S BIDDING PROCESS. IF NECESSARY, DEVELOPERS MAY PROVIDE FORWARD FUNDING TO DELIVER ITEMS REQUIRED IN THE SHORT TERM.</p>	
1.89		Page 118, Table 7.3	<p>Water / Sewerage section amend as follows</p> <p>Delete</p> <p>[a combination of developer contributions and]</p> <p>Amend to read:</p> <p>Funding will be THROUGH Anglian Water's bidding process. IF NECESSARY, DEVELOPERS MAY PROVIDE FORWARD FUNDING TO DELIVER ITEMS REQUIRED IN THE SHORT TERM.</p>	For clarity
1.90		Page 119, Para 7.8	<p>Amend first sentence as follows:</p> <p>...a relocated and expanded [P]primary [S]school to serve both</p>	Typing error

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			sites.	
I.91		Page 119, Table 7.4, heading	Amend table as follows:  Table 7.4 Delivery [t]Trajectory	Typing error
I.92		Page 119, Table 7.4, 4 <sup>th</sup> row	Amend table as follows:  ... to Bulls Lodge Quarry entrance[.]	Typing error
I.93		Page 119, Table 7.4, 5 <sup>th</sup> row	Amend table as follows:  ...a replacement Generals Lane bridge[.]	Typing error
I.94		Page 119, Table 7.4	Amend table as follows:  Insert a new row at the top of the table. First column to read: '2011 – 2012' Second column to read: 'Strategic landscape and heritage compensation measures'. Third, fourth and fifth columns to contain same figures as next row.	For completeness and consistency
I.95		Page 119 Table 7.4	Include changes 79-82 into the amended Table 7.4 format including revised phasing as per Part 4 of this Schedule. Footnote 2 reference to be inserted by Secondary school, indoor sports/pitches row within Annex 2.	For completeness and consistency

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
		Page 120, Para 7.11	Amend the first sentence as follows:  ...the delivery partnership for Chelmsford, [T]the Chelmsford Tomorrow Delivery Mechanism	Typing error
1.96		Page 121, Bulleted List	Amend bullets to delete reference to diagram as follows:  <ul style="list-style-type: none"> <li>• Land kept free of built development and maintained as [open landscape] ESTATE PARKLAND [(green area on diagram]</li> <li>• Land containing heritage assets [shown yellow]</li> <li>• Land within the setting of New Hall, including the New Hall Campus, which are subject to site specific allocations which allow for built development [coloured light brown]</li> </ul> [Numbers on the diagram refer to NCAAP site allocations]	Typing error
1.97		Page 121, Bulleted list	Add an additional bullet at the bottom of the list:  LAND ALLOCATED FOR OTHER USES – PRIMARY SCHOOL AND PUBLIC OPEN SPACE	For clarity
1.98		Page 122, Figure 35	Delete Figure 35 and replace with plan illustrating the Compensatory Measures.	For clarity
1.99		Page 122, Text and Bulleted List	Move to follow text on Page 121.	For clarity
1.100		Page 122, 2 <sup>nd</sup> sentence	Add colon to second sentence as follows:	Typing error

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			All will be implemented through:	
I.101		Page 123, heading A	Amend sentence as follows:  ...for the whole planned area[.]	Typing error
I.102		Page 123, Heading A	Add to implementation column  A COMPREHENSIVE LANDSCAPE DESIGN AND MANAGEMENT PLAN FOR THE SETTING OF NEW HALL WILL BE PREPARED BY THE LPA IN COLLABORATION WITH ENGLISH HERITAGE, NEW HALL SCHOOL AND OTHER PARTNERS.	For completeness
I.103		Page 124, Part B1	Insert text at the end of first sentence as follows:  (both sides of the avenue approach and land east of Generals Lane encompassing Bulls Lodge Farm) AS ESTATE PARKLAND.	For clarity.
I.104		Page 125, Part C1	After first sentence add  WITH PLANNING DESIGN CONTROLS OVER STRUCTURES, LIGHTING AND PLANTING	For completeness
I.105		Page 125, Part C2	Amend second sentence as follows	For clarity



Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			After 'clumps to' add SCREEN AND	
I.106		Page 125, Part C3	Amend fourth sentence as follows:  Create PUBLIC OPEN SPACE ON WESTERN SIDE OF THE ESTATE PARKLAND, INCORPORATING A FOOTPATH. INCORPORATE INFORMAL NATURE TRAILS WITHIN THE ESTATE PARKLAND FOR PUBLIC ENJOYMENT.	For clarity
I.107		Page 126, Part C5	Amend second sentence as follows:  Add space between 'event' and at	Typing error
I.108		Page 126, Part C7	After the first sentence of the fourth point:  Inclusion of low-height and low-intensity lighting to ensure safety.	For clarity
I.109		Page 126, Part C7	Amend last point as follows:  [green lane character] GREEN SETTING	For clarity
I.110		Page 127, Part D1, first column	Amend second sentence as follows:  <i>To secure the open ESTATE PARKLAND landscape for the future with a long term maintenance commitment.</i>	For clarity.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
		Page 127, table, D1, second column	Amend paragraph as follows:  ...cost to New Hall [s]School who would maintain the land.	Typing error
I.111		Page 128, Heading E	Add to the end of the first bullet point  THE DETAILED LANDSCAPE PLAN WILL INCLUDE DESIGN PARAMETERS FOR PROPOSED DEVELOPMENT IN THESE SITE ALLOCATIONS ADJACENT TO ESTATE PARKLAND  Add to last paragraph  THE LANDSCAPE DESIGN AND MANAGEMENT PLAN WILL SPECIFY DIMENSIONS FOR THESE LANDSCAPE ELEMENTS	For completeness
I.112		Page 128, Part E1	Add new third sentence:  PROVIDE COMMUNITY GARDENS ADJACENT TO THE WILDERNESS AND NUNS CEMETERY	For clarity
I.113		Page 128, Part E1	Add a full stop at the end of the last sentence:  Organise development around field boundaries.	For clarity
I.114		Page 129, Part E3	Move text and italicise second part:	Typing error

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			Tree screening belts alongside new road. <i>To moderate visual and noise impact of road and traffic.</i>	
I.115	SCG14	Page 129, part E4	Amend first sentence:  Plant tree belt ([at least 10m wide] WIDTH TO BE SPECIFIED IN THE DETAILED LANDSCAPE DESIGN AND MANAGEMENT PLAN, with native or historically apt trees and low level planting).	Accept that an effective tree belt will be greater than 10m wide.
I.116		Page 130, Heading F	Amend sentence as follows:  ...of land use, conservation and development[.]	Typing error
I.117	SCG15	Page 132, para 2.5	Amend paragraph:  For guiding principles specific to site allocations in north west or north east Chelmsford, [at variance from or adding to the above] the Borough Council will work with developer[s] teams to [agree and implement a design code to assist designers and planning case managers] SECURE CONSISTENTLY HIGH FINISHED QUALITY ACROSS ALL DEVELOPMENT PHASES, AND CONSISTENT GOOD PRACTICE IN DETERMINING LAYOUT, DETAIL AND CONSTRUCTION CHOICES. THIS WILL BE DONE BY MEANS OF ADOPTED CORE STRATEGY STANDARDS AND ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS; PUBLISHED GOOD PRACTICE GUIDANCE;	For clarity.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>'CODING' FOR SPECIFIED CIRCUMSTANCES OUTSIDE OF EXISTING GUIDANCE, AND CONSTRUCTIVE USE OF PLANNING CONDITIONS TO SECURE APPROPRIATE DETAILED SOLUTIONS.</p> <p>THE ASPECTS OF SCHEME DESIGN THAT WOULD BE IMPLEMENTED WITH THE HELP OF CODING ARE:</p> <ul style="list-style-type: none"> <li>• SECURING THE DEVELOPMENT MASTERPLANNER'S VISION BY MEANS OF ESTABLISHING THE DESIGNER'S LAYOUT THEMES OF BUILDING ALIGNMENT, SPACE ENCLOSURE, SHARED SPACE AND LANDSCAPE PRINCIPLES. SUCH CODING WILL KEEP A MASTERPLAN VISION INTACT ACROSS ALL PHASES OF DEVELOPMENT. THIS WOULD BE CONVEYED THROUGH THE DESIGN AND ACCESS STATEMENT TO BE SUBMITTED WITH OUTLINE PLANNING APPLICATIONS AND TRANSLATED TO CONDITIONS.</li> <li>• SECURING FOCUSSED OBJECTIVES FOR SPECIFIC SITUATIONS, SUCH AS THE BUILT FORM AND DETAILED TREATMENT OF BUILDINGS FACING OPEN LANDSCAPE.</li> </ul> <p>CONDITIONS ON PLANNING PERMISSIONS AND THEIR REASONS WILL BE THE PRIMARY MEANS OF SECURING</p>	

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			DETAILED DESIGN OBJECTIVES AND WILL PROVIDE CLARITY FOR DEVELOPMENT CONTROL PLANNERS DEALING WITH APPLICATIONS FOR RESERVED MATTERS. THE STATED REASON FOR A CONDITION MAY CONTAIN AN EXPLANATION AND A DIAGRAM OF THE DESIGN OBJECTIVE, THE EXPECTED OUTCOME AND CRITERIA TO ASSIST PLANNING OFFICERS DEALING WITH FUTURE APPLICATIONS FOR APPROVAL OF RESERVED MATTERS AND DETAILS.'	
I.118	SCG15	Page 132, under 'Built form and character types'	<p>Delete the three character types and replace with:</p> <p>THE CHARACTER AND LIVEABILITY OF A NEW PLACE DERIVES FROM THE LAYOUT OF BUILDINGS AND SPACES, THE SCALE AND FORM OF BUILDINGS, THE MIX OF HOUSES, APARTMENTS AND BUSINESS SPACE, THE LANDSCAPE AND PLANTING AND THE LEGIBILITY AND ORDERLINESS OF PUBLIC SPACES. SCHEME PROPOSALS SHOULD DEMONSTRATE COHERENCE AND CONTINUITY OF BUILT FORM; WELL-CONCEIVED ENCLOSURE OF PUBLIC STREETS AND SPACES TO AID ORIENTATION, TO REFLECT LOCATION AND TO ACKNOWLEDGE RELATIONSHIPS TO LANDSCAPE AND HERITAGE.</p>	The purpose of this section (containing character types 1, 2, 3) is insufficiently clear and appears too prescriptive. The three character types are illustrative and were used by CBC in developing masterplanning principles and estimating housing capacity. It is accepted that the text is not necessary for the successful implementation of the

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
				AAP. The parties suggest that the three character types are deleted and replaced by the following:
1.119	SCG15	Page 133, para 2.6	Delete the last two sentences:  [The minimum practicable width of a perimeter block is about 40m. No perimeter block should exceed 100m between public routes.]	For clarity.
1.120	SCG15	Page 134, para 2.11	Amend paragraph as follows:  IN LINE WITH PPS3, THE BOROUGH COUNCIL WILL SEEK A RANGE OF DENSITIES ACROSS THE PLAN AREA, IN ACCORDANCE WITH THE SITE ALLOCATION DEVELOPMENT PRINCIPLES, WHICH REFLECT THE DISTINCTIVE FEATURES OF EACH LOCALITY. [PPS3 advocates the use of varying density across development areas to create character and meet needs.] The Borough Council wants to optimise ....	For clarity.
1.121	SCG15	Page 134, para 2.12.	Amend para as follows:  ....in accordance with [Government] PPS3 guidance.....	For clarity.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
		Page 134, 2.14	Amend sentence to read:  ...within properties for storage OF refuse and recyclables storage.	Typing error
I.122	SCG15	Page 135, para 2.20	<p>Amendments to sub headed sections as follows:</p> <p><i>Parking within the house plot</i></p> <p>Delete third bullet [Garages are discouraged as they do not necessarily assist with car parking]</p> <p>Amend fifth bullet as follows:</p> <ul style="list-style-type: none"> <li>• FLEXIBLE DESIGN OF PARKING SPACE WITHIN A PLOT WILL FACILITATE CONVENIENT PARKING AND AVOID OVER-RELIANCE ON STREET PARKING. Flexible use of garden space for car parking with wide gates where access is possible.</li> </ul> <p><i>Parking within an apartment block</i></p> <p>Amend the two bullets as follows:</p> <ul style="list-style-type: none"> <li>• Undercroft, [or] partial underground and rear courtyard parking [is encouraged to get cars out of site] MAY BE DESIGNED TO HELP MANAGE PARKING and use land</li> </ul>	For clarity.

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
			<p>efficiently.</p> <ul style="list-style-type: none"> <li>• Rear Courtyard parking [if it is] MAY BE DESIGNED AS SHARED AMENITY SPACE.</li> </ul> <p>Rear courtyard parking</p> <p>Amend the two bullets as follows:</p> <p>Rear courtyard parking is [discouraged] acceptable if shared with safe pedestrian through route, with forward-facing sentry houses AND THE EXTENT OF THE PARKING AREA IS MINIMISED</p>	
I.123		General	Provide footnotes within final document to cross reference to Evidence Base in Appendix 3.	For clarity
I.124		General	Amend Appendix 3 to reflect updated evidence base submitted for Independent Examination.	For completeness



### 3. Changes to Maps and Plans

In Part 3 North East Chelmsford, all Site Allocation diagrams derive from Figure 11, North East Chelmsford Masterplanning Principles. Changes made to Figure 11 shown here on Map 1b and described below, will be transferred to each site allocation diagram.

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
I.125		Figure 11, Key	Add: light blue: 'Retained water features' Add: thick dotted blue line within two parallel red lines: 'Route corridor for residential access road'	For completeness.
I.126		Figure 11, 'Estate Parkland'	Land referred to as 'Estate Parkland' in the compensatory measures shaded a darker green.  Add new notation ESTATE PARKLAND to key.	For clarity.  To distinguish estate parkland from other kinds of natural or recreational open land.
I.127		Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added along the existing Belsteads Farm Lane.	For clarity, existing lane as a potential access route and to link with other potential routes on the plan.
I.128		Figure 11, alignment of	Lines deleted.	Insufficient route linkage

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
		'Potential route for vehicles/pedestrians'		justification.
I.129		Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added to southern part of plan.	Potential access route to development area.
I.130		Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added to north east part of plan.	Potential access route maintaining field boundary pattern.
I.131		Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added from Generals Lane to the avenue approach.	To show link from new road layout at Generals Lane for access to New Hall School.
I.132		Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added north of New Hall.	To provide potential vehicle/pedestrian access to New Hall School grounds.
I.133		Figure 11, 'Potential route for pedestrian/cycles'	Add line south from Boleyn Gardens north along the green way.	For clarity, ref para 3.55, shows north south footpath and cycle route.
I.134		Figure 11, 'Potential	Add line to southern part of plan.	Route linkage for

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
		route for pedestrian/cycles'		pedestrian/cycles from green way to Beaulieu Park.
I.135		Figure 11, 'Potential route for pedestrian/cycles'	Add line west of New Hall.	For clarification, to continue from the end of the potential vehicle route to link with other pedestrian/cycle routes.
I.136	SCG14	Figure 11 'Potential route for pedestrian/cycles'	Figure changed to show dotted line pedestrian/cycle route. notation running along existing path on the east of existing built up area and to the south within the planned POS.	For clarity
I.137		Figure 11, 'Potential route for pedestrian/cycles'	Add line along edge of Estate Parkland, west of Generals Lane.	To provide continuous route around the parkland.
I.138		Figure 11, 'Retained landscape feature'	Add retained landscape feature where Boreham Brook runs through dammed fish ponds and woodland. Delete purple colour between brown 'Building frontages' lines.	For clarity.
I.139		Figure 11, 'Retained landscape feature'	Add retained landscape feature for: Hedgerows on Generals Lane north eastwards, Woodland around Mount Maskells,	For completeness.

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
			Hedgerows on lane running west from Generals Lane, Hedgerow running north from New Hall School, Remnant of New Hall avenue approach on south side of railway.	
I.140		Figure 11, Gypsy and Traveller site allocation	Site re-positioned south.	To allow potential road junction with Essex Regiment Way.
I.141		Figure 11, Site Allocations	Add site allocation red outline to the area covered by site allocation 19 south of the railway.	Land is allocated within an employment policy area.
I.142		Figure 11, Site Allocations	Complete the red site outline around station.	For completeness.
I.143	SCG14	Figure 11, Site Allocations	Existing hedgerow marked. Site allocation modified.	Development to lie within an existing hedgerow and to protect the finger of open land extending northwards from the NE corner of the New Hall Campus.
I.144	SCG16	Figure 11, Site Allocation 20	Remove purple wash from area west of the centre-line of the existing Generals Lane. New colour and new notation for 'Transport Facilities'.	For clarification. To reflect the different proposed uses for these

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
			Other diagrams showing all or part of Site Allocation 20, all of which derive from Figure 11, to be amended as above.	areas as set out in the proposed text changes in this table.
I.145	Discussed at Matter 4	Figure 11, Site Allocations	Complete red line perimeter boundary around various Site Allocations where there are gaps.	As above.
I.146		Figure 11, Estate Parkland	Estate Parkland adjusted at eastern edge to be co-terminous with track in front of buildings and plots.	As above,
I.147	Discussed at Matter 4	Proposals Map and Figure 11	Site Allocation 22 – New Hall School. Amend New Hall Boundary/Site Allocation Boundary line to the West of New Hall to reflect accurate Boundary of New Hall School.	Correct cartographical error.
I.148	SCG16	Proposals Map	Site Allocation 20 – Land for a Railway Station and associated Development (land west of centre-line of the existing Generals Lane). Remove purple wash and fill entire area with orange wash.	To ensure that there is adequate delineation between the proposed uses east and west of the existing General Lane.
I.149		Proposals Map	Site Allocation 20 - Land for a Railway Station and associated Development (land east of centre-line of the existing Generals Lane). Adjust the curve of the station link road and northern extent of Site Allocation 20 to be consistent with amended Figure 11.	To ensure all mapping is consistent.
I.150		Proposals Map	Site Allocation 18 - Land North East of Boreham Interchange,	As above.

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
			east of North east Bypass Corridor. Amend northern boundary of Site Allocation 18 to be consistent with amended Figure 11.	
I.151		Proposals Map	Site Allocation 24 – Land South of New Hall, West of Bulls Lodge Add ESTATE PARKLAND to end of description Conservation/Strategic Landscape Enhancement on key. Adjust Estate Parkland Boundary along track south of Bulls Lodge Farm and the Eastern boundary of Old Lodge Farm. Remove notation from Site Allocation 18 (Land North East of Boreham Interchange, east of North east Bypass Corridor), Site Allocation 23 (Old Lodge Farm), Site Allocation 26 (Wildlife Area) and Site Allocation 27 (Golf Course). Amend alignment of southern boundary with Site Allocation 10.	As above.
I.152		Proposals Map	Site Allocation 11 – Land North of New Road. Amend northern Masterplanning and Urban Area Boundary to be consistent with amended Figure 11.	As above.
I.153		Proposals Map	Site Allocation 25 - Land to the east and north of New Hall- amend Urban Area Boundary along northern boundary of allocation to be consistent with amended Figure 11.	As above
I.154		Proposals Map	Amend Wildlife Site at Little Waltham to include extended area (see Annex 3, Map 2 of this schedule)	To reflect the natural boundary of the area
I.155		Proposals Map	Amend boundary of Public Open Space at Little Waltham to extend the area (see Annex 3, Map 3 of this schedule)	Amendment of error
I.156		Proposals Map	Amend sections of the route of proposed cycle route connecting Great Waltham with Urban Chelmsford via Broomfield Hospital (see Annex 3, Maps 4 a b and c of this	For consistency with Essex County Council's latest proposed route.

Submitted Schedule of Changes Ref No	SCG Ref No/Matter No	Affected part of the diagram	Proposed Changes to the Diagram	Reason for Change
			schedule)	
I.157		General	Key's to be added to Figures 3, 10, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35	For clarity
I.158		General	North sign and points of orientation to be added to Figures 2, 3, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35	For clarity
I.159		General	Figure 2 remove Main Route and Frequently Travelled from the Key	For clarity
I.160		General	Various changes to inset figures 13-31 as a result of changes to the overall masterplan at Figure 11 (Annex 1 and Annex 3 -Map 6) and Proposals Map.	For clarity

#### 4. Proposed Change to Table 7.4

Financial Year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Post-2021
Drivelling completions (no, cumulative)	0	100	375	675	1,000	1,375	1,750	2,125	2,500	2,850	3,200	4,000
Employment space - west site (m <sup>2</sup> , cum.)	0	6,000	12,000	18,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
Employment space - east site (m <sup>2</sup> , cum.)	0	0	0	0	0	5,000	18,750	18,750	22,750	27,250	32,750	40,000
New strategic sewer												
CHAN - Phase 1												
CHART - Phase 2												
Primary school and LY&C1												
Railco Distributor Road												
Boreham interchange, incl. new bridge												
CHAN - Phase 3												
Community centre												
Health centre												
Undergrounding of overhead power lines												
Sports pitches, change facilities, parking												
Secondary school, indoor sports/pitches												
Neighbourhood Policing Office												
Increased capacity in electricity supply												
Primary school and LY&C2												
Railway station <sup>1</sup>												
Community library												
Primary school and LY&C3												
Phasing	< P H A S E 1 >			< P H A S E 2 >				< P H A S E 3 >			< P H A S E 4 >	

<sup>1</sup> Timing based on agreed level of trips being processed on local highway network - may therefore be subject to change

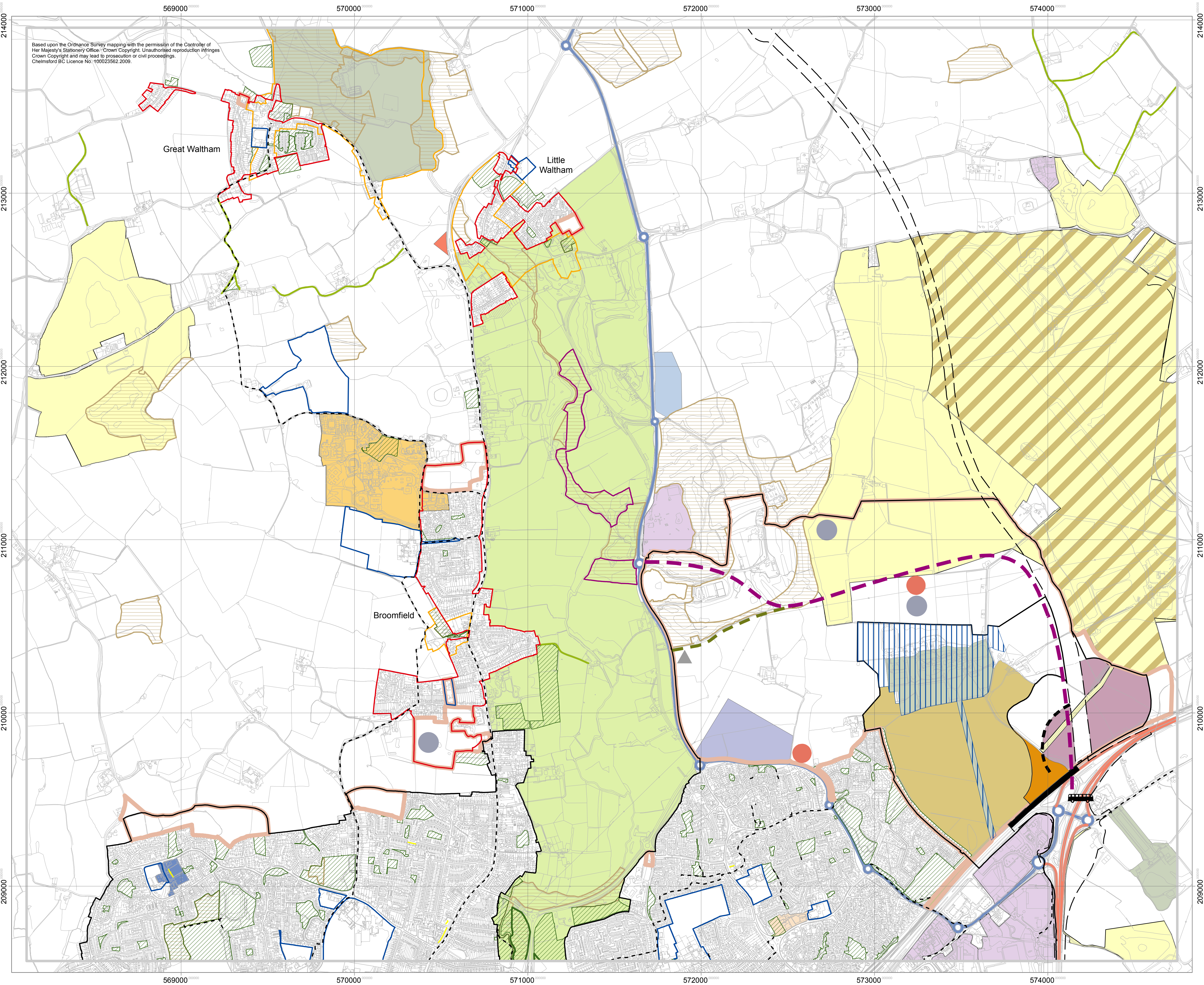
<sup>2</sup> Timing of secondary school depends on availability of additional funding, which would need to be available in order to achieve the 2014/15 completion date



## **5. Amended Maps and Plans**







NORTH CHELMSFORD  
AREA ACTION PLAN

**MAP 1a**

**PROPOSED SUBMISSION  
PROPOSALS MAP  
AS AMENDED 10.02.11**

The Proposals Map shows the spatial definition of Area Action Plan proposals. It includes policy areas designated by the Core Strategy and Development Control Policies DPD.

The Proposals Map for North Chelmsford is an inset of the Local Development Framework Proposals Map.

**Important Note**

There may be areas on this Proposals Map which are at risk from flooding. Areas at risk from flooding are defined and updated by the Environment Agency,

for further details please see the flood maps published on the Environment Agency's website at

[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)



**27 October 2009**

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Planning Policy  
Directorate for Sustainable Communities  
Chelmsford Borough Council  
Civic Centre, Duke Street, Chelmsford, Essex, CM1 1JE

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# NORTH CHELMSFORD AREA ACTION PLAN

## PROPOSED SUBMISSION PROPOSALS MAP AS AMENDED 10.02.11

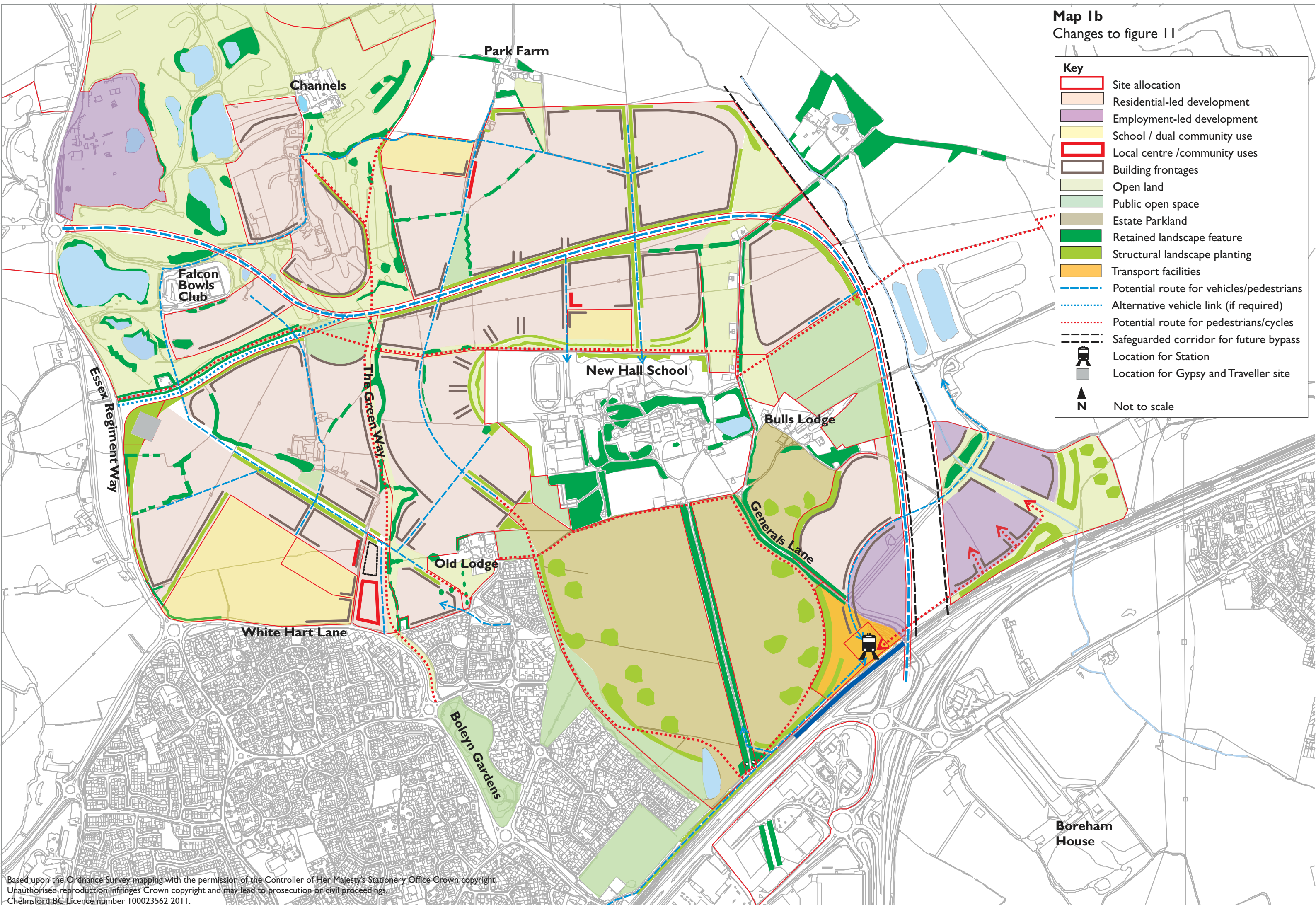
The Proposals Map shows the spatial definition of Area Action Plan proposals. It includes policy areas designated by the Core Strategy and Development Control Policies DPD.

The Proposals Map for North Chelmsford is an inset of the Local Development Framework Proposals Map.

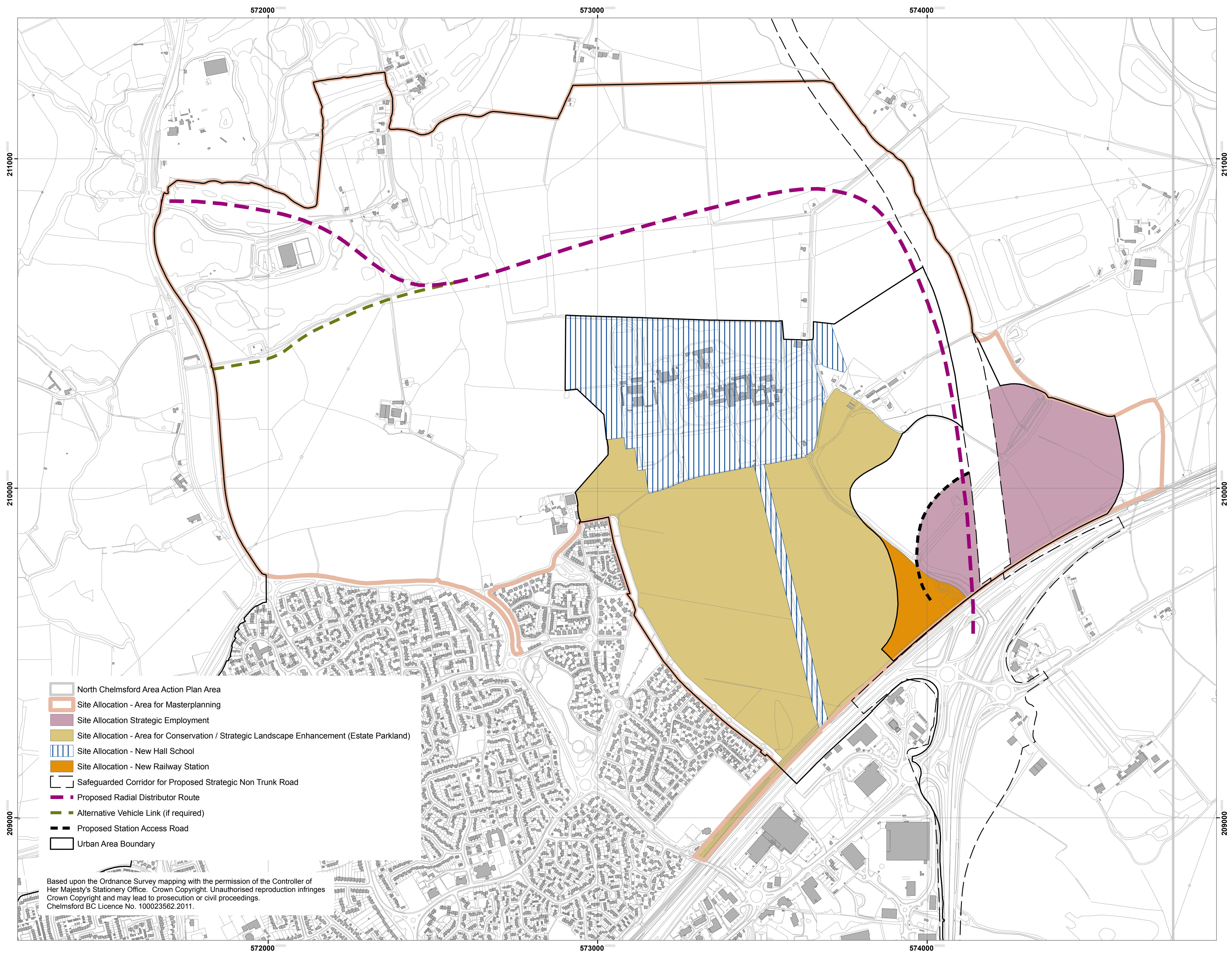




**Map 1b**  
Changes to figure 11







- North Chelmsford Area Action Plan Area
- Site Allocation - Area for Masterplanning
- Site Allocation Strategic Employment
- Site Allocation - Area for Conservation / Strategic Landscape Enhancement (Estate Parkland)
- Site Allocation - New Hall School
- Site Allocation - New Railway Station
- Safeguarded Corridor for Proposed Strategic Non Trunk Road
- Proposed Radial Distributor Route
- Alternative Vehicle Link (if required)
- Proposed Station Access Road
- Urban Area Boundary

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# North Chelmsford Area Action Plan

## MAP 1c

Proposed Submission  
Amended Notations in  
North East Chelmsford  
As Amended  
10.02.11



0 100 200  
Metres

February 2011

### Directorate for Sustainable Communities

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## **NCAAP Inspector's Report Appendix 2**

### **North Chelmsford Area Action Plan (NCAAP) Examination**

**January 2011**

#### **Schedule 2 – Changes affecting the Soundness of the Plan which are supported by Chelmsford Borough Council**





## 1. Introduction

This Schedule of Changes sets out all changes to the NCAAP Proposed Submission Document which affect the Soundness of the Plan and are supported by Chelmsford Borough Council. The changes incorporate some of those set out in the Submission Schedule of Proposed Changes and some new changes that have arisen as part of the Examination Process. This Schedule therefore supersedes the Submission Schedule of Proposed Changes and for this reason a new referencing system has been used.

The Schedule is accompanied by two maps which illustrate the changes that are being proposed. These are:

Map 1a – An illustrative map showing the Proposed Submission route of the Radial Distributor Road (RDR), the Focused Change route of the RDR and the Re-focused Change route of the RDR.

Map 1b – The final proposed Figure 11 incorporating any changes and amendments

## 2. Proposed Changes to the Text

Ref No	SCG Ref/Matter No	Paragraph/Section/ Page	Change ([Deletions] ADDITIONAL TEXT)	Reason for Change
2.1	N/A	Page 55, Paragraph 3.33	<p>Add the following new paragraph after paragraph 3.33:</p> <p>THE COUNCIL'S PREFERRED SOLE ACCESS POINT FOR THE RADIAL DISTRIBUTOR ROAD ON ESSEX REGIMENT WAY IS FROM THE EXISTING ROUNDABOUT AT BELSTEADS FARM. IT IS PREFERABLE TO USE AN EXISTING ROUNDABOUT TO MINIMISE ANY DISRUPTION TO TRAFFIC FLOWS AND AVOID UNNECESSARY HIGHWAYS WORK THE COUNCIL ACCEPTS HOWEVER, THAT TO ENABLE THE FIRST PHASE OF DEVELOPMENT TO</p>	For flexibility

			COME FORWARD NORTH OF NABBOTTS FARM ROUNDABOUT, A SECOND ACCESS POINT ON ESSEX REGIMENT WAY MAY NEED TO BE DEVELOPED. THIS WOULD BE BETWEEN BELSTEADS FARM AND NABBOTTS FARM ROUNDABOUT AND COULD HELP OVERCOME ANY DELIVERABILITY ISSUES WITH THE FIRST PHASE OF THE DEVELOPMENT.	
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### 3. Proposed Changes to Maps and Plans

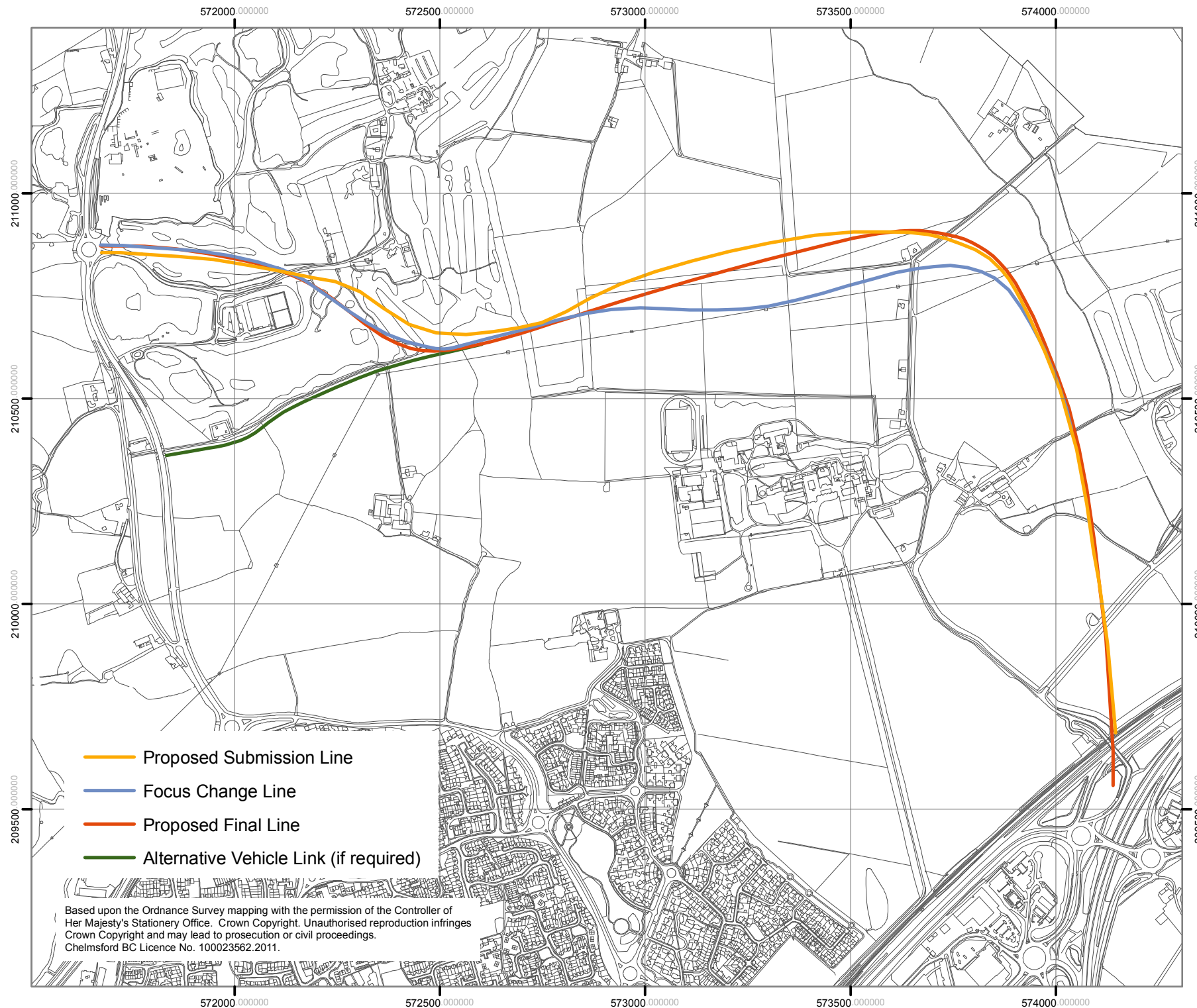
In Part 3 North East Chelmsford, all Site Allocation diagrams derive from Figure 11, North East Chelmsford Masterplanning Principles. Changes made to Figure 11 shown here on Map 2b and described below, will be transferred to each site allocation diagram.

Ref No	SCG Ref/Matter No	Paragraph/Section/Page	Proposed Changes to the Diagram	Reason for Change
2.2	N/A	Figure 11, alignment of 'Potential route for vehicles/pedestrians'	Line added to provide link to Essex Regiment Way, south of existing hedgerow.	To enable an alternative access to and from Essex Regiment Way, to facilitate phasing.
2.3	N/A	Figure 11, Site Allocations	Adjust site allocation boundary lines	As a result of realigning the route corridor for residential access road
2.4	Discussed at Matter 11	Proposals Map and Figure 11 of Proposed Submission Document.  Figure 1 and 2 of the Focused Change Document.	Route of Radial Distributor Road – amend Proposals Map and Figure 11 Masterplan to show RDR alignment in respect of where it crosses land with minerals permission to that within the Proposed Submission Document with minor amendments reflecting agreement in SCG6. The remainder of the RDR alignment to follow route within the Focused Changes consultation to include additional access onto Essex Regiment Way, and correction to cartographical error relating to Site Allocations 10 and 18. Further minor amendments to boundaries of  Consequential adjustments to site allocations, open land, landscape and built frontage north and south of the road.	Re-focus change. Revert to original alignment of the road with respect of where it crosses land with minerals permission, as shown in the Proposed Submission DPD, due to agreement being reached in SCG6.
2.5	N/A	Proposals Map	Second access shown in blue connecting the RDR to Essex Regiment Way at a new junction between Nabbotts	For flexibility.

Ref No	SCG Ref/Matter No	Paragraph/Section/P age	Proposed Changes to the Diagram	Reason for Change
			Roundabout and Belstead Farm Roundabout to reflect text at REF 27.	

### **3. Amended Maps and Plans**





## North Chelmsford Area Action Plan

### MAP 2a

#### Proposed Radial Distributor Routes

 February 2011

0 100  
Metres

#### Directorate for Sustainable Communities

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 **Chelmsford**  
BOROUGH COUNCIL



**Map 2b**  
Changes to figure 11

