

Broomfield Neighbourhood Plan 2022 – 2036

Consultation Statement

January 2024

Broomfield Parish Council



Prepared for Broomfield Parish Council by
Places4People Planning Consultancy
January 2024



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1. Introduction

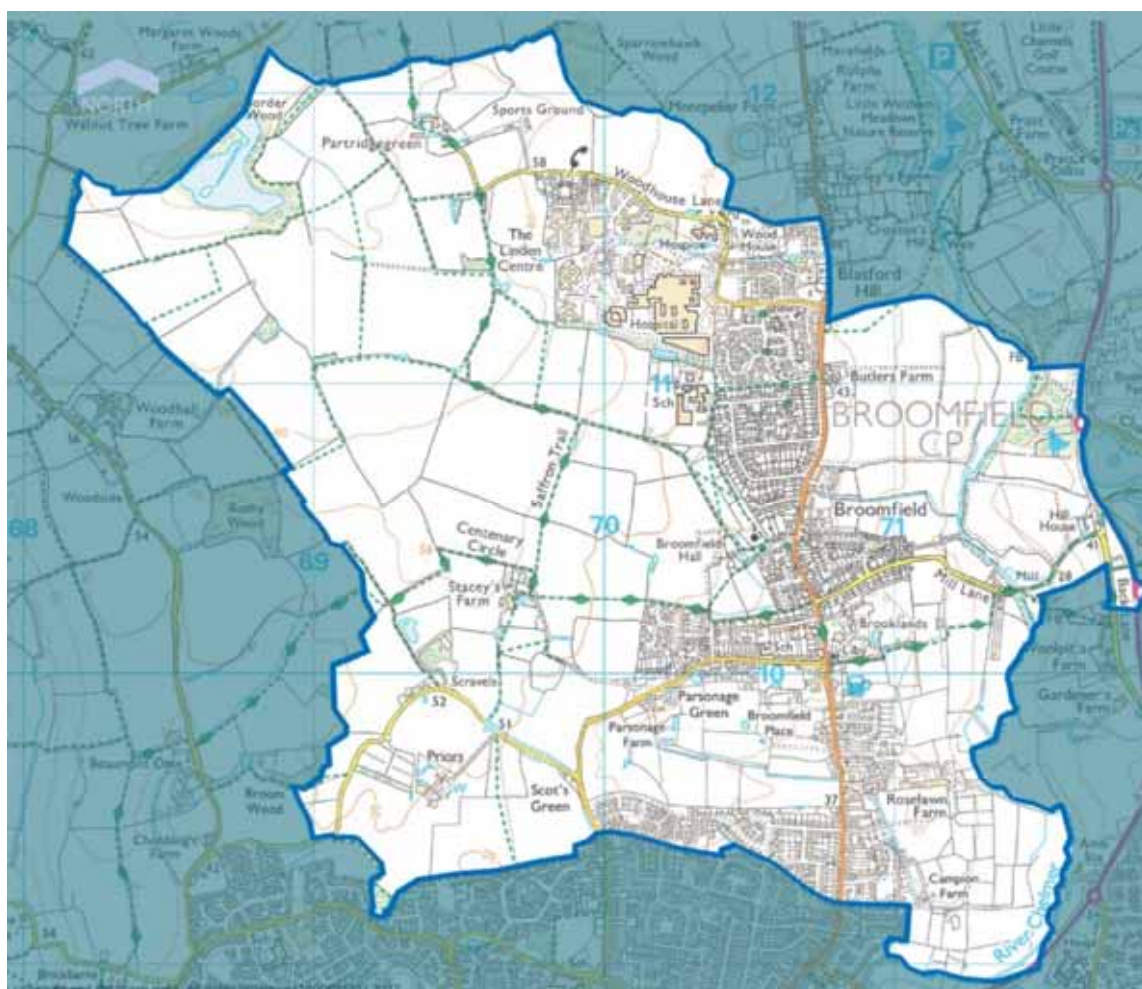
- 1.1 This consultation statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Broomfield Neighbourhood Plan.
- 1.2 The legal basis of this Consultation Statement is provided by Section 15(2) of the 2012 Neighbourhood Planning Regulations,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

2. Background to the preparation of the Neighbourhood Plan

2.1 In March 2016 Broomfield Parish Council agreed to prepare a neighbourhood plan for the Parish and in the following June, Chelmsford City Council endorsed this decision and designated the Neighbourhood Area. However, in March 2022, Chelmsford City Council agreed to change some parish boundaries, following a Community Governance Review. The changes for Broomfield were that:

- the eastern part of the Parish (east of the A130) would be taken away and added to a new parish (Chelmsford Garden Community or Belsteads);
- Petty Croft, which was in Little Waltham Parish, would become part of Broomfield.

2.2 These changes will take effect on 1st April 2023 and the Parish Council agreed it would be confusing if the Neighbourhood Area and the new Parish covered different areas. It therefore asked the City Council to amend the Neighbourhood Area to match the new Parish boundary. After a statutory consultation period, the amended Neighbourhood Area was designated by the City Council on 12 July 2022. The Neighbourhood Area is shown on Map 1.



Map 1 – Broomfield Neighbourhood Area

3. How the Neighbourhood Plan has been prepared

- 3.1 The Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations and, in particular, has involved local community engagement to gather evidence for the content of the plan and later inform the plan's direction and policies. The content of the Neighbourhood Plan has been generated and led by the community and shaped by results of surveys, drop-in events and externally sourced evidence reports as appropriate and proportionate to the content of the Plan and the matters it addresses.
- 3.2 The main pieces of work carried out in preparation of the Plan were:
- Residents' Questionnaire 2017
 - Landscape Appraisal 2019
 - Design Guidelines 2020
 - Site Options and Assessment 2020
 - Review of Local Green Space, Valued Landscape and Key Views 2021
 - Local Green Space Assessment 2022

The reports are available separately to download on the Neighbourhood Plan website www.broomfieldnp.org.uk .

Community Engagement

- 3.3 Throughout the preparation of the Plan there has been an emphasis on ensuring that those living and working in the parish are kept informed on progress and have opportunities to comment. A full list of consultation and communication events is contained in Appendix 1.
- 3.4 The main community engagement event carried out by the Parish Council was the Pre-Submission Consultation on the Draft Neighbourhood Plan. This is detailed in Section 4 below.

4. Regulation 14 Pre-Submission Consultation

- 4.1 In October 2022 the Parish Council considered the draft Neighbourhood Plan and approved it for the purposes on Pre-Submission consultation in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 (as amended).
- 4.2 Consultation commenced with a drop-in event at the Village Hall on Saturday 19th and Sunday 20th November 2022. The display boards used at the event are illustrated in Appendix 2. Consultation was initially scheduled to last until 13th January but was extended to 31st January to allow extra time for residents to comment.
- 4.3 An explanatory leaflet, illustrated in Appendix 3, was published and distributed to every household.
- 4.4 The bespoke Neighbourhood Plan website provided a copy of the Draft Neighbourhood Plan, links to the supporting evidence documents and details on how to comment on the Plan. An online comments form was made available, linked from the Neighbourhood Plan pages. It was also made available in paper form should respondents be unable or unwilling to submit comments online.
- 4.5 The City Council provided a list of statutory consultees, as listed in Appendix 4, and these were notified of the consultation by email at the start of the consultation period. A copy of the consultation email content is included as Appendix 5.
- 4.6 Details of the responses received during the pre-submission consultation period are detailed later in this Consultation Statement.

5. Pre-Submission Consultation Responses

5.1 A total of 107 individuals and organisations responded to the Pre-Submission Consultation as listed below.

Residents

R Perry	I Mercer	S Owen
Y Heaver	N Scott	J Hatcher
C Abrahams	S Eade -	W Talley
R Marchal	M Taylor	J Grignard
M Wellington	J Lee	D Thomas
P Henry	M Krethlow Shaw	M Corsham
A Faulds	T Cannon	J Blake
J Barnes	R Parrish	P Mitchell
A Abbott	D Lambert	D Coles
G Manning	H Bray	A George
J Pearson	T Pavlovic	S Lloyd
T Thomas	P Goode	A Martin
W Smith	M Rolfe	R Barnard
F Marchal	J Brown	A Bestwick
P Joyce	S Bazire	A Thomson
C George	M Shildrake	M Dearsley
R Cole	A Garrett	A Brown
C Abrahams	I Jasinczuk	R Blake
S Clitherow	P Strudwick	T Dewey
J Pinkerton	S Ager	K Paxton
R Hamilton	J Lipscombe	D Herbert
A Odelana	H Risk	P Phillips
S Evans	S Foster	D Coggins
J Head	S Wood	E Bower
S Elliott	S Summers	Y Shearman
A Marriage	R Taylor	D Vicary
M Barnard	C Flint	Plus 6 anonymous
P Marriage	R Parrish	responses
S Collins	M Wilderspin Lovell	
I Collins	A Barlow	

Organisations / Developers

Chelmsford City Council
Essex County Council
Braintree District Council
Little Waltham Parish Council
Springfield Parish Council
Anglian Water

Historic England
Mid and South Essex NHS Integrated Care System
National Grid
National Highways
NEOS Networks
Essex County Fire & Rescue Service
The Land Trust
Frazer Halls Associates on behalf of Miscoe Enterprises Ltd
Frazer Hall Associates on behalf of Cliffords Group Ltd

I

- 5.2 Appendix 6 of this Statement provides a summary of responses to the consultation questions while the schedule of comments and the responses of the Parish Council are set out in Appendix 7. As a result, the Submission version of the Neighbourhood Plan has been appropriately amended as identified in the “changes made to Plan” column of the Appendix. Further amendments were made to the Plan to bring it up-to-date. Appendix 8 provides a comprehensive list of all the modifications made to the Pre-Submission Plan following consultation.

Appendix 1 – Consultation and Communication Events

Spring 2016 – Pre-Designation Consultation by Chelmsford City Council (Designation in June 2016)

Autumn 2016 – Broomfield Times Article introducing the NP process (see below)

19th November 2016 – Big Launch Open Event. 100 people attend – 60 complete short questionnaires (See BROOMFIELD TIMES Article for full details)

Winter 2016 – Broomfield Times Article

Spring 2017 – Broomfield Times Article about the Big Launch Open Event (attached)

April 2017 – Residents' Questionnaire. Delivered to every house in Broomfield (approx. 1,750). 493 returned indicating the views of nearly 900 people.

Summer 2017 – Broomfield Times Article – annual report – summary of the first year of the NP process

Autumn 2017 – Broomfield Times Article summarizing the main results of the residents' questionnaire; Stakeholder survey sent to all businesses, landowners and community organisations.

Winter 2017 – Broomfield Times Article (short update on the residents' questionnaire results).

Spring 2018 – Broomfield Times Article advertising the Open Day in May

23rd May 2018 – Open Day with displays showing results of residents' questionnaire and initial proposals. Opportunity for residents to comment further.

Summer 2018 – Broomfield Times Article with Annual Report 2018

Autumn 2018 – Broomfield Times Article - Report on the Open Day in May (APM) for people who missed it (attached)

Spring 2019 – Broomfield Times Article – Update (particular reference to Landscape Appraisal and feasibility into cycle paths)

Summer 2019 – Broomfield Times Article with Annual Report 2019

Autumn 2019 – Broomfield Times Article on working at home, seeking views about how the NP could support home workers

Summer 2020 – Broomfield Times Article – short update during Covid. New website address advertised.

Autumn 2020 – Broomfield Times Article – short update during Covid.

Spring 2021 – Broomfield Times Article – major article to remind people post-Covid and update on policy drafting that took place during Covid

March/April 2021 – consultation on proposed site allocation for community facilities and green open space on land south of Broomfield Place. Information leaflet and response forms distributed to all households in the Parish. 423 response forms received, indicating the views of 806 people. See below for more information.

Summer 2021 – Broomfield Times Article – Annual Report, highlighting the results of the consultation on land south of Broomfield Place (see attached).

Summer 2022 – Broomfield Times Article – major article about change in NPA boundary and announcing Reg 14 consultation later in the year.

Autumn 2022 – Broomfield Times Article advertising Open Days to support the Reg 14 consultation.

It's Your Village, Have Your Say
ON BROOMFIELD'S FUTURE

ON BROOMFIELD'S FUTURE

The Big Launch of Broomfield's Neighbourhood Plan

19th November 2016. An average late autumn Saturday afternoon, but the start of something new for Broomfield – the launch of our neighbourhood plan.

A neighbourhood plan is a way for a village or community to plan its future development over the next 15 - 20 years. It's mainly about planning – for instance, where new houses shops or offices should be built, of what type, what they should look like and what infrastructure should be provided.

Chelmsford City Council is currently planning where new development should go and this seems likely to include Broomfield. A neighbourhood plan can't stop development, but it gives local people more say about what happens. So this is our chance to have a say in how our village develops, rather than leaving it entirely to developers and the City Council.

It's vital that local people are involved at every stage of the Plan. We already have a group of volunteers who've been working hard since last August to get things up and running. The Big Launch saw another 100 people getting involved, by studying the display boards, chatting to steering group members, sharing their views at the 'Grill the Group' discussion session or filling in a short questionnaire.

Nearly 60 people filled in the questionnaire. The results have now been analysed and show that: The biggest attraction about living in Broomfield is the closeness to countryside, with nearly all the responses saying that the countryside was either 'very important' or 'important'

Other big likes are the sense of community and the people, living in a village, links to surrounding areas and the amenities, such as schools, the hospital and churches

The biggest dislike about Broomfield is the amount of traffic going through the village

The vast majority of responses said that we should continue our efforts to get both an expanded 2 form entry primary school and new safer cycle paths. Traffic improvements, a doctor's surgery and a post office were also mentioned as important pieces of infrastructure

Most people thought that any new development should focus on affordable homes and small family homes. Retirement properties for older people who want to downsize, but still want to live independently, were also mentioned.

The Parish Plan consultation in 2004 divided the Broomfield countryside into 9 'landscape character areas' and asked local people to say which



www.broomfieldsex.co.uk

they most wanted to protect. The Big Launch questionnaire showed that people still think these are the right landscape character areas to use.

If you'd like to see the full results of this questionnaire, please go to our neighbourhood plan website at www.broomfieldsex.co.uk/np

The Chair of the Neighbourhood Plan Steering Group, John Blake, said: 'It was really good to see so many people at the Big Launch and hear what they had to say. By and large, Broomfield residents seem to have the same views as they did when we consulted everyone for the Parish Plan

10 years ago. However, we didn't want to just assume that, so it was really useful to get a steer from the local community about the issues the neighbourhood plan should tackle.'

The next stage is that a longer questionnaire will be delivered to every house in Broomfield, to get the views of local people in more detail. For the latest news on the neighbourhood plan, please go to our website www.broomfieldsex.co.uk/np.

If you'd like to contact the Steering Group, please just e-mail np@btinternet.com or contact us via the Parish Office at the Village Hall.

The Neighbourhood Plan Steering Group



Find us on Facebook

NEIGHBOURHOOD PLAN FOR BROOMFIELD

HAVE YOUR SAY ON BROOMFIELD'S FUTURE

CONSERVING THE LANDSCAPE |
AFFORDABLE HOUSING | OPEN SPACES |
TRAFFIC & TRAVEL | CLIMATE CHANGE |
NATURAL ENVIRONMENT | DESIGN |
COMMUNITY FACILITIES | HERITAGE |

TO FIND OUT MORE:

COME TO THE VILLAGE HALL
on 19th or 20th NOVEMBER

or VISIT OUR WEBSITE
WWW.BROOMFIELDNP.ORG.UK





Looking to the Future

The Neighbourhood Plan is our community's chance to shape the Broomfield of tomorrow.

What is a Neighbourhood Plan?

It's a Plan agreed by local people to decide how their neighbourhood or parish should develop - or not - over the next decade or so.

Why are we doing a Neighbourhood Plan for Broomfield?

The Parish Council wants to give the local community more say about how Broomfield changes, especially given the pressure for development in and around Chelmsford.

We need to be clear about:

- What we want to conserve and enhance
- How and where change can take place
- How problems like traffic and the lack of affordable housing can be tackled.

Having a neighbourhood plan also means Broomfield will get a lot more funding for local facilities whenever development takes place.

Why are you asking us now?

We now have a draft Neighbourhood Plan ready to show residents and stakeholders. It's based on a detailed Residents' Questionnaire and lots of other assessments and research that we've carried out since 2017. We need to know what you think about the draft Plan, so we can see if it is on the right lines and where changes might need to be made.

Once any changes have been made, the next draft will be submitted to the City Council. They will carry out further consultation and arrange for an independent inspector or 'Examiner' to consider the Plan. Further changes may be required at that stage. Then the final version of the Plan is put to a local referendum. If most voters agree, the Plan takes effect.

Where does the Plan cover?

The Neighbourhood Plan has been prepared to the new Broomfield parish boundary that will come into effect in 2023, as shown on area map below.





A new resident admires his Tree for Life

We want Broomfield to still be a great place to live when they're both fully grown



Where can I read the draft Plan?

On our website www.broomfieldnp.org.uk

Also, there are some paper copies at the Parish Office and Broomfield Library. The Plan is quite long, but if you're mainly interested in some parts, you can just read and comment on those sections.

How can I comment?

By filling in a Response Form:

Online - just follow the link on our website

On paper - there are paper copies of the response form at the Parish Office and the Library

By e-mail - download a response form on our website, complete it and email it to:

info@broomfieldnp.org.uk

**We must receive your comments by
Friday 13th January 2023**

But I need help!

Open Days - 19th and 20th November at the Village Hall

Drop in any time between 2 - 6.30pm on
Saturday 19th or 12 - 5pm on Sunday 20th.

There will be displays, with people on hand to explain and answer your questions. There will also be a quiet area where you can also fill in a response form there and then if you wish.

Website

There will be features and answers to frequently asked questions on our website.

Email

And you can ask any question by emailing us at:
info@broomfieldnp.org.uk

**Please respond to this consultation and help us
make Broomfield an even greater place to live!**



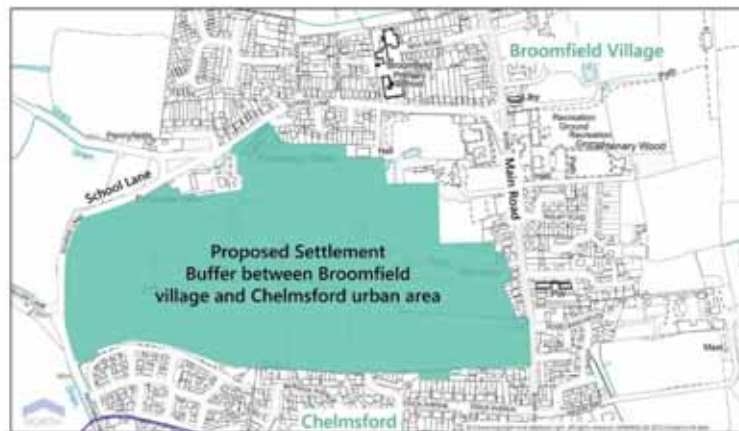
What's in the Plan?

LANDSCAPE SETTING

We know that local people highly value the countryside around Broomfield.

This Section aims to make sure:

- The most valued areas of landscape and key views are conserved and enhanced. Each part of the landscape around Broomfield has been professionally analysed and sensitivities to development are set out in the Plan.
- The landscape gap between Broomfield village and the Chelmsford urban area is protected from development, so that Broomfield village remains a distinct settlement with its own identity.



HOUSING AND DEVELOPMENT DESIGN (TWO SECTIONS)

Chelmsford's Local Plan has already allocated a large site for general housing 'north of Broomfield' which will meet our overall housing need.

So, these two Sections aim to:

- Get a better mix of housing sizes to meet local need
- Set up a Community Land Trust (CLT) for Broomfield. CLTs provide community housing that is guaranteed to be genuinely affordable and for existing local people in perpetuity.
- Allocate a small site for this affordable community housing, as part of a bigger Open Space project.
- Make sure new development is well designed to blend in with existing, locally-valued styles of architecture.



NATURAL ENVIRONMENT

As well as valuing specific areas of countryside, we know local people love the tranquillity, the opportunity for recreation and the wildlife/biodiversity that it offers.

This Section aims to:

- Conserve and increase woodland and hedgerows
- Define and enhance 14 important parcels of land as Local Green Space, meaning they would be protected from development.
- Protect the best agricultural land
- Create 2 new large public open spaces, south of Broomfield Place and east of Saxon Way. Both are currently unused, with no public right of access. Securing them as public Open Space would need to be part funded by small community facility developments.



Unused land, former gravel workings, east of Saxon Way could become new accessible public open space



HISTORIC ENVIRONMENT

We know that local people really appreciate Broomfield's heritage and historic buildings and features.

This Section aims to:

- Enhance the existing Conservation Area at Church Green
- Define 3 new Special Character Areas at Parsonage Green, Angel Green/Broomfield Place and around Broomfield Mill where any new development would have to pay special attention to existing historic features
- Create heritage displays and trails around the Parish to raise awareness about and celebrate Broomfield's rich history.



COMMUNITY FACILITIES

Broomfield has some excellent facilities which local people value. However, there is always scope for more.

This Section aims to:

- Make sure that new facilities are created, as needs and opportunities arise
- In particular, seek to get agreement for a GP surgery in the village; and create an affordable meeting room for local people who work at home
- Allocate land around the old car park next to Broomfield Place for a new centre for disabled adults and those with support needs, alongside related community facilities and a large area of public Open Space. This proposal achieved 88% support from Broomfield residents in an earlier consultation.

CLIMATE CHANGE

Climate Change is a local problem as well as a national/global challenge, leading to increased flood risk and damage to aspects of the natural environment that local people cherish. This Section:

- Explains how planned actions throughout the Plan will help to fight Climate Change, such as new cycling and walking infrastructure and planting new hedgerows and woodland
- Supports existing flood prevention policies with a focus on Broomfield's Critical Drainage Areas
- Outlines a Broomfield Parish strategy to boost the use of green energy, for instance by installing accessible charging points for electric cars.

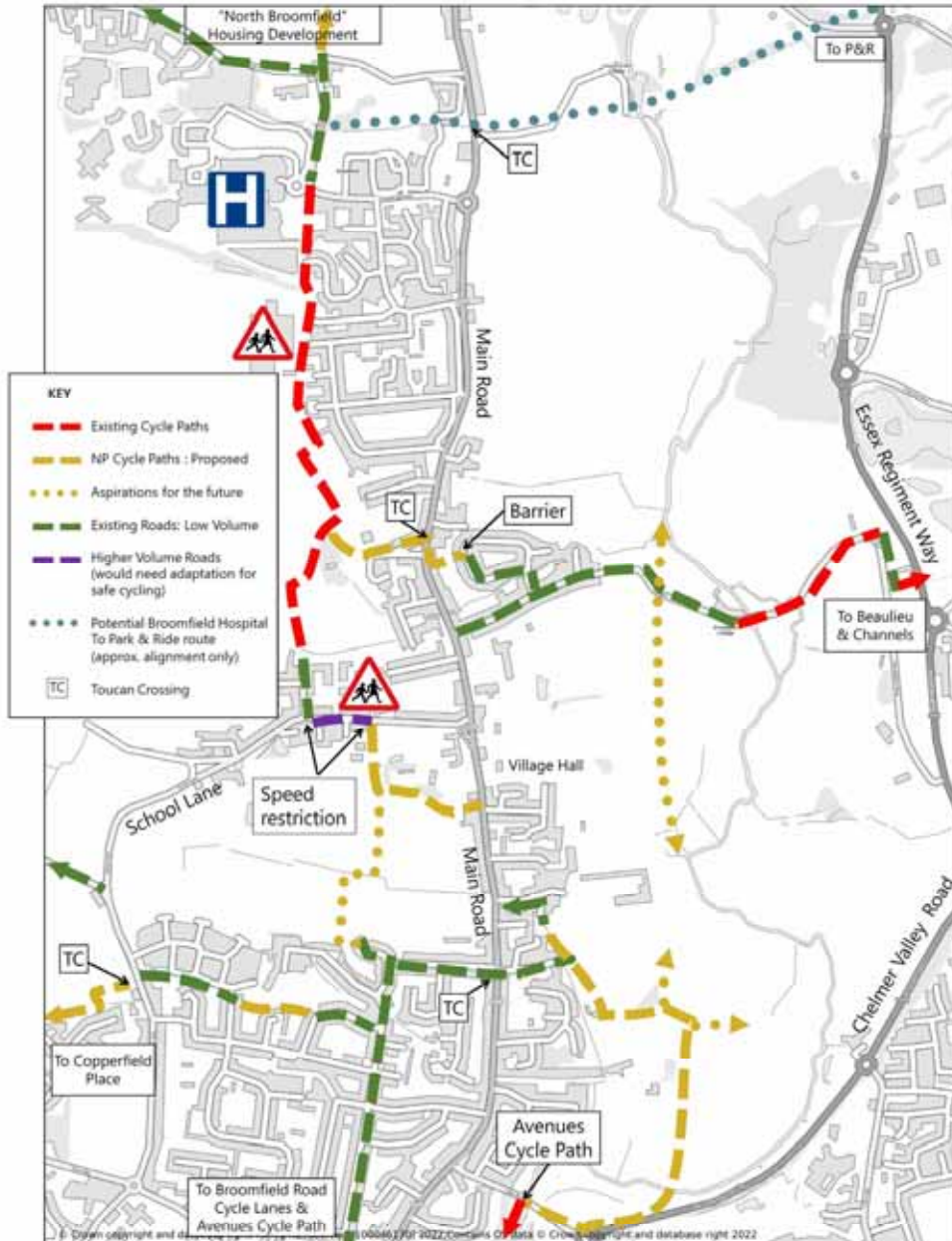
TRAFFIC AND TRAVEL

We know that the level of traffic and its impact on daily life is the biggest 'turn off' about living in Broomfield. Main Road is very congested at peak times, due to Hospital-related and through traffic, on top of local traffic. As well as protecting public rights of way, this Section sets out a Travel Strategy to:

- Create a network of safe cycle paths, prioritising a safe cycle route to the City Centre
- Encourage walking, by protecting pavements, creating new footpaths and monitoring air quality
- Improve information about bus services and provide a new bus shelter
- Make Main Road a less attractive route for through traffic, partly by increasing the number of safe crossings
- Set up new Home Zones where residents want them.

PROPOSALS FOR A NETWORK OF CYCLE PATHS

The Residents' Questionnaire showed 95% support for a network of safe cycle paths. We've made progress, though there is still much to do. Tell us what you think about cycle paths and other travel improvement plans so far.





THE DRAFT PLAN IS BASED ON THIS VISION FOR OUR VILLAGE :

'In 2036, Broomfield will continue to be a flourishing village community, with its own distinct identity. Sustainable infrastructure and flourishing facilities will help meet the needs of residents, so that it will be a community, as well as a convenient place to live. Its historic character, green spaces and rural surroundings will be sustained and enhanced, promoting the wellbeing of everyone who lives and works here.'

**THIS LEAFLET IS A VERY SHORT SUMMARY OF THE
DRAFT BROOMFIELD NEIGHBOURHOOD PLAN**

You can read the whole document by going to our website at: www.broomfieldnp.org.uk

To read a paper copy, please visit Broomfield Library or the Parish Council Office in the Village Hall, 158 Main Road, Broomfield, CM1 7AH

To Comment on this draft version of the Plan, please go to: www.broomfieldnp.org.uk and follow the link. Paper copies of the response form will be available at the Library and the Parish Council Office. You can also download a response form on our website and email it to: info@broomfieldnp.org.uk

Appendix 2 – Drop-in Event Display Boards

Welcome

What is a Neighbourhood Plan?

It is a new kind of planning document designed to allow local people to play an active part in planning their area. It can guide the development and conservation of the village. It can, for example, also identify proposals for:

- improving areas
- providing new facilities
- sites for new development
- protecting sites of environmental or historic quality

When complete, it forms part of the statutory development plan for the area, meaning Chelmsford City Council and planning inspectors take it into account when considering planning applications.

Community involvement is a major part of developing a neighbourhood plan and a plan must be approved in a local referendum before it can be used.

Over the next few weeks you have an opportunity to read the Plan and submit your comments.

The boards that follow provide information about the Plan.

**WE NEED YOUR VIEWS
BY 13 JANUARY**

Why a Neighbourhood Plan for Broomfield?

In 2016, the future of Broomfield as a separate village was under threat. A huge development was proposed to the west of the village. The Parish Council concluded that, over time, this would lead to the village being subsumed within 'Greater Chelmsford'. Thanks to a successful campaign by the Parish Council, this threat was significantly reduced.

However, it made councillors even more aware that our local community needs a strong voice about where development takes place and what form it takes. Having a neighbourhood plan is not about stopping development, but it is about enabling the community to guide the process.

As well as giving us more control over our future, a neighbourhood plan is an opportunity to agree on what facilities are needed and how we might get them. Parishes with an agreed neighbourhood plan in place also get a bigger share of any development money (Community Infrastructure Levy), which helps to get much-needed new facilities.

When we first started, we probably didn't realise how much work was involved or how long it would take! But now we've reached this stage, we're glad that we did.

How it's prepared?

There are a number of stages that have to be completed, as illustrated. Some of these stages are governed by the regulations for preparing neighbourhood plans and so there is no short cut.



The Draft Plan

Plan Content

The Plan itself is a large document and necessarily quite complex in places as it will be used to decide whether planning applications should be approved.

Based on the issues identified during the initial stages of preparing the Neighbourhood Plan, the following themes have been identified but we would urge you to view the Plan as a whole.



The Plan contains:

Planning Policies

These will be used to supplement the Local Plan when decisions on planning applications are made.

Policies Maps

These illustrate areas of land or buildings where policies in the Plan apply.

Community Actions

Local initiatives to address non-planning matters and concerns raised in the Household Survey.

Neighbourhood Plans cannot contradict the main government planning policies or the strategic policies in the Local Plan for the area. For example, they cannot propose less development than is planned for in the adopted Local Plan.

WE ESPECIALLY WANT YOUR COMMENTS ON THE PLANNING POLICIES

PLEASE COMMENT, EVEN IF YOU SUPPORT THE PLAN

Vision & Objectives

A Vision for Broomfield

In 2036, Broomfield will continue to be a flourishing village community, with its own distinct identity. Sustainable infrastructure and flourishing facilities will help meet the needs of residents, so that it will be a community, as well as a convenient place to live. Its historic character, green spaces and rural surroundings will be sustained and enhanced, promoting the wellbeing of everyone who lives and works here.

Overarching Neighbourhood Plan Objective

To set out a suite of planning policies, in general conformity with the strategic policies of the Chelmsford Local Plan, that address the particular planning issues which apply in Broomfield

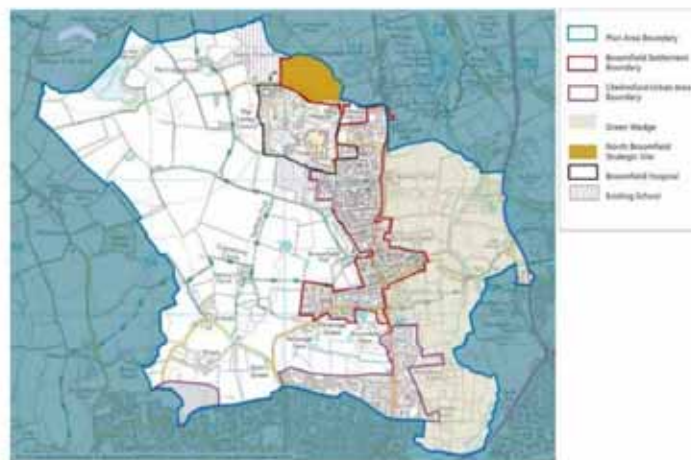
<p>Landscape Setting</p> <ul style="list-style-type: none"> To ensure that valued and sensitive landscapes are conserved and enhanced To ensure that the village of Broomfield remains a distinct settlement, separate from the Chelmsford urban settlement area 	<p>Natural Environment</p> <ul style="list-style-type: none"> To protect and enhance biodiversity, responding to the threat of climate change To protect the richest and most versatile agricultural land within the Parish To create and enhance public green open spaces To conserve and enhance identified Local Green Spaces 	<p>Housing</p> <ul style="list-style-type: none"> To ensure an adequate supply of housing to meet the needs of the Parish To ensure there is an integrated mix of housing types, sizes and tenures to meet local need To encourage a focus on providing genuinely affordable housing for existing residents and those with an existing connection with Broomfield To promote sustainable housing that provides for home-working and other environmentally friendly initiatives 	<p>Historic Environment</p> <ul style="list-style-type: none"> To conserve and where possible enhance all aspects of the historic environment - built heritage, archaeology and historic landscape features To identify, conserve and enhance areas of special character To promote awareness of the historic features that help to make Broomfield special By celebrating these historic assets, to promote a sense of place and community
<p>Development Design</p> <ul style="list-style-type: none"> To ensure new development is designed to reflect the character and setting of Broomfield in general and of the immediate locality To promote an awareness of locally-important design features and encourage their use To identify, conserve and enhance areas of special character To encourage new development to incorporate measures that reduce environmental impact 	<p>Community Services & Facilities</p> <ul style="list-style-type: none"> To protect the existing community, educational, leisure and retail facilities To create new community facilities where feasible and appropriate 	<p>Traffic and Travel</p> <ul style="list-style-type: none"> To support measures that reduce the need for travel by private cars, such as cycling, walking and public transport To encourage cycling and walking by creating new safe cycle paths and footpaths and by protecting existing pavements, footpaths and public rights of way To promote measures to improve safety and to reduce the impact of traffic Where appropriate, to create 'home zones' and similar areas that help to re-balance priority between cars and other users 	<p>Climate Change</p> <ul style="list-style-type: none"> To ensure that there is a consistent thread of policies and actions throughout the Neighbourhood Plan that will help respond to the Climate and Ecology Emergency To initiate a Parish Council strategy to meet the Climate and Ecology Emergency through supporting measures to encourage energy efficiency and green energy generation



Planning Context

The City Council's Local Plan:

- identifies Broomfield as a Key Service Settlement due to it providing a range of services and facilities for its residents
- designates Broomfield Hospital as a Special Policy Area: *'to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.'*
- identifies a strategic growth site north of Broomfield Hospital for around 450 homes, a neighbourhood centre, a new early years and childcare nursery and a new access to Broomfield Hospital. Known as 'North of Broomfield', it straddles the boundary between Broomfield and Little Waltham Parishes. A masterplan for the site has been approved by the City Council. Outline planning permission has been granted.



The Neighbourhood Plan cannot, and does not, contradict adopted Local Plan strategic designations and policies.

Rather, it delivers locally derived policies based on local, more detailed evidence that complements the Local Plan.

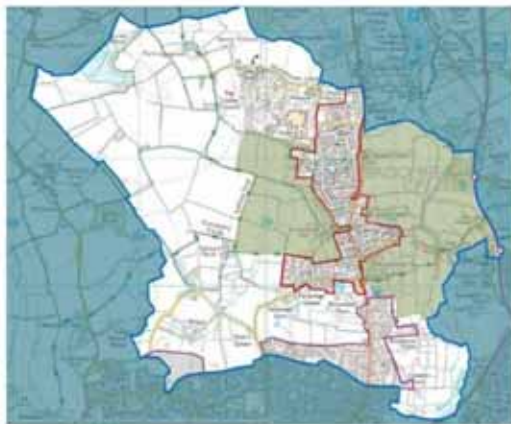
The focus for new development will be within the Broomfield Settlement Boundary, those parts of the Chelmsford Urban Area in the Neighbourhood Area or the Special Policy Area designation for Broomfield Hospital.

Outside of these areas, the adopted Local Plan generally restricts development to specific types of proposal and where it 'will not adversely impact on the identified intrinsic character and beauty of the countryside'.

Landscape Setting

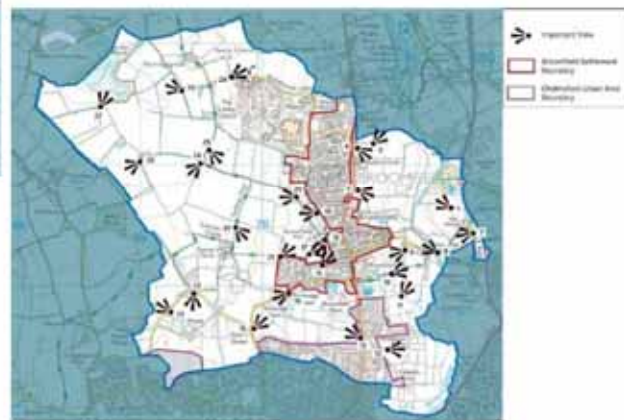
The Neighbourhood Plan:

- Identifies a Settlement Buffer between Main Road and Patching Hall Lane to maintain the separation between Chelmsford and Broomfield village.
- Protects the visual and landscape quality of the land outside the built-up areas
- Identifies an area of "Valued Landscape" and Important Views that proposals for development will have to have special regard to



Neighbourhood Plan Policies

Policy BFD1 – Preventing Coalescence
Policy BFD2- Protecting Broomfield's Landscape Character



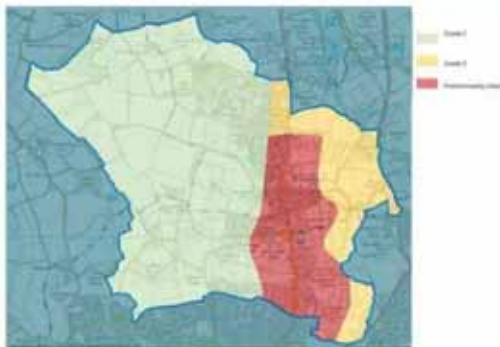
Community Actions

CA1 - Enhancing the 'Felsted Field Gap'
CA2 - Conserving and Enhancing the Landscape

Natural Environment

The Neighbourhood Plan:

- Seeks to minimise the loss of trees, woodlands and hedgerows and encourages new woodland and hedgerow planting, using native species.
- Protects the highest grade agricultural land from being lost to development.
- Proposes two new large areas of Public Open Space and encourages recreational use of the Chelmer Valley
- Designates a number of areas as Local Green Space, illustrated on the following boards
- Includes a policy to mitigate the impact of development on important habitats on the Essex Coast by creating good open spaces closer to home



Neighbourhood Plan Policies

- Policy BFD3 – Recreational Disturbance Avoidance and Mitigation
- Policy BFD4 – Trees, Woodland and Hedgerows
- Policy BFD5 - Protecting the Highest Grade Agricultural Land
- Policy BFD6 – Broomfield Green Wedge
- Policy BFD7 – Local Green Spaces

Community Actions

- CA3 – Creation and Maintenance of Woodland and Hedgerows'
- CA4 – Further Study of the Natural Environment
- CA5 – Extension to the Local Nature Reserve
- CA6 - Improving Public Access to the Chelmer River Valley
- CA7 – Conserving and Enhancing the Special Features of Local Green Spaces

Natural Environment

LOCAL GREEN SPACE MAPS



Natural Environment

LOCAL GREEN SPACE MAPS



Housing

The Neighbourhood Plan:

- Seeks to ensure the size of new houses meets local needs
- Promotes the design of houses to be accessible and adaptable for future needs
- Encourages new homes to be suitable for home-working
- Promotes the creation of a Community Land Trust
- Identifies a site east of Saxon Way for community uses including open space, affordable housing and a GP surgery

East of Saxon Way

Community facilities

- a cycle path between the existing built-up area and the Chelmer Valley cycle path
- if the Integrated Care Board wish to pursue this option, land for a GP surgery and associated facilities.

New open green space

- around four hectares of new accessible informal green space with associated extensive landscape improvements, on land which is currently unused and degraded. The open space achieved would be over three times the area to be developed.

Affordable housing

- the development would be led by affordable housing for local people, through a Community Land Trust, responding to needs identified in an up-to-date Affordable Housing Needs Survey.

Structural landscaping and integrated sustainable urban drainage facilities

- the northern and western boundaries should include a significant landscaped belt including screening trees using native species of local provenance to reinforce existing planting
- elsewhere within the site, existing trees and hedgerows should be retained and reinforced as appropriate.



Neighbourhood Plan Policies

Policy BFD3 – Recreational Disturbance Avoidance and Mitigation

Policy BFD4 – Trees, Woodland and Hedgerows

Policy BFD5 – Protecting the Highest Grade Agricultural Land

Policy BFD6 – Broomfield Green Wedge

Policy BFD7 – Local Green Spaces

Community Land Trusts provide community-led housing, set up and run by local people to develop and manage homes as well as other assets.

They act as long-term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now but for every future occupier.

They enjoy the discretion not to offer tenants the Right to Buy and those partnering with housing associations can ensure the same discretion is applied.

Community Action

CA8– Setting up a Community Land Trust (CLT)

Development Design

The Neighbourhood Plan:

- Is supported by a separate Design Guide prepared as part of the Government's support for neighbourhood plans
- Requires development proposals to take account of the Design Guide
- Encourages the incorporation of best practice in energy conservation in new development
- Suggests updating the 2011 Village Design Statement to create focused guidance on extensions and home improvements



The Design Guide requires that proposals should:

- Harmonise and enhance existing settlement in terms of physical form pattern or movement and land use.
- Relate well to local topography and landscape features, including prominent ridge lines.
- Reinforce or enhance the established urban character of streets, squares and other spaces.
- Reflect, respect and reinforce local architecture and historic distinctiveness.
- Retain and incorporate important existing features into the development.
- Respect surrounding buildings in terms of scale, height, form and massing.
- Adopt appropriate materials and details.
- Integrate with existing paths, streets, circulation networks and patterns of activity.
- Provide adequate open space for the development in terms of both quantity and quality.
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.
- Ensure all components eg buildings, landscapes, access routes, parking and open space are well related to each other, to provide a safe and attractive environment.
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.



Neighbourhood Plan Policies

Policy BFD11 – Development Design Considerations

Policy BFD12 – Sustainable Construction Practices

Community Action

CA9 – Village Design Guidance

Historic Environment

The Neighbourhood Plan:

- Promotes a greater awareness of our historic features
- Proposes improving the Broomfield Conservation Area Appraisal
- Identifies three Special Character Areas, where development proposals will need to have regard to the special characteristics of each area



Angel Green Special Character Area



Parsonage Green Special Character Area

- Special Character Area
- Listed Building
- Building of Local Interest
- Registered Village Green
- Water Feature



Broomfield Mill Special Character Area



Neighbourhood Plan Policies

Policy BFD13 – Special Character Areas



Community Action

CA10 – Promoting Awareness of Historic Features

CA11 – Review of Conservation Area Character Appraisal and Enhancement of the Area

Community Services & Facilities

The Neighbourhood Plan:

- Encourages protection of existing services and facilities, such as
 - commercial premises such as shops and pubs
 - not-for-profit buildings such as churches, the Village Hall and the Scout Hut
 - public authority buildings such as schools, the Library and Broomfield Hospital
 - outdoor recreation sites, often linked to clubs and societies, such as the cricket and football clubs, angling clubs, allotment gardens and other sports facilities.
- Encourages new community facilities to be set up as needs and opportunities arise
- Identifies a site at Broomfield Place for non-residential day facilities, associated community uses and local/informal green space.

Broomfield Place

Development of the site should be carried out in accordance with the principles illustrated in the Concept Diagram

- Provide new walking/cycling routes linking the site to Main Road and School Lane; and
- Provide a green space layout developed through a community-led masterplan and landscape strategy; and
- Preserve and where appropriate enhance the setting of Grade II listed Broomfield Place; and
- Comply with the requirements of the Angel Greens/Broomfield Special Character Area (Policy BFD13); and
- Protect existing preserved trees within the allocation site; and
- Protect living and working environments of occupiers of nearby residential property by ensuring that development is not overbearing and does not result in unacceptable overlooking or overshadowing; and does not result in excessive noise, activity or vehicle movements.



Neighbourhood Plan Policies

Policy BFD14 – Land South of Broomfield Place

Community Action

CA12 – Meeting the Need for New Community Facilities

CA13 – Open Green Space south and west of Broomfield Place

Traffic and Travel

The Neighbourhood Plan:

- Proposes a network of new safe cycle paths and footpaths
- Proposes more crossings, improvements to pavements where needed and monitoring air quality, to encourage walking
- Encourages bus use, through more publicity, working with Broomfield Hospital and a new bus shelter near Erick Avenue
- Proposes a range of measures to reduce the impact of traffic on Main Road and on smaller roads



Neighbourhood Plan Policies
Policy BFD15 – Public Rights of Way

Community Action

CA14 – Strategy to Encourage Sustainable Travel
CA15 - Reducing the Impact of Traffic

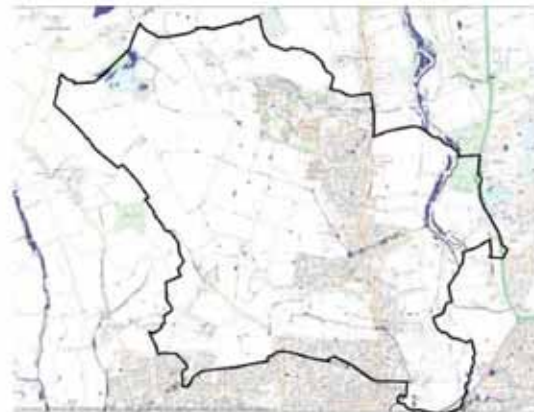
Climate Change

The Neighbourhood Plan:

- Recognises that much of the parish is susceptible to river or surface water flooding and that parts of the parish are within "Critical Drainage Areas"
- Requires development proposals affecting Critical Drainage Areas to improve surface water run-off or not make it any worse'
- Encourages the generation and use of renewable energy
- Encourages micro hydroelectric schemes, if any proposals come forward



River Flood Zones



Areas at high risk (1 in 30 chance) of surface water flooding



Critical Drainage Areas in Broomfield



Neighbourhood Plan Policies

Policy BFD16 – Flood Risk Mitigation
Policy BFD17 – Micro Hydroelectricity Schemes

Community Action

CA16 – Strategy to Encourage the Generation and Use of Renewable Energy

What next?

Consultation on the Neighbourhood Plan ends on Friday 13 January

At the end of the consultation the Parish Council will review all your submitted comments, as well as those from organisations such as the District Council, Natural England, Historic England and the Environment Agency, before deciding if any amendments to the Plan are required.

At the same time a "Consultation Statement" and a document known as the "Basic Conditions Statement" will be prepared. The Final Draft Plan – known as the "Submission Plan" and the above documents will be put to the Parish Council for approval for submission to the City Council.

Further Consultation

The City Council will carry out a further six-week consultation on the Neighbourhood Plan before it is submitted to an Independent Examiner.

Examination

The Independent Examiner will review the Plan and consider any objections to it. The Examiner must consider:

- whether having regard to national policies and advice contained in guidance by the Secretary of State, it is appropriate to approve the neighbourhood plan;
- the approval of the neighbourhood plan contributes to the achievement of sustainable development;
- the approval of the neighbourhood plan is in general conformity with the strategic policies contained in the Chelmsford Local Plan;
- the approval of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations (despite Brexit).

The Examiner's Report will recommend whether the Plan, possibly with amendments, should proceed to a referendum in the parish.

Referendum

If the Examiner recommends that a Parish Referendum on the Plan should take place, this will be organised and paid for by the City Council in the same way as a local election.

Notice will be given of the Referendum and all those living in the parish that are entitled to vote will be asked whether the Neighbourhood Plan should be approved. No matter how many turn out to vote, if more votes say "Yes" then the Neighbourhood Plan will be adopted.

You can submit your comments on the Draft Neighbourhood Plan online via the Neighbourhood Plan website or by completing a response form and dropping it in to the Parish Council Office.

Why not complete a form today?

Thank you for visiting the Neighbourhood Plan consultation event today



Appendix 3 – Statutory Consultees Consulted at Pre-Submission Stage

Essex County Council	BT National Notice Handling Centre
Clerk Chignal Parish Council	Atkins Telecom
Clerk Little Waltham Parish Council	Virgin Media
Clerk Great Waltham Parish Council	Scottish & Southern Energy Pipelines
Springfield Parish Council	Mobile Broadband Network Limited
The Coal Authority	National Grid UK
Homes England	EMF Enquiries Vodafone and O2
Natural England	EE
Environment Agency	Three
Historic England	esperance energies
Network Rail	Exolum Pipeline System Ltd
Highways England	South East LEP
Mid Essex CCG	Moat Housing Group
Director of Estates for CCGs in Mid & South Essex NHS	The Inland Waterways Association (Chelmsford Branch)
North Essex Partnership NHS Foundation	Royal Society For Protection of Birds
East of England Ambulance Service NHS Trust	The Wilderness Foundation UK
NHS Improvement Team	Essex Herts Air Ambulance Trust
Head of Estates NHS England East	Chelmsford CVS
Anglian Water Services Ltd	Chelmsford Biodiversity Forum
Essex & Suffolk Water	RSPCA
UK Power Networks	Rural Community Council for Essex
Opus Energy Ltd	Heart of Essex Local Enterprise Partnership
Southern Electric	Sport England
Telecom Plus PLC	Essex Wildlife Trust
Total Gas and Power Ltd	Christian Growth Centre Chelmsford
EDF Energy	Chelmsford Community Transport
Corona Energy Retail 4 Ltd	YMCA
Crown Energy Ltd	The National Cycling Charity - CTC
Colt Technology Services	Chelmsford Cycle Action Group
Sky Telecommunication Services Ltd	Age UK Essex
Neos Networks	Ancient Woodland Woodland Trust
Data Energy Management Services Ltd	Essex Area Footpath Secretary Ramblers Essex Area
ENI UK Ltd	South East Education & Skills Funding Agency
Vitol Gas Ltd	The Essex Badger Protection Group
Virgin Media Services	The Landscape Conservation Trust
Centrica Barry/ Generation/ KL/ PB/ RPS LTD	The Land Trust
Coryton Energy Company Ltd/ Rocksavage Power Company Ltd Intergeren	Essex County Fire and Rescue Service
SP PowerSystems	Department for Transport (DfT)
SSE Pipelines Ltd	The Theatres Trust
BT Openreach, Southend ATE	Civil Aviation Authority

Forestry Commission England
Office of Rail Regulation
Health and Safety Executive
Designing Out Crime Officer Essex Police
Transport East
Defence Infrastructure Organisation (DIO)
H M Prison Service
Farleigh Hospice

Appendix 4 – Consultees Notification

Statutory Bodies

Dear Sir / Madam

BROOMFIELD (ESSEX) NEIGHBOURHOOD PLAN – PRE-SUBMISSION CONSULTATION
(REGULATION 14)

As part of the requirements of the Localism Act 2011 and Regulation 14 of the Neighbourhood Planning (General) Regulations 2015 (as amended), Broomfield Parish Council is undertaking a Pre-Submission Consultation on the Draft Broomfield Neighbourhood Plan. Chelmsford City Council has provided your details as a **body/individual we are required to consult** and your views on the Draft Neighbourhood Plan would be welcomed.

The full plan and supporting documents can be viewed here together with information on how to send us your comments.

This Pre-Submission Consultation runs until 13 January 2023

We look forward to receiving your comments. If possible, please submit them online at <https://www.smartsurvey.co.uk/s/BroomfieldNP/or>, if that is not possible, please send them in a reply to this email.

Broomfield Parish Council

Interested Parties

Dear Sir / Madam

BROOMFIELD (ESSEX) NEIGHBOURHOOD PLAN – PRE-SUBMISSION CONSULTATION (REGULATION 14)

As part of the requirements of the Localism Act 2011 and Regulation 14 of the Neighbourhood Planning (General) Regulations 2015 (as amended), Broomfield Parish Council is undertaking a Pre-Submission Consultation on the Draft Broomfield Neighbourhood Plan. Chelmsford City Council has provided your details as a **body/individual that might have an interest** and would wish to comment on the Draft Neighbourhood Plan.




The full plan and supporting documents can be viewed here together with information on how to send us your comments.



This Pre-Submission Consultation runs until 13 January 2023




We look forward to receiving your comments. If possible, please submit them online at <https://www.smartsurvey.co.uk/s/BroomfieldNP/or>, if that is not possible, please send them in a reply to this email.




Broomfield Parish Council

Appendix 5 - Summary of Pre-Submission consultation comments




Do you support the Vision and Objectives in Chapter 1?			
Answer Choices		Response Percent	Response Total
1	Yes		91.46% 75
2	No		2.44% 2
3	No opinion		6.10% 5

Do you have any comments on Chapters 2, 3 and 4??			
Answer Choices		Response Percent	Response Total
1	Yes		11.69% 9
2	No		88.31% 68




Do you support Policy BFD1 – Preventing Coalescence?			
Answer Choices		Response Percent	Response Total
1	Yes		92.86% 78
2	No		2.38% 2
3	No opinion		4.76% 4

Do you support Community Action CA1 – Enhancing the ‘Felsted Field Gap’?			
Answer Choices		Response Percent	Response Total
1	Yes		90.59% 77
2	No		3.53% 3
3	No opinion		5.88% 5



Do you support Policy BFD2- Protecting Broomfield’s Landscape Character?

Answer Choices		Response Percent	Response Total
1	Yes		95.40% 83
2	No		1.15% 1
3	No opinion		3.45% 3




Do you support Community Action CA2 – Conserving and Enhancing the Landscape?

Answer Choices		Response Percent	Response Total
1	Yes		95.45% 84
2	No		1.14% 1
3	No opinion		3.41% 3




Do you have any comments on Chapter 5 – Landscape Setting?

Answer Choices		Response Percent	Response Total
1	Yes		21.52% 17
2	No		78.48% 62




Do you support Policy BFD3 – Recreational Disturbance Avoidance and Mitigation?

Answer Choices		Response Percent	Response Total
1	Yes		86.75% 72
2	No		3.61% 3
3	No opinion		9.64% 8




Do you support Policy BFD4 – Trees, Woodland and Hedgerows?

Answer Choices		Response Percent	Response Total
1	Yes	 95.40%	83
2	No	 1.15%	1
3	No opinion	 3.45%	3




Do you support Community Action CA3 – Creation and Maintenance of Woodland and Hedgerows?

Answer Choices		Response Percent	Response Total
1	Yes	 94.25%	82
2	No	 1.15%	1
3	No opinion	 4.60%	4




Do you support Policy BFD5 - Protecting the Highest Grade Agricultural Land?

Answer Choices		Response Percent	Response Total
1	Yes	 88.37%	76
2	No	 4.65%	4
3	No opinion	 6.98%	6




Do you support Community Action CA4 – Further Study of the Natural Environment?

Answer Choices		Response Percent	Response Total
1	Yes	 90.59%	77
2	No	 1.18%	1
3	No opinion	 8.24%	7




Do you support Community Action CA5 – Extension to the Local Nature Reserve?

Answer Choices		Response Percent	Response Total
1	Yes		95.40% 83
2	No		1.15% 1
3	No opinion		3.45% 3

Do you support Community Action CA6 - Improving Public Access to the Chelmer River Valley?

Answer Choices		Response Percent	Response Total
1	Yes		82.35% 70
2	No		5.88% 5
3	No opinion		11.76% 10

Do you support Policy BFD6 – Broomfield Green Wedge?

Answer Choices		Response Percent	Response Total
1	Yes		93.02% 80
2	No		1.16% 1
3	No opinion		5.81% 5




Policy BFD7 – Local Green Spaces. Do you support the designation of the following as Local Green Spaces?

Answer Choices	Support	Do not support	No opinion	Response Total
a. Newland Grove Nature Reserve and adjoining land	91.95% 80	1.15% 1	6.90% 6	87
b. Centenary Wood	94.25% 82	1.15% 1	4.60% 4	87
c. Roselawn Play Area	85.06% 74	1.15% 1	13.79% 12	87



Policy BFD7 – Local Green Spaces. Do you support the designation of the following as Local Green Spaces?

d. Vellacotts Green	88.37% 76	1.16% 1	10.47% 9	86
e. Scot's Green	85.06% 74	1.15% 1	13.79% 12	87
f. Play area/linear landscape at Cowlin Mead and Oat Leys	82.76% 72	1.15% 1	16.09% 14	87
g. Daffy Wood	87.36% 76	1.15% 1	11.49% 10	87
h. Night Pasture and Broom Pightle	90.80% 79	1.15% 1	8.05% 7	87
i. Old Church Avenue Playground	89.66% 78	2.30% 2	8.05% 7	87
j. Church Avenue open space and grass verges	88.51% 77	2.30% 2	9.20% 8	87
k. Open space between Mandeville Way and Court Road	82.76% 72	2.30% 2	14.94% 13	87
l. Linear green space and woodland south of Nash Drive	84.88% 73	1.16% 1	13.95% 12	86
m. Long Shapely Belt	85.06% 74	1.15% 1	13.79% 12	87
n. Puddings Wood	94.25% 82	1.15% 1	4.60% 4	87
o. Open space to the north of Hospital Approach, at Petty Croft	89.41% 76	2.35% 2	8.24% 7	85




Do you support Community Action CA7 – Conserving and Enhancing the Special Features of Local Green Spaces?

Answer Choices		Response Percent	Response Total
1	Yes 	92.94%	79
2	No 	1.18%	1
3	No opinion 	5.88%	5




Do you have any other comments on Chapter 6 – The Natural Environment?

Answer Choices		Response Percent	Response Total
1	Yes		28.57% 22
2	No		71.43% 55




Do you support Policy BFD8 - Housing Mix?

Answer Choices		Response Percent	Response Total
1	Yes		67.86% 57
2	No		9.52% 8
3	No opinion		22.62% 19




Do you support Policy BFD9 – Adaptable Homes?

Answer Choices		Response Percent	Response Total
1	Yes		76.47% 65
2	No		3.53% 3
3	No opinion		20.00% 17



Do you support Community Action CA8– Setting up a Community Land Trust (CLT)?

Answer Choices		Response Percent	Response Total
1	Yes		85.88% 73
2	No		7.06% 6
3	No opinion		7.06% 6




Do you support Policy BFD 10 – Land east of Saxon Way?

Answer Choices		Response Percent	Response Total
1	Yes		69.41% 59
2	No		9.41% 8
3	No opinion		21.18% 18




Do you have any comments on Chapter 7 – Housing?

Answer Choices		Response Percent	Response Total
1	Yes		22.78% 18
2	No		77.22% 61




Do you support Policy BFD11 – Development Design Considerations?

Answer Choices		Response Percent	Response Total
1	Yes		76.83% 63
2	No		4.88% 4
3	No opinion		18.29% 15



Do you support Community Action CA9 – Village Design Guidance?

Answer Choices		Response Percent	Response Total
1	Yes		81.93% 68
2	No		3.61% 3
3	No opinion		14.46% 12




Do you support Policy BFD12 – Sustainable Construction Practices?

Answer Choices		Response Percent	Response Total
1	Yes		84.34% 70
2	No		2.41% 2
3	No opinion		13.25% 11




Do you have any comments on Chapter 8 – Development Design?




Answer Choices		Response Percent	Response Total
1	Yes		22.08% 17
2	No		77.92% 60



Do you support Community Action CA10 – Promoting Awareness of Historic Features?




Answer Choices		Response Percent	Response Total
1	Yes		91.76% 78
2	No		2.35% 2
3	No opinion		5.88% 5




Do you support Community Action CA11 – Review of Conservation Area Character Appraisal and Enhancement of the Area?

Answer Choices		Response Percent	Response Total
1	Yes		92.94% 79
2	No		1.18% 1
3	No opinion		5.88% 5




Do you support Policy BFD13 – Special Character Areas?			
Answer Choices		Response Percent	Response Total
1	Yes		89.16% 74
2	No		2.41% 2
3	No opinion		8.43% 7

Do you have any comments on Chapter 9 – The Historic Environment?			
Answer Choices		Response Percent	Response Total
1	Yes		19.23% 15
2	No		80.77% 63



Do you support Community Action CA12 – Meeting the Need for New Community Facilities?			
Answer Choices		Response Percent	Response Total
1	Yes		87.95% 73
2	No		1.20% 1
3	No opinion		10.84% 9

Do you support Policy BFD14 – Land South of Broomfield Place?			
Answer Choices		Response Percent	Response Total
1	Yes		84.88% 73
2	No		1.16% 1
3	No opinion		13.95% 12




Do you support Community Action CA13 – Open Green Space south and west of Broomfield Place?

Answer Choices		Response Percent	Response Total
1	Yes		91.76% 78
2	No		1.18% 1
3	No opinion		7.06% 6




Do you have any comments on Chapter 10 – Services and Facilities?

Answer Choices		Response Percent	Response Total
1	Yes		21.52% 17
2	No		78.48% 62




Do you support Policy BFD15 – Public Rights of Way?

Answer Choices		Response Percent	Response Total
1	Yes		90.70% 78
2	No		2.33% 2
3	No opinion		6.98% 6



Do you support Community Action CA14 – Strategy to Encourage Sustainable Travel?

Answer Choices		Response Percent	Response Total
1	Yes		88.89% 72
2	No		2.47% 2
3	No opinion		8.64% 7




Do you support Community Action CA15 - Reducing the Impact of Traffic?

Answer Choices		Response Percent	Response Total
1	Yes		90.59% 77
2	No		4.71% 4
3	No opinion		4.71% 4




Do you have any comments on Chapter 11 - Traffic and Travel?

Answer Choices		Response Percent	Response Total
1	Yes		48.68% 37
2	No		51.32% 39




Do you support Policy BFD16 – Flood Risk Mitigation?

Answer Choices		Response Percent	Response Total
1	Yes		89.53% 77
2	No		1.16% 1
3	No opinion		9.30% 8



Do you support Community Action CA16 – Strategy to Encourage the Generation and Use of Renewable Energy?

Answer Choices		Response Percent	Response Total
1	Yes		90.36% 75
2	No		1.20% 1
3	No opinion		8.43% 7



Do you support Policy BFD17 – Micro Hydroelectricity Schemes?

Answer Choices		Response Percent	Response Total
1	Yes		72.29% 60
2	No		6.02% 5
3	No opinion		21.69% 18




Do you have any comments on Chapter 12 – The Challenge of Climate Change?

Answer Choices		Response Percent	Response Total
1	Yes		20.78% 16
2	No		79.22% 61



Do you have any comments on Chapter 13 – Community Infrastructure Levy?

Answer Choices		Response Percent	Response Total
1	Yes		22.97% 17
2	No		77.03% 57

Do you support the content of the Appendices?

Answer Choices		Response Percent	Response Total
1	Yes		68.35% 54
2	No		2.53% 2
3	No opinion		29.11% 23

Do you have any general comments on the Draft Neighbourhood Plan?

Answer Choices			Response Percent	Response Total
1	Yes		30.14%	22
2	No		69.86%	51

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

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

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
Vision and Objectives				
A Abbott	-	Yes - we agree that we want to keep Broomfield green and beautiful and continue to maintain our village feel. But - There would just be too much additional traffic and our roads cannot support further traffic. You can't get to school or the hospital at key times of day already, and any further volume would make travel nearly impossible.	Noted	None
- -	-	I can't see what the proposal is however I would argue that Broomfield remains a distinctive village. No building around patching hall lane is necessary. Keep our green spaces. Keep Broomfield as a village. It's already too built up!	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
S Owen	-	I agree with the vast majority of the vision and objectives. Except for: "Traffic and travel objectives: To promote measures to improve safety and to reduce the impact of traffic • Where appropriate, to create 'home zones' and similar areas that help to re-balance priority between cars and other users". I am a keen cyclist and I strongly support the development of cycle paths. However, I do not support the penalisation of car users, or strategies that seek to make the use of cars less attractive. I believe that we can both make public transport better, increase walking and cycle infrastructure, *and* preserve routes for car-users. This will naturally	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>increase use of public transport and walking/cycling without resulting in severe inconvenience and frustration for situations when a car might need to be used. I think 'home zones' risk driving traffic into different areas and causing increased danger to people and pollution and congestion. I strongly oppose changes which change the experience of car-drivers. I also oppose cycle paths which cut into the space of car user e.g. down broomfield road towards Chelmsford. These are suboptimal and even dangerous for cyclists and drivers. I think the excellent cycle path from goulton road to the hospital is a prime example of how proper cycle infrastructure often doesn't impact on driver routes. I also would ask that cycle paths allow for larger bikes e.g. family cargo bikes, as these makes bikes more versatile and family-friendly and a more attractive option.</p>		
P Mitchell	-	<p>Whilst I broadly support the vision and objectives, I feel that the traffic and travel objective ignores the elephant in the room. It talks about reducing the impact of the traffic and the need to use cars, but what it doesn't say anything about is being really explicit about reducing the volume of cars going through the village (particularly when children are going to and from school). It also doesn't mention anything about improving the quality of air, which we know can be really poor at times. The neighbourhood plan is surely an opportunity to be really explicit about both these things.</p>	The detail sought is addressed later in the Plan	None
A Bestwick	-	<p>There are many important and well considered objectives within the V&O chapter, but unfortunately they are too numerous to be answered with a Yes or No. If I could stress one, it would be to maintain and promote the distinctiveness of Broomfield as a village. Do all that we can to maintain that now and into the future.</p>	Noted	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	<p>We are supportive of the vision and the objectives. We particularly support the housing objectives, specifically to ensure there is an adequate supply of housing to meet the needs of the Parish. This is consistent with the Government's objective of significantly boosting the supply of housing as set out at para. 60 of the National Planning Policy Framework (NPPF).</p> <p>We also support the natural environment objective to create and enhance public green open spaces, with accessibility and connectivity</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>to and from such spaces promoted as part of the draft NP. We also support some of the proposed historic environment objectives, such as conserving and enhancing all aspects of the historic environment, including but not limited to archaeology and landscape features as well as promoting awareness of the historic features in Broomfield. This is consistent with para. 206 of the NPPF which encourages support for positive contributions and enhancement to heritage assets.</p> <p>We strongly support the proposed traffic and travel objectives, specifically supporting measures that reduce the need to travel by private cars, such as cycling, walking and public transport as well as encouraging cycling and walking by creating new safe cycle paths and footpaths. The NPPF is clear at para. 104(c) that transport issues should be considered from the earliest stages of plan-making so that, inter alia, opportunities to promote walking cycling and public transport use are identified and pursued.</p>		
	Mid and South Essex Integrated Care Board	<p>The draft Broomfield Neighbourhood Plan sets out an overall vision and objectives grouped into topics. The ICS generally supports the objectives proposed and makes comments set out below in relation to some.</p> <p>Housing – The objectives include promoting housing that is sustainable and provides for home-working and an integrated mix of housing types to meet local need which is welcomed. Ideally, meeting local need will include providing homes that are adaptable and accessible (building regulations M4(2) standard) and some that are wheelchair user dwellings (building regulations M4(3) standard).</p> <p>Natural Environment – The objectives are supported, in particular creating and enhancing public green spaces as access to these will support people’s physical and mental health and wellbeing.</p> <p>Community services and facilities -These objectives are supported. Community facilities are important to encourage social interaction that benefit people’s mental health and wellbeing as well as providing venues for activities that support both physical and mental health and</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>wellbeing.</p> <p>Traffic and travel objectives – These objectives are supported. Footpaths and cycle routes should be made attractive to potential users to encourage their use. Active travel has positive health and wellbeing impacts as well as environmental impacts.</p>		
	Essex County Council	<p>Chapter 1 – Vision and Objectives</p> <p>Overarching Neighbourhood Plan Objective</p> <p>ECC recommend an amendment to this objective to clarify what Plans comprise the Development Plan for Broomfield parish. Please see the explanation in our response to Chapter 4 - Planning Policy Context below.</p> <ul style="list-style-type: none"> • To set out a suite of planning policies, in general conformity with the strategic policies of the Chelmsford Local Plan, the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan that address the particular planning issues which apply in Broomfield <p>Housing Objectives</p> <p>ECC recommend an amendment to bullet 2 to ensure consistency with our comments to Policy BFD9 – Adaptable Homes. ECC seeks to ensure that housing and communities are accessible and inclusive over the life course and that new homes are suitable for ageing households and those with disabilities so that they can live in their homes for longer if their mobility reduces.</p> <ul style="list-style-type: none"> • To ensure there is an integrated mix of housing types, sizes and tenures to meet local need including market and affordable housing, accommodation that is or can be made adaptable for a variety of life stages, including independent living housing for older people and people with disabilities, elderly accommodation and care. <p>Natural Environment Objectives</p> <p>ECC recommend the Plan should place more emphasis on the multifunctionality of green and blue infrastructure consistent with the Essex Green Infrastructure Strategy as prepared by the Essex Green Infrastructure Partnership (including Chelmsford City Council and other</p>	<p>The objective will be amended as suggested</p> <p>This is considered to be too detailed for an objective</p> <p>Noted but this is too detailed for objectives</p>	<p>Amend objective as suggested</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>local and national bodies). Section 5.1 of this Strategy provides examples of this multi-functionality, including recreational and active-living supporting healthy lifestyles (both physical and mental well-being); green travel routes; habitat provision involving the conservation and enhancement of biodiversity; heritage and cultural assets providing landscape, place quality and amenity; food production and productive landscapes; pollution absorption and removal; flood attenuation and water resource management; and access to nature.</p> <p>ECC recommends reference is also made to the Essex Green Infrastructure Standards-Technical-Guidance (June 2022), which should be used as part of the Plan's evidence base. The latter, endorsed by Natural England, was published in June 2022 and will be added to the Essex Design Guide (EDG) in due course. The Essex Green Infrastructure Standards (Section 2, pages 10 and 11) include nine principles and standards for the protection, enhancement, creation, and management of Green Infrastructure (GI) in Essex. GI and open space should be approached from a multifunctional perspective, combining uses such as sustainable drainage, public open space, walking and cycling routes and biodiversity conservation to combine functional uses with amenity benefits.</p>	Noted but this is too detailed for objectives	None
		<p>ECC suggest the following amendments are made to the Objectives:</p> <p>Natural Environment Objectives 1 and 3</p> <ul style="list-style-type: none"> • To protect and enhance biodiversity, <u>including biodiversity net gain for new developments</u>, responding to the threat of climate change • To create and enhance public green open spaces, <u>ensuring spaces are multifunctional in order to maximise health and well-being benefits to the community</u> 	Noted but this is too detailed for objectives	None
		<p>Development Design Objective 4 and New Objective</p> <ul style="list-style-type: none"> • To encourage new development to incorporate measures that reduce environmental impact <u>through a network of multifunctional Green Infrastructure</u> 	Noted but this is too detailed for objectives	None
		<ul style="list-style-type: none"> • <u>New developments should incorporate biodiversity net gain</u> 		None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Historic Environment Objectives ECC recommend bullet 1 is amended to make reference to the contribution made by the setting of designated and non-designated heritage assets consistent with National Planning Policy Framework, paragraph 194 and Section 8 – Heritage Assets.</p> <ul style="list-style-type: none"> • To conserve and where possible enhance all aspects of the historic environment - built heritage <u>and their setting</u>, archaeology and historic landscape features 	Noted but this is too detailed for objectives	None
		<p>Development Design Objectives ECC recommend the following deletion to provide clarity.</p> <ul style="list-style-type: none"> • To ensure new development is designed to reflect the character and setting of Broomfield in general and of the immediate locality 	Noted but this is too detailed for objectives	None
		<p>Traffic and Travel Objectives ECC supports bullet 1 regarding supporting measures that reduce the need for travel by private cars, such as cycling, walking and public transport, as this is consistent with the ECC wider behaviour change programme to help drive the Safer, Greener, Healthier ambition. This seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. ECC look forward to working with the parish council on any local campaigns/initiatives in the future.</p>	This is not considered necessary	None
		<p>ECC seek clarification with regards reference to footpaths and pavements. For example, pavements beside public roads are not public footpaths and are better referenced as footways. Footways are not recorded on the Definitive Map as Public Rights of Way. A footway is really a part of the main highway which has been set apart for pedestrians. Public footpaths are shown definitive maps recording public rights of way where anyone has the legal right to use on foot.</p>	Noted	None
		<p>ECC recommend reference to cycle paths in bullet 2 is amended to</p>	Noted	

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>cycle routes and pavements to footways throughout the Plan. Reference should also be made to protecting existing cycle routes.</p> <ul style="list-style-type: none"> To encourage cycling and walking by creating new safe cycle <u>routes</u> paths and footpaths and by protecting existing <u>footways, pavements, cycle routes, footpaths</u> and public rights of way. <p>ECC recommend reference is made to 'highway safety' for clarity and to be consistent with NPPF, paragraph 111 which refers to the '...unacceptable impact on highway safety, ...'.</p> <ul style="list-style-type: none"> To promote measures to improve <u>highway</u> safety and to reduce the impact of traffic. <p>Climate Change Objectives For clarity, reference should be made to the City Council's Climate and Ecology Emergency declared in July 2019.</p>	<p>The Objective will be amended as suggested</p> <p>The Objective will be amended as suggested</p> <p>This is not considered necessary</p>	<p>Amend objective as suggested</p> <p>Amend objective as suggested</p> <p>None</p>
Chapters 2, 3 and 4				
S Walker	Little Waltham Parish Council	Little Waltham Parish Council is supportive of the proposals to protect land East of Hospital Approach, the Green Wedge and areas of Blasford Hill as it agrees with the principle of protecting the historic and natural environments in those locations.	Noted	None
W Smith	-	Broomfield has a rich history (as mentioned in the plan), therefore I would like to see any future developments to the village be mindful of the history and implement that in any changes. It is important we celebrate, educate and recognise that history.	Noted	None
F Marchal	-	In section 3.9, this statement needs some qualification. Densely packed housing developments at the far end of Hollow Lane – still being built as at January 2023 -- can be seen from Patching Hall Lane and School Lane. Although technically those houses lie outside Broomfield parish, development on such a scale can be seen as encroachment onto formerly 'open views'.	The neighbourhood plan cannot apply to development outside the parish	None
R Cole	-	I disagree with the statement 3.16 that the Parish is also well-served with facilities and services. It woefully lacks services such as a doctors surgery	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
I Mercer	-	Broad agreement	Noted	None
M Krethlow Shaw	-	It is important to maintain the distinctiveness of Broomfield Village as a community with natural rural elements as opposed to manufactured areas of green as demonstrated by Bioulieu. I believe this is what draws people to live here in Broomfield and is its unique appeal. Take that away and you might as well live in a suburb.	Noted	None
- -	-	See above comments	Noted	None
S Ager	-	Easy to read and understand. Enjoyed the history of Broomfield and now the present. Chapter 4 got a bit bogged down but all written well.	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Wouldn't it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to Newlands Spring. I would like to ride to visit my mum.	Noted	None
M Wilderspin Lovell	-	If any development absolutely needs to be done, use existing developed sites rather than green/rural space. We must protect all of our rural and green space at any cost.	Noted	None
	Essex County Council	Chapter 2 For consistency with NPPF, paragraph 13, ECC recommend reference to 'main policies' should be amended to 'strategic policies' in paragraph 2.4. It must also be in general conformity with the <u>strategic main</u> policies of the local plan - it cannot simply override them. For clarity, ECC recommend reference is made to the Local Development Plan in paragraph 2.5 to clarify that both the Plan and Local Development Plan form the planning documents for planning applications to be determined against. This will also be consistent with paragraph 4.9. However, once it has been through all these stages successfully, the neighbourhood plan forms part of the legal planning framework for the parish or neighbourhood and all planning applications will be decided by	Agree, Paragraph 2.4 will be amended Disagree, the neighbourhood plan will form part of the development plan when made.	Amend paragraph 2.4 to refer to strategic policies of local plan None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>reference to it <u>and the Local Development Plan</u>.</p> <p>Chapter 4 – Planning Policy Context ECC acknowledges the reference in paragraph 2.14 regarding the Plan requiring to be in general conformity with the strategic planning policies of the Chelmsford Local Plan (adopted in 2020), as well as the Essex Minerals Local Plan (MLP) (2014) and the Essex and Southend-on-Sea Waste Local Plan (WLP) (2017). Although Neighbourhood Plans should not seek to establish policy for minerals and waste land uses, they should include context on such matters, as relevant to the area. ECC recommend that paragraph 4.7 is amended to provide clarity on this matter and the role of the MLP and WLP in planning terms as follows: <u>Essex County Council is the Minerals and Waste Authority for the Plan area and is responsible for the production of mineral and waste local plans. The Development Plan in Broomfield therefore also comprises of the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.</u></p> <p>A MLP Review has commenced to extend the plan period from 2029 to 2040. A 'Call for Sites' exercise ended in early November which invited additional sites to be submitted for consideration.</p> <p>There are areas of the Plan area that are within a Mineral Safeguarding Area due to the presence of sand and gravel deposits beneath the ground (see Appendix 1). These areas are subject to a minerals safeguarding policy (see Policy S8 of the MLP), which seeks to prevent deposits being unnecessarily sterilised by non-mineral development. Proposals for non-mineral development coming forward in land designated as a Minerals Safeguarding Area must demonstrate</p>	<p>Para 4.7 will be amended as suggested</p> <p>Noted</p> <p>Noted. This is a matter for the City Council when considering planning applications.</p>	<p>Amend para 4.7 as suggested by the County Council</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>compliance with Policy S8 of the Essex Minerals Local Plan 2014. A Minerals Resource Assessment (MRA) would be required as part of a planning application to establish the practicality and environmental feasibility of the prior extraction of mineral such that the resource is not sterilised. ECC must be consulted on all applications for non-minerals and non-waste development proposed within these areas that meet the tests set out in Policy S8.</p> <p>Within the Plan area there are Waste Consultation Areas in relation to the following sites:</p> <ul style="list-style-type: none"> • Essex Regiment Way - ESS/01/11/CHL - coated roadstone plant and associated facilities for the manufacture of coated roadstone products using predominantly sand and gravel and recycled aggregates produced at the quarry • Dunmow Waste Management - ESS/17/17/CHL - Waste transfer and recycling facility for Local Authority Collected Waste <p>These areas are subject to Policy 2 of the WLP which establishes Waste Consultation Areas at a distance of 250m (400m in the case of Water Recycling Centres) around permitted, allocated and existing waste infrastructure. ECC must be consulted on all applications for non-minerals and non-waste development proposed within these areas.</p>	Noted	None
Policy BFD1 – Preventing Coalescence				
I Mercer	-	Added information boards at key features would enhance understanding	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
	Essex County Council	ECC recommend paragraph 2 is amended to refer to the need for any proposals to prepare a landscape assessment Development proposals in the Settlement Buffer should be accompanied by a professional <u>landscape</u> assessment that	See response to City Council below	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		demonstrates the proposal would not have a harmful impact on the open character and landscape of the Settlement Buffer.		
	Chelmsford City Council	Asking for a 'professional assessment' goes beyond what is reasonable for all planning applications. For example, a development proposal for a residential extension is unlikely to have a harmful impact as described, and it might be considered unreasonable to require a professional assessment. Suggest the second paragraph is amended to read: Development proposals in the Settlement Buffer should be accompanied by a professional assessment that are required to demonstrate that the proposal would not have a harmful impact on the open character and landscape of the Settlement Buffer. However, the policy is aiming to prevent coalescence. Para 5.15 states that development in the settlement buffer will only be supported in exceptional circumstances. Policy BFD1 does not define what the special circumstances are, but addresses only the impact on the character. For example, a large housing development which can demonstrate no harmful impact on the character/landscape would comply with the policy as written, but it would not achieve the policy aim as it would still create coalescence. It could also just invite developers to take a piecemeal approach to development. It may be better to say that any major new development within this gap and which will create both actual and perceived coalescence will be resisted – if this is what you want to achieve.	Noted. The Local Plan doesn't actually define the purpose of the Settlement Boundary and therefore the neighbourhood plan will be amended to refer to development only being permitted where in accordance with national and local plan policies and requiring a landscape and visual impact assessment that's proportionate to the scale of the development	Amend Policy BFD 2
Community Action CA1 – Enhancing the 'Felsted Field Gap'				
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woudnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
M Wilderspin Lovell	-	Hedgerows are an important part of natural conservation and not only help with year round ground/flood water removal, but are also efficient windbreaks. The hedge should be replanted and/or encouraged to thrive rather than be removed altogether. This will not only provide a	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		windbreak from the open fields to the west of the site, but will also provide much needed space for wildlife.		
- -	-	I do not want the hedge taken out. It is not helpful to Climate change.	Noted	None
	Essex County Council	ECC seek further clarification with regards bullet 4 which seeks the erection of a new bus shelter at the southern end of the 'Gap'. ECC seek clarification with regards the specific location in order that the aspiration can be passed onto the Integrated Passenger Transport Unit (IPTU) Information team.	The Parish Council will contact Essex County Council	None
	Chelmsford City Council	I also suggest that the Community Action CA1 should also refer to the Settlement Buffer rather than a strategic gap, if the area is the same so it's clear what this applies to.	CA1 will be amended for consistency	Amend CA1 as suggested by the City Council
Policy BFD2- Protecting Broomfield's Landscape Character				
I Mercer	-	+ see no. 3	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
	Historic England	The neighbourhood plan clearly sets out the importance of the surrounding landscape to the historic character and rural qualities of Broomfield, and we therefore welcome Policy BFDF2, which we consider will help any new development conserve the setting of the Broomfield conservation area and other heritage assets in the village.	Noted	None
	Chelmsford City Council	Para 5.17 and BFD2 Valued Landscapes: The first area proposed for designation, for the Chelmer Valley between Broomfield and Beaulieu, already benefits from designation in the Local Plan as Green Wedge. As such it is already afforded a high level of protection under Policy DM7, DM9, DM10, and DM11. The second area, West of Church of St Mary with St Leonard, is within the rural area and is already afforded a high level of protection in the	The designation as a Green Wedge does not necessarily reflect its landscape qualities hence the Landscape Appraisal recommendation as a Valued Landscape. Likewise, the policy protection does not reflect the quality of the landscape but a policy approach	None None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Local Plan at Policy DM8, DM9, DM10, and DM11.</p> <p>Having introduced the concept of Valued Landscapes and identified areas on Map 5, there is no associated policy which designates these areas as Valued Landscapes. As such it cannot be included in Policy BFD2, as no such designation is being made. However, Local Plan policy provides a much higher test than that proposed in BFD2, which relates only to conserving the unique landscape and scenic beauty. An area of land should only have one designation, so it is unlikely that a Valued Landscape policy and the LP rural area policy would both be used – it would be one or the other.</p> <p>Generally, valued landscapes should contain features that elevate them above ordinary countryside, and not be proposed just because they are valued by local people. There is a risk – which is yours to take – that an Examiner would not find it justified to designate these areas as Valued Landscape given their current Local Plan policy protection, and the lack of specific identified qualities that set them apart from other parts of the rural area.</p> <p>You may wish to consider the comments made by the Inspector for the Local Plan Examination, where the Local Plan sought to designate Green Corridors to reflect their identified landscape value – paras 220 to 223. CCC argued this in relation to Para 174 a) of the NPPF, but the Inspector did not agree.</p> <p>The requirement for an LVIA for all development proposals goes beyond what is reasonable – particularly in relation to small householder extensions, infills etc.</p> <p>Government guidance clarifies (at Para 40) that information requested with a particular planning application must be:</p> <ul style="list-style-type: none"> • reasonable having regard, in particular, to the nature and scale of the 	<p>to development based upon Chelmsford's Settlement Hierarchy.</p> <p>Policy BFD2 specifically references the Valued Landscape report and will be strengthened.</p> <p>The Valued Landscape designation has been informed by an appraisal prepared by a leading Landscape Architect and is therefore robust evidence.</p> <p>Noted</p> <p>The policy will be amended to require an appraisal proportionate to the scale of the development</p>	<p>Amend part ii of the policy to refer to valued landscapes</p> <p>None</p> <p>None</p> <p>Amend Policy BFD2 in respect of landscape and visual impact assessment requirements</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>proposed development; and</p> <ul style="list-style-type: none"> • about a matter which it is reasonable to think will be a material consideration in the determination of the application. <p>Your para 5.21 is correct to identify that a proposal could be supported by a LVIA depending on the scale of the proposal, but this is not included in the policy.</p> <p>I suggest the upper part of the policy is amended to read: Proposals for development outside the Settlement Boundary will be required to be accompanied by a Landscape Visual Impact Appraisal or other appropriate and proportionate evidence that demonstrates how that the proposal:</p> <p>It is also rather subjective to ask a decision maker to consider 'significant detrimental impact' and suggest deleting the word 'significant' – it will either be detrimental or it won't.</p>		
Community Action CA2 – Conserving and Enhancing the Landscape				
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
Chapter 5 – Landscape Setting Comments				
R Marchal	-	Maintain a 'villages' surrounds.	Noted	None
S Walker	Little Waltham Parish Council	Little Waltham Parish Council strongly supports this proposal to prevent coalescence and agrees with the importance of protecting the landscape setting and character of the individual settlements of Broomfield and Little Waltham from the 'sprawl' of Chelmsford.	Noted	None
W Smith	-	Broomfield is a village, and therefore the rural aspects of the surroundings are vital in keeping that village feeling. One thing that could be considered is the transition between urbanised parts of the village to the rural parts of the village. Making these connections accessible will contribute to the village feeling we all desire here in Broomfield.	This would require landowners consent which is beyond what the neighbourhood plan can achieve.	None

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F Marchal	-	I would suggest that, re paragraph 5.3, if the survey were to be conducted again, there would be a significant increase in the percentage of people who said they use Broomfield's public footpaths and the country lanes within the parish both regularly and occasionally. This is evidenced by the sheer number of people who 'discovered' walking, jogging and cycling during the Covid-19 pandemic,. In January 2021, I personally counted some 33 men, women and children passing in front of my house on Hollow Lane over a 20 minute period! As I write (January 2023) Hollow Lane continues to be used by a high number of walkers, joggers, cyclists, etc., as are the footpaths in the parish.	Noted	None
C Abrahams	-	Good to read how Broomfield's natural resources are being remembered which villages are more able to retain as a priority.	Noted	None
I Mercer	-	Consider enabling a 'time-awareness. Current landscape has developed over 'deep time' Consideration of different time-scales enables an informed judgement of current change, both rapid and gradual.	Noted	None
M Taylor	-	With reference to BFD1 - development should not be permitted within this area and should additionally be extended west to at least as near Broom Wood as possible. With reference to BFD2 - the Felsted Gap should also be included a "valued landscape", given the recognised importance of views within it.	Noted The Felstead Gap does not meet valued landscape criteria	None
H Bray	-	Every possible action should be done with the preservation/enhancement of the local landscape and community in mind. Too much of Essex is being condemned to historical record rather than being celebrated and enhanced for all to enjoy, both now and in the future.	Noted	None
N Stebbing	The Land Trust	Linked accessible landscape corridors are a great asset for community wellbeing	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
S Owen	-	Strongly agree with 5.1 and 5.2. Very keen that the boundary between the Chelmsford urban area and the village is maintained as countryside, as set out in 5.15. Agree with policy BFD1.	Noted	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate land and water management strategies for the implementation and lifetime of the proposals set out in Chapter 5 - Landscape Setting to reduce the risk of wildfire and water incidents.	This is a land management matter that does not require planning consent	None
A Bestwick	-	No opinion	Noted	None
A Brown	-	Fantastic proposals to enable local groups, schools etc to be involved in projects to enhance the landscape as this will allow local residents to feel more invested in the landscape of Broomfield.	Noted	None
	Chelmsford City Council	Page 22, Area F Amend wording: Furthermore, consideration should be given to the designation of Night Pasture and Broom Pightle as areas of Open <u>Local Green Space</u>	Agree. Plan will be amended	Amend page 22 as suggested by the City Council
Policy BFD3 – Recreational Disturbance Avoidance and Mitigation				
W Smith	-	If any residential developments have an impact on the natural environment, the plans for them should considered this. Making a financial contribution towards mitigation is fine, but that money should be recieved up front, so it can be put to use before the development is complete, not afterwards. This ensures any disturbance is mitigated before any development is fully in use.	Noted	None
P Marriage	-	I think this charge is too remote. Should be spent locally see Q 14 & 15.	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my Mumford you have had a larger path off the road like the bunny walks would be safer for children to ride and walk but also buggies.	Noted	None
M Corsham		What would be considered appropriate financial contribution?	This is set out in the City Council's policy	None
- -	-	I do not understand what it means.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
	Chelmsford City Council	This policy is welcomed to support the implementation of the RAMS strategy. The RAMS financial contribution applies only to residential development where there is a net increase in dwelling numbers, but it excludes replacement dwellings, extensions and annexes. Therefore, I suggest the following amendment to the policy: <u>Where appropriate, all residential development should make an appropriate financial contribution ...</u>	Policy BFD 3 will be amended as suggested	Amend Policy BFD 3 as suggested by the City Council
Policy BFD4 – Trees, Woodland and Hedgerows				
I Mercer	-	Need to enhance the enlightenment of people in the importance of these proposals to biodiversity and enhancement of the ecological wellbeing of the area.	Noted	None
H Bray	-	BROOMFIELD is already prone to extremely high water levels, therefore more trees and hedgerows are imperative, not an afterthought!	Noted	None
S Lloyd	-	Suggest "Development proposals will be supported" be rephrased to, e.g, "Development proposals are more likely to be supported where ...". Similarly, "Where new developments adjoin the Rural Area, proposals will be supported ..." rephrased to, e.g., "Where new developments adjoin the Rural Area, proposals are more likely to be supported ...".	Such wording would be unlikely to meet the tests of planning policy when examined.	None
	Essex County Council	ECC, as the highway and transportation authority, recommend the following amendment is made to paragraph 2 of this policy to be consistent with the EDG : Highways Technical Manual - Planting in sight splays. Where new access is created, or an existing access is widened, through an existing hedgerow, a new hedgerow of native species shall be planted <u>a minimum of 1m behind the visibility splays on the splay returns into the site</u> to maintain the appearance and continuity of hedgerows in the vicinity.	The Plan will be amended as suggested	Amend Policy BFD 4 as suggested by the County Council
	Chelmsford City Council	Para 2 – could be in conflict with Local Highway Authority advice about visibility splays. I suggest the following amendment: Where new access is created, or an existing access is widened, through an existing hedgerow, <u>a new replacement hedgerow planting of similar species will be supported</u>	The policy will be amended to reflect the County Council's comments (above)	Amend Policy BFD 4 as suggested by the County Council

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		native species shall be planted on the splay returns into the site to maintain the appearance and continuity of hedgerows in the vicinity.		
Community Action CA3 – Creation and Maintenance of Woodland and Hedgerows				
I Mercer	-	+ see above	Noted	None
H Bray	-	BROOMFIELD is already prone to extremely high water levels, therefore more trees and hedgerows are imperative, not an afterthought!	Noted	None
N Stebbing	The Land Trust	The Land Trust is keen to help the community with the creation and maintenance of accessible woodland and biodiverse hedgerows	Noted	None
	Essex County Council	<p>ECC supports the encouragement of tree planting through the lifetime of the Plan. In 2019 ECC established the Essex Forest Partnership (2019) comprising the 12 district, borough and cities in Essex to share and coordinate tree planting targets across Essex. ECC has committed to planting at least 375,000 trees by 2026 and have already planted some 142,000 over the first two years. The Partnership has recently secured £805,000 funding from the Local Authority Treescape Fund (LATF) and Urban Tree Challenge Fund (UTCF) to plant some 1,785 additional trees across the County. The LATF award will involve the creation of community orchards and connecting habitats in rural locations. The UTCF will involve the planting of some 1,546 street trees in Tendring, Brentwood, Harlow, Chelmsford, Rochford, Castle Point and Braintree. Together, the EFP has committed to plant over one million trees, increase and improve green spaces in Essex, and scale up urban tree planting to absorb heat and pollution while benefiting local communities. ECC also notes the CCC action to increase tree planting in the area and the Council's ambition to plant one tree for every resident over the next ten years.</p> <p>Paragraph 3 makes reference to new cycle paths created in the countryside being lined both sides with hedgerow.</p> <p>Firstly, references to `cycle paths` should be amended to `cycle routes`.</p>	<p>Noted</p> <p>It is considered that members of the public understand the term cycle paths better than cycle routes.</p>	<p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		Secondly, ECC, as the highway authority, would not advocate planting of hedgerows on both sides of new cycle routes because of perceived safety and security issues with routes enclosed by vegetation, and because of difficulty with maintenance of the hedgerows overgrowing the cycle routes. This position is also relevant to paragraph 11.16. If hedgerows were to be planted they should consider LTN 1/20 Cycle Infrastructure Design, paragraph 15.2.21 which states that hedgerows should be set back at least 1.0m from the route and maintained in such a way that they do not overhang, encroach across, or drop thorns on the path (new plants adjacent to cycle tracks should be non-thorn varieties). Paragraph 15.5.10 also makes reference to the potential damage from tree roots and fallen leaves making routes slippery.	This is noted but the level of detail is such that it is not appropriate to include it in the community action.	
Policy BFD5 - Protecting the Highest Grade Agricultural Land				
M Wilderspin Lovell	-	This should also apply to grade 3 agricultural land and all green space.	Noted	None
- -	-	Only if that land is used to provide food would be my proviso.	Noted	None
M Dearsley	-	In Broomfield this policy results in lower grade land being less protected - which in our case means the sum total of policies drives development towards the land east of Broomfield. So I see BFD5 as in partial opposition to the desire to have a Green Wedge separating Broomfield from Chelmsford.	Land on the eastern edge of Broomfield village is designated as Green Wedge in the Local Plan and some is flood plain	None
	Chelmsford City Council	Consider adding a criterion for redevelopment of previously developed land, which is distinct from replacements for existing buildings or structures. This would align with the Local Plan Strategic Policy S1 objective to 'optimise the use of suitable previously developed land for development'. You may wish to consider whether this should apply to all development, or whether it's more reasonable to apply to 'major' development (10 or more dwellings). The sequential test in part iii. is fairly loosely worded, so it may be difficult to assess and evidence – you may wish to consider this further, but it might be helpful to know what you have in mind. For example, but the kind of scenario we come across is for stables to serve the	Ther policy will be amended to tighten it up and include reference to previously developed land	Amend Policy BFD5 to reflect comments submitted by the City Council

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>keeping of horses. In this case, the land would be in the applicant's ownership, they would probably not have access to funding to buy alternative land, it might be close to home for management purposes. Would this then be acceptable? You might wish to consider some scenarios and see whether this can be a little more specific, or whether this may not be very effective and could be removed.</p>		
Community Action CA4 – Further Study of the Natural Environment				
	Essex County Council	<p>ECC has established a Greater Essex Local Nature Partnership (GELNP) covering Essex, Southend and Thurrock to deliver the outputs of the DEFRA 25-Year Environment Plan and Environment Act (2021). This includes the preparation of the Greater Essex Local Nature Recovery Strategy (GELNRS), delivering biodiversity net gain, multifunctional green infrastructure and sustainable land management through Environment Land Management Schemes and to contribute to the national tree planting target. The LNP will contribute to the delivery of the recommendations in the ECAC report Net-Zero: Making Essex Carbon Neutral (July 2021) and the ECC Response. The LNP has the following four targets to be achieved by 2030, namely 14% of Natural Green Infrastructure coverage of Essex to be increased to 25%; 50% of farmland to adopt sustainable stewardship practices (from the ECAC); 1 in 4 people taking action for nature recovery; and access to high quality green space for all.</p> <p>ECC notes that the parish council is to investigate the potential benefits of biodiversity mapping, as a means to better understand, conserve and enhance these aspects of Broomfield's natural environment. The GELNRS will form the baseline for habitat information, which in turn will generate action to promote biodiversity management and improvement. ECC is the 'Responsible Authority' for delivering the ELNRS but will work closely with the LNP to provide direction and ensure key stakeholders are engaged. The publication of guidance on LNRSs has been delayed until 2023 and the GELNRS is being prepared for completion by early 2024.</p>	<p>Noted</p> <p>Noted</p>	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>ECC recommend the parish council reviews the information sources contained on page 4 of the Essex Biodiversity Validation Checklist with regards ecological and biological records. This is a good starting point for the parish to commence data collection regarding local biodiversity. In addition, the parish may wish to contact Essex Wildlife Trust (EWT) who are running a 'Wilder Towns Wilder Villages Project' to help parish and town councils with regards training and resources, connecting with other councils and promoting good practice. Parish Councils are required to sign up to receive a 'toolkit'.</p> <p>ECC has also published the Essex Green Infrastructure Strategy (2020) (where its preparation included CPBC) and Essex Green Infrastructure Standards-Technical-Guidance (June 2022). The latter, endorsed by Natural England, and has been submitted for Building With Nature Policy Accreditation, was published in June 2022 and will be added to the EDG in due course. ECC considers that all major and strategic development sites should be designed around green and blue infrastructure to inform and shape the development. Particularly within denser developments, green infrastructure and open space should be approached from a multifunctional perspective, combining uses such as sustainable drainage, public open space, walking and cycling routes and biodiversity conservation to combine functional uses with amenity benefits. These features should be strategically located to provide green infrastructure and landscaping in prominent spaces to maximise the benefits to site users and increase the usability of multifunctional space.</p>	<p>Noted</p> <p>Noted</p>	
Community Action CA5 – Extension to the Local Nature Reserve				
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
Community Action CA6 - Improving Public Access to the Chelmer River Valley				
W Smith	-	This would add extreme value to the local area from a variety of uses - travel and recreational.	Noted	None
P Marriage	-	Suggest there should be a policy of offering to buy land owned by absent owners where it is unlikely to be granted planning, the land would be used for public access.	Noted	None
M Krethlow Shaw	-	This needs to be dependent on the impact to the natural landscape and protection of biodiversity with an increased human footprint.	Noted	None
N Stebbing	The Land Trust	Good public access to quality open spaces is good for the community	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woundnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum.	Noted	None
M Wilderspin Lovell	-	I DO approve, however, I would also like to see more additional dedicated footpaths being instigated rather than sharing spaces with cycles. Cycles can also cause harm to pedestrians and animals so having spaces that are pedestrian safe spaces would be highly welcome.	This is addressed in Section 11 of the Plan	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	We support Community Action CA6 in principle. Throughout the preparation of the NP, Cliffords Group have promoted new cycle paths, footpaths and community open space on the land east of Saxon Way, with the expectation that further dialogue would be required with the Parish Council to ensure the most favourable and optimal infrastructure is delivered in tandem with new residential development. In light of this we are concerned that Map 9 and supporting paragraphs 6.30 sound definitive in the route for the new cycle path and footpath. Although the Landowners are now promoting new cycle and footpaths as part of the vision for Campion Farm (see Proposed Site Plan), such infrastructure should be ultimately determined through a detailed planning application and not through the NP. As the relevant Landowners east of Saxon Way, the proposed new cycle and foot path on Map 9 should be referred to as 'Potential' Proposed new Cycle and Foot Path, caveated in paras. 6.30 and 6.31 that this is a potential route, and although discussions have taken place between	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		the Landowners and the Parish Council, the final route remains subject to further dialogue and will be determined at the detailed planning stage.		
	Essex County Council	ECC note the aspiration to create new cycle routes, footpaths and community open space at the east end of Saxon Way. Further clarification is sought as to whether footpaths refer to footways or Public Rights of Way. See comments above regarding Traffic and Travel Objectives (page 4). ECC notes discussions are ongoing with landowners as any provision will require access to third party land. Such routes are not presently on any Local Highways Panel List for investigation.	Noted	None
Policy BFD6 – Broomfield Green Wedge				
P Marriage	-	But in the case of unused land owned by absent owners there should be a policy of trying to purchase for community use.	Planning policies can only address matters where planning permission is required	None
S Summers	-	What is this !?!	The Green Wedge is a Local Plan designation in the area along the Chlemer Valley	None
Miscoe Enterprises Ltd	Frazer Halls Associates	We consider there to be an opportunity for sites within the Green Wedge to contribute to the delivery of local community and social infrastructure, especially where sites are centrally located within the village and offer very little contribution to the value and purposes of the Green Wedge, as per the strategic policies in the adopted Chelmsford Local Plan. Land to rear of Broomfield Library has the potential to come forward to deliver a GP Surgery for the village, located in a central location off Main Road. The land is currently part of the Brooklands estate which serves a domestic function of limited utility and can be better served to deliver community infrastructure, given its contribution to the Green Wedge in terms of landscape value and public accessibility is negligible. As more of an urban than rural site, it has potential to come forward for development to help cater for the needs of new and existing residents throughout the lifetime of the NP.	Noted Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>As such, we strongly recommend that the Parish Council amend the wording of Policy BFD6 to introduce greater flexibility into the range of benefits / infrastructure delivery that proposals in the Green Wedge can support, having regard to the strategic policies in the Chelmsford Local Plan.</p>	This is not considered necessary	
Cliffords Group Ltd & M Peters	Frazer Hall Associates	<p>We endorse the support for proposals that secure enhanced access for recreational uses, including footpaths and cycle paths in then Green Wedge.</p> <p>Para. 92(c) of the NPPF promotes healthy lifestyles through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling. SP7 is also consistent with para. 106(d) of the NPPF which encourages planning policies to “provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”.</p> <p>The Site is well located adjacent to Broomfield which is a sustainable location, with access to services and community facilities reducing the reliance on the car by new and existing communities. The Site is also well placed to improve walking and cycling infrastructure to and from the Site, connecting the Site to the Green Wedge beyond for local residents and the wider public.</p> <p>There is therefore a clear opportunity within the Green Wedge to enhance existing and create additional infrastructure to promote walking and cycling throughout the Green Wedge connecting the Chelmsford Urban Area. As per the Champions Farm illustrative site plan, there are opportunities to improve the overall connectivity and accessibility of the Green Wedge to the urban area through immediate and wider footpath links, promoting an improved and strengthened west – east and north – south link. This promotes greater accessibility of the Green Wedge and further contributes towards the role and function of the Green Wedge designation.</p>	Noted	None
	Essex County Council	ECC support the principle of establishing multifunctional greenways to promote sustainable and active travel movements and contribute to	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>health and wellbeing. Their design will depend on whether they are to be within an urban or rural environment (ie the Green Wedge) and their function (recreational; commuting). Most should be designed with a hard, permeable surface which is accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development. Any design of new routes will be required to be consistent with Cycling infrastructure design (LTN 1/20) and to be coherent (allow people to reach day to day destinations easily); direct, safe, comfortable and attractive, as referenced in paragraph 1.5.2 of the guidance.</p> <p>The policy requires any development to be in accordance with the relevant strategic policies of the adopted Local Plan. The relevant policy is DM7 – New Buildings and Structures in the Green Wedge, Part A, criterion iv which states planning permission will be granted where development does not conflict with the Green Wedge and includes the provision for 'local transport infrastructure'.</p>	Noted	None
Policy BFD7 - Local Green Spaces				
P Marriage	-	Some of these areas are unmanned thought should be given to the use and management of green space at the early stage (see BFD iv (p54))	Noted	None
- -	-	Keep all green spaces	Noted	None
	Anglian Water	A site in our ownership, consisting of a sewage pumping station, is located within the Cowlin Mead and Oat Leys proposed Local Green Space (f). We would request that this asset is not included within the LGS designation to ensure that any future works required to enhance the asset are not inhibited by this policy.	Such works would not be precluded by such a designation	None
	Chelmsford City Council	As outlined in previous correspondence, you are advised to strengthen your evidence relating to the proposed Local Green Space designations. You will have reviewed the Locality Toolkit on this topic, but I invite you to consider whether you feel the evidence is extensive	The Local Green Space Assessment has been prepared by the same consultant that	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>enough to meet the guidance on assessment provided particularly at Chapter 8. I think this is a good example: https://www.babergh.gov.uk/assets/Neighbourhood-Planning/Assington-NP-Local-Green-Spaces.pdf The Examiner's report into the Writtle Neighbourhood Plan might also be helpful in this regard (attached to covering e-mail).</p> <p>You should also demonstrate whether the relevant landowners are supportive of the proposal, in line with Para 019 of Government guidance. I think you may have done this in the background, but you should show it in your evidence. I note in the Review of LGS some references to opportunities for land management, but you might want to consider by who and how it would be funded, if not in the PC's ownership. A landowner reading Para 6.47 might object. Whilst the actual ownership may be kept confidential, their support could be noted.</p> <p>I suggest an amendment to the policy paragraph as follows: The following <u>areas are designated as Local Green Spaces in the Neighbourhood Plan. The numbers in brackets relate to the numbering of the areas in the Review of Local Green Space, Valued Landscape and Key Views, and are shown on Figures a. to o. below.</u> Management of d<u>Development proposals</u> within the Local Green Spaces will be consistent with national <u>and local</u> policy on the management of development in for Green Belts.</p> <p>To explain the Green Belt comparison, I suggest you also add at Paragraph 6.46 the following: Should development proposals come forward on these sites they will be considered against the Green Belt policies of the NPPF and Local Plan, <u>as set out in Paragraph 103 of the NPPE.</u></p>	<p>prepared the Assington NP Local Green Space Appraisal.</p> <p>Noted</p> <p>Every effort has been made to notify landowners of proposed designation of the Local Green Space.</p> <p>This level of detail is not considered necessary in the planning policy as it is referred to in the supporting paragraphs.</p>	
Community Action CA7 – Conserving and Enhancing the Special Features of Local Green Spaces				
No comments received				
Chapter 6 – The Natural Environment				

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
S Walker	Little Waltham Parish Council	Whereas Little Waltham Parish Council is supportive of a cycle path across the Chelmer Valley it considers that such a project should be undertaken with great care so as not to prejudice or degrade the valuable habitats within the Green Wedge.	Noted	None
A Abbott	-	We need to maintain all current green spaces - it is one of the best things about Broomfield	Noted	None
W Smith	-	Better access to the Chelmer Valley is a must - plans for a path from the Avenues to Saxon Way is good, but can it be taken further so a path travels all the way to Broomfield Mill? This would open up the Chelmer Valley to many more people, and therefore it's wildlife and history can be considered by all. The local green spaces are so important for everyone, it's good to see their importance recognised.	Noted	None
F Marchal	-	Regarding Policy BFD4, p. 30, it is unclear how any proposed developments could demonstrate that the benefits outweigh any harm done to the natural environment. And how much harm is deemed to be 'substantial'? It seems there could be loopholes in this policy statement that a developer might be tempted to exploit.	This is a standard approach to considering the impact of development	None
C Abrahams	-	Conserving green areas is always good/important for local residents and must be strongly supported - builders will otherwise fight hard to gain access to those areas for development/profit.	Noted	None
I Collins	-	I am thrilled that opening access to the Chelmer from Saxon Way is planned. The current access either side of Valley Bridge comes to a dead end. A link to the Mill off Mill Lane is an exciting prospect. Thank you	Noted	None
I Mercer	-	Consider ways to engender - Public education in the nature of soil, not just in agri/horticulture; its absolutely vital nature & importance to every citizen and every bioconservation consideration	Noted	None
M Taylor	-	With reference to BFD4 - steps should be taken to avoid "accidental damage" to existing trees, woodland and hedgerows prior to any development being granted or during such development. Such 'intrusion' is regrettably too common place and damaged trees/hederows should be replaced in situ as part of the subsequent development process.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
T Cannon	-	I feel we need to strike a balance and keep the green spaces we have. Wild life is suffering due to habitat loss - this can only have a long term negative impact on humans.	Noted	None
H Bray	-	BROOMFIELD is already prone to extremely high water levels, therefore more trees and hedgerows are imperative, not an afterthought!	Noted	None
S Ager	-	Good support for open spaces and looking after agricultural land.	Noted	None
N Stebbing	The Land Trust	The intensity of new development in the area NE Chelmsford adds considerably to the value people will gain and their general wellbeing from well managed natural environment and public open spaces in the area west of Essex Regiment Way. The Land Trust is keen to help with this.	Noted	None
H Risk	-	regarding (15) BFD6:- provided the development is necessary and in accordance with other policies; where development is essential and permitted, green space and accessible routes through the area are a must	Noted	None
S Summers	-	I am unsure but I'd like a nice country feel bike path that's not on the road in Broomfield. Woudnt it be amazing instead of building all houses on the fields with no paths - to build a purpose built bike path all the way down to the bunny walks like you have done to newlands spring. I would like to ride to visit my mum. Broomfield needs a duck pond.	Noted	None
C Flint	-	To combat global warming everyone on the planet has an interest in taking proactive action to protect & enhance biodiversity. We wholeheartedly support the Plan's policies here in protecting prime agricultural land, preserving & enhancing trees, woodland, hedgerows and open spaces.	Noted	None
M Wilderspin Lovell	-	More dedicated footpaths over cyclepaths. The current new cyclepaths are certainly more efficient, but they have a negative impact on the natural landscape (visually and environmentally). Plus there are sections already starting to break and fall apart, even from the newest section.	Noted	None
S Owen	-	I really like the proposed cycle path 6.30	Noted	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate land and water management strategies for the	This is beyond the remit of planning policies	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		implementation and lifetime of the proposals set out in Chapter 6 - The Natural Environment to reduce the risk of wildfire and water incidents.		
R Barnard	-	Everything possible must be done to protect the countryside and the resident wildlife that inhabit it from being disturbed or destroyed by unnecessary development.	Noted	None
A Bestwick	-	No comment	Noted	None
A Brown	-	Really important that we continue to protect the natural environment around Broomfield. We are very lucky to have easy access to lots of lovely public footpaths through local countryside in a peaceful and calm environment away from traffic. This is important to promote a sense of well being and good mental health and also encourages local residents to enjoy being active in their local area.	Noted	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	<p>We note in paras. 6.32 – 6.35 the NP identifies an opportunity to create public open space on land at the east end of Saxon Way. This is land of currently degraded grassland of former gravel workings and includes the Anglo-Saxon Princely Burial which is an archaeological site of national importance discovered in the 1880s. We agree in para. 6.33 that it represents an opportunity to create and celebrate a local historic focal point and support the recognition in para. 6.34 that given its location on the rural edge it may be better suited for informal space for walking and wildlife and other opportunities for landscape led enhancements.</p> <p>This is consistent with the Landowners vision for this part of the Site, as illustrated on the proposed Site Plan. We welcome further dialogue with the Parish Council and the Landowners to discuss how best this part of the Site, and the archaeological asset, can best be utilised and enhanced for public benefit as part of comprehensive development proposals at Campion Farm.</p>	Noted	None
	Mid and South Essex Integrated Care Board	The neighbourhood plan proposals to enhance the natural environment and enhance access to the Broomfield Green Wedge for recreational uses are welcomed. Improving opportunities for access to green open spaces for recreation such as walking and jogging was strongly supported in responses to the residents' survey, with 96% of responses identifying this as important or very important. Increased	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		physical activity, especially in an attractive environment is beneficial to physical and mental health wellbeing.		
	Essex County Council	<p>ECC recommend an additional 'Green Infrastructure' policy is added to refer to multifunctional green and blue infrastructure: NEW POLICY: Green Infrastructure A Green Infrastructure network of multi-functional high-quality green spaces and other environmental features (such as footpaths, street trees, play parks and village green) should be developed across the neighbourhood which together delivers multiple environmental, social and economic benefits, by:</p> <ul style="list-style-type: none"> • contributing to the quality and distinctiveness of the local environment and landscape character, • ensuring opportunities for community socialisation to promote community cohesion and increase community safety, • creating a green wedge and buffer, • providing opportunities for physical activity, improving health and wellbeing and generally adding to quality of life, • adapting and mitigating against a changing climate and severe weather through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation, and • encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible (including through tree lined streets) to form walking and cycling routes. <p>Development will be required, where appropriate, to contribute towards the delivery of new green and blue infrastructure which develops and enhances a network of multi-functional spaces and natural features.</p> <p>ECC has established a Local Nature Partnership (LNP) which is preparing a Local Nature Recovery Strategy (see comments under Community Action CA4 - Further Study of the Natural Environment).</p>	<p>This is not considered necessary as Strategic Policy S4 of the Local Plan addresses the matter of green infrastructure</p> <p>Noted</p>	<p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) For clarity, reference to Essex County Council in paragraph 6.7 should be deleted. The RAMS project has largely been prepared in partnership by 11 local authorities in Essex and who are also responsible for its implementation.	Paragraph 6.7 will be amended as suggested	Amend paragraph 6.7 to delete reference to Essex County Council
Policy BFD8 - Housing Mix				
R Marchal	-	Housing, not necessarily expensive, of architectural CHARACTER. Maintain that of a 'village' - unlike Springfield - so much of what is now, comparatively speaking, characterless!	Noted	None
C Abrahams	-	25% of new properties being social or rental seems too big a proportion.	This reflects the level of need in the parish for affordable housing	None
A Marriage	-	A need for bungalows	Noted	None
P Marriage	-	Providing the mix changes to meet community need	Noted	None
I Mercer	-	Ensure ways to maintain the importance of retirement accommodation in an aging population, plus insistence on provision of GP surgery!	Noted	None
N Scott	-	No need for 5 bedroom houses in this Village	Noted	None
S Summers	-	Not sure what thThis is	Noted	None
S Owen	-	I was surprised at the housing mix – BFD8 I think the proportion of 1 bedroomed homes is quite high, but if this is based on accurate data of people who are currently occupying/requiring housing, then I will support it.	Noted	None
M Dearsley	-	I think this would be better written to state that there should be a regular assessment of the required housing mix and each proposal should be considered in the light of that data.	This would be overly onerous on developers	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	Whilst the proposed housing mix is supported by the Housing Need Assessment (HNA) (2019) which determined that the greatest need in Broomfield is for two- and three bedroom units, followed by one-bedroom units, we consider the proposed mix in BFD8 weighs heavily towards three bed units. We would therefore suggest that a more even balance across the tenures of greatest need are achieved. We would also recommend that additional wording in the policy is inserted to ensure that the most appropriate mix is secured through detailed planning applications, and any departure from the proposed mix won't	The mix, as stated, is rightly supported by evidence.	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		be burdened with onerous levels of evidence to support a different mix.		
	Chelmsford City Council	<p>CCC cannot support this policy. I suggest removing this policy and reviewing the introductory and justification text.</p> <p>A key point is that Broomfield is not a 'Designated Rural Area' (as set out at LP Policy DM2 B, and Para 8.16) – which allows for development of affordable housing on small exception sites to meet local need. Given that this does not apply, consideration reverts to Part A of the policy (and Para 8.2 and 8.3) where the Local Plan requires a mix of dwelling types and sizes that contribute to current and future housing needs across the Council's area.</p> <p>LP Policy DM1 sets out the indicative market mix as derived from the Strategic Housing Market Assessment. It is evidence base led and will be reviewed in the new Strategic Housing Needs Assessment / review of the Local Plan. A separate housing mix is also required for the affordable housing for rent – as summarised in the Planning Obligations SPD. Once again this is evidence base led and calculated using a different methodology to the market mix.</p> <p>There is no explanation of how your proposed alternative housing mix has been derived. Results of the residents' survey is not strong enough to provide evidence for a departure from LP policy. Your specific allocation can be used to focus on needs that you identify through the Housing Needs Assessment, but it cannot be applied as a general policy for all development as it conflicts with the Local Plan. The proposed housing mix may also be in conflict with your aspirations for Land East of Saxon Way and have unintended consequences.</p> <p>As a point to note, at 2.4, 3.2, 5.14, 7.6 you refer to new housing development in the parish or close by in slightly negative terms. This housing development will of course help to meet the needs of the area, including provision of 35% of homes as affordable, which is of benefit to Broomfield residents or those wishing to live there. The</p>	<p>Policy DM1 is not a strategic policy and it is therefore appropriate that a neighbourhood plan can provide for, in this case, a different mix of house sizes if local and robust evidence supports moving away from district level policies.</p> <p>Noted</p> <p>Paragraphs 7.5 to 7.7 identify that AECOM prepared a Housing Needs Assessment for the parish to provide up-to-date and robust evidence to support this policy, an approach that has been successful in many "made" neighbourhood plans across the East of England.</p> <p>Noted</p>	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		introduction of First Homes will assist even further due to the discounts applied and the local eligibility criteria.		
Policy BFD9 – Adaptable Homes				
J Lee	-	need more housing for over 60	Noted	None
S Summers	-	Chelmsford needs more one bedroom bungalow	Noted	None
	Essex County Council	<p>ECC, with its responsibilities for Adult Social Care, must ensure that the needs of vulnerable people are reflected in line with our duty under the Care Act 2014 and the wider prevention and maximising independence agendas. The adopted Essex Housing Strategy (2021 - 2025) seeks to ensure that new homes and places are designed for residents to live independent and healthy lives; homes are adapted and digital technologies adopted, to support residents to live independently; and access to high quality specialist and supported accommodation for those who need it.</p> <p>ECC seeks to ensure that housing and communities are accessible and inclusive over the life course and that new homes are suitable for ageing households and those with disabilities so that they can live in their homes for longer if their mobility reduces. Allowing residents to live within their homes reduces their dependency on care provision and facilitates healthier, more independent lifestyles. Suitable housing can also allow people to live closer to their informal support networks (i.e. family and friends) as their mobility declines.</p> <p>ECC welcome reference in the policy to all new dwellings being constructed to Building Regulation Part M4(2) standards. However, reference should also be made to a significant proportion (at least 5%) being required to be built to Part M4(3) wheelchair user standards, including the affordable housing contingent delivered on a site. As described, the delivery of accessibility housing is critical to ensuring our ageing population and those with disabilities are able to live for longer in suitable homes (and thus potentially benefiting from domiciliary care) without having to move into more institutional care settings.</p>	<p>Noted</p> <p>Noted</p> <p>Local Plan policy requires this for developments of 30 or more dwellings. No evidence is provided to require 5% of dwellings across all developments to meet Part M4(3).</p>	<p>None</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Proposals for new dwellings that are designed to be accessible and inclusive, including meeting Building Regulations M4 (2) <u>and M4 (3)</u> standards, will be supported.</p> <p>The Policy makes reference to making provision for the needs of home working, including facilitating access to high-speed communications technology. ECC recommend the policy is revised to support future proofing digital connectivity and high-quality mobile coverage for all homes and businesses. The policy refers to high-speed communications technology, but not fixed line gigabit-cable broadband and/or 5G connectivity. ECC has published its Digital Strategy for Essex (2022) which seeks to further expand digital infrastructure and technologies, in addition to that being delivered by the Superfast Essex Programme. The EDG contains supplementary planning guidance for Planning for 5G and can be viewed here. Guidance is also being prepared by Essex Planning Officers Association (EPOA) with regards Planning Guidance for Digital Connectivity (focused on Broadband / fixed line connections) and will be available via the EDG soon.</p> <p>ECC recommend paragraph 2 of Policy BFD9 is amended to read: <u>Proposals for new developments or expansion of existing properties should be capable of receiving high speed and reliable mobile and broadband connectivity. Where connectivity is not currently available suitable ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.</u></p>	<p>This is not supported by evidence.</p> <p>Noted</p> <p>The policy will be amended</p>	<p>None</p> <p>None</p> <p>Amend paragraph 2 of Policy BFD9 as suggested by Essex CC</p>
	Chelmsford City Council	<p>This is a different approach to CCC policy and is likely to be difficult to implement. There appears to be no justification for this different approach.</p> <p>BFD9 is effectively saying that new dwellings that are not designed to be accessible and inclusive will not be supported. LP Policy DM1 supports accessible homes, but is limited to 50% of new dwellings on developments of 10 or more dwellings. The Making Places SPD states that 'it is encouraged that all new homes are built to this standard to</p>	<p>Noted</p> <p>The policy does require accessible and adaptable homes, rather that where homes meet the standards they will be supported.</p>	None

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		allow for greater flexibility'. However, this statement alone could not be used by the decision maker, so I suggest this part of BFD9 is removed. The second part of the policy could remain, although once planning consent has been granted, the resident can use rooms for whatever purpose they wish, whether intended as an office space or not.	Noted	
Community Action CA8– Setting up a Community Land Trust (CLT)				
R Cole	-	Against CLT in principle.	Noted	None
N Stebbing	The Land Trust	The Land Trust is not against CLTs in principal and LT is committed to real community wide engagement in the provision and maintenance of good POS. LTs charitable objectives are testament to this. However; LT recommends a stewardship model with a not for profit organization like LT in overall charge. Considerable expertise is needed to manage the divers range of issues affecting good Public Open Space management. LT has a wealth of experience in this field nationwide	Noted	None
T Dewey	-	Securing affordable housing would be more practically acheived by establishing a local letting policy for housing allocations made by Chelmsford City Council in line with the mix as set out in Policy BFD8 and informed by relevant local information. A CLT adds the dynamic of having to build the homes as well.	Noted	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	We support this action in principle as a positive mechanism of affordable housing delivery in Broomfield.	Noted	None
Policy BFD 10 – Land east of Saxon Way				
J Pearson	-	I would be very concerned about the threat posed by developing this important archaeological site. I would like to think that more prominence could be given to Broomfield's history in relation to this site as a heritage asset.	Noted	None
I Mercer	-	+ see 19 above	Noted	None
R Parrish	-	No changes, keep as farmland to prevent area being swallowed up around Broomfield and neighboring areas	Noted	None
S Summers	-	??	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
M Wilderspin Lovell	-	The risk of damaging an historically important site is too great. Developers are infamous for destroying nationally important historical sites and finds so as not to stop their builds and profits. The risk is too great to potentially lose the existing Anglo Saxon burial site and any other potential historically important finds in the area. The developers cannot be trusted to protect them.	It is likely that any development proposals on this site would have to carry out archaeological investigations prior to development commencing. However, the policy will be amended to require an archaeological investigation in accordance with a Written Scheme of Investigation to be agreed at the time of the planning application.	Amend policy to require a Written Scheme of Investigation to be agreed at the time of the planning application.
- -	-	This is very specific and odd in the policy/strategy document.	Noted	None
M Dearsley	-	The policy is not coherent with the objective to keep a Green Wedge in between Broomfield and Chelmsford. Once a permission is granted a developer will seize the opportunity to take the entire amount of land covered by this policy and build far more houses on it than is proposed. The justification of new community facilities being built as a part of it is weak; for example there are many locations locally that could house a new GP surgery. I am not convinced that the majority of residents would support sacrificing the Green Wedge instead of putting a small development onto some of the higher grade farmland the plan seems to keen to protect.	The policy is specific in terms of what can be developed and the areas that should be protected	None
D Vicary		Land East of Saxon Way In dealing with the site restraints of the proposed development site at land east of Saxon Way no reference has been made to vehicular access. Increasing the vehicle movements in Saxon Way will add to the road safety hazards at its junction with Main Road and Erick Avenue. The Plan should recognise that before any development is permitted these road safety issues need to be addressed by ,for example, installing a light controlled junction.	This is a matter for the detailed planning application	None
Miscoe Enterprises Ltd	Frazer Halls Associates	We note that the policy seeks for a GP to be delivered as part of the overall allocation proposed under Policy BFD 10. Whilst we do not object to this in principle, we question whether this is the most appropriate site to deliver a GP surgery and whether alternative sites,	Noted. The Mid and South Essex Integrated Care Board's comments on the Neighbourhood Plan stated that	None

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		<p>such as Land to the rear of Broomfield Surgery is better suited, helping to maximise the potential for Land east of Saxon Way to deliver other community infrastructure / additional housing.</p> <p>Land to the rear of Broomfield Library is located more centrally in the village, adjacent to Bridgemarsh Home (assisted living residence) and Broomfield Library, and sited closer to Broomfield Primary School, the village hall and the majority of housing within Broomfield than Land east of Saxon Way. It therefore has a preferable catchment of local residents in the core envelope of Broomfield as well as adding to the already established core of Broomfield's services and local facilities. Allocating the Landowner's Site for a GP Surgery will also mean additional land on Land east of Saxon Way is freed up for additional development, whether that be alternative community infrastructure / uses or additional housing to the benefit of the village. We would be keen to discuss this further with the Parish Council as a suitable alternative to providing a GP surgery under Policy BFD 10</p>	<p>a new facility in Broomfield is unlikely to be favoured due to the overall distribution of demand and the size of facility that needs to be built in order to be viable.</p> <p>With this in mind it would not be appropriate to allocate this site given the uncertainties of delivery during the Plan period</p>	
Cliffords Group Ltd & M Peters	Frazer Hall Associates	<p>With regards to the allocation at land east of Saxon Way we are supportive that part of the Landowners' land has been included for allocation for a residential led development. We note and support the inclusion of the provision of public open space, new cycle / pedestrian infrastructure and new residential development which is consistent with the Landowners' aspirations for the Site, as illustrated on the accompanying Site Plan.</p> <p>However, since previous consultations on the neighbourhood plan, the extent of the area being promoted has changed and has increased to include additional land to the south / south east to be jointly promoted by the Landowners around Champions Farm. As such there is considerably more land available for additional housing that we consider should be closely considered by the Parish Council as a positive opportunity for sustainable development in their emerging NP. The supporting Site Plan is indicative of the wider opportunity now afforded by the enlarged site being promoted and is capable of delivering a high quality residential extension on the village fringe. Land east of Saxon Way is identified for a Community Housing Project as a result of the criteria sought for a new housing development as part</p>	<p>Noted</p> <p>There is no need to extend the area allocated in Policy BFD10 to the area proposed in this submission.</p>	<p>None</p> <p>None</p>

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		<p>of the Call for Sites exercise, seeking provision of community facilities, provision of new green space with public access or landscape improvements and able to provide housing types consistent with the greatest need identified in the HNA. Land east of Saxon Way is considered to offer the potential to satisfy all three criteria. The Landowners take no issue with the land around Saxon Way identified for these purposes. Likewise the constraints development will have to consider set out at paras. 7.28 – 7.29 are consistent with the Landowners understanding of general constraints across the Site, which have been factored into the illustrative proposals as per the accompanying Site Plan.</p> <p>We do however wish to comment on the site proposals and development concept detailed at paras. 7.30 – 7.32 and whether in light of the wider site opportunity this should be revisited and amended accordingly. For example, the proposals comprise an area of 5.3 hectares for community facilities, community led affordable housing and informal open space. The available Site now extends to 16.4 hectares, and as such the area identified in the NP should be extended to account for this. Likewise the Development Concept is largely derived from previous dialogue and consultation between Cliffords and the Parish Council, and whilst there are similarities between the development concept for Land east of Saxon Way and the illustrative site plan for the wider opportunity around Champions Farm, the concept should be revisited to include the full land now being promoted by the Landowners.</p> <p>The site proposals and development concept should now reflect the wider opportunity, with the site concept diagram at Fig. 22 re-engineered to incorporate Champions Farm, and the scope for greater levels of residential development and connectivity whilst delivering generous levels of open space and having regard to the constraints of the Site, such as landscape sensitivity and the presence of the Anglo-Saxon Burial site. We strongly recommend that the Parish Council engage with the Landowners to discuss and explore this wider opportunity as a more comprehensive allocation in Broomfield. This will</p>	<p>The wider opportunity proposed is not supported by the Parish Council and would be contrary to the adopted Local Plan.</p> <p>There is no need to extend the area allocated in Policy BFD10 to the area proposed in this submission.</p>	<p>None</p> <p>None</p>

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		<p>continue to serve as a guide for development proposals, rather than a rigid plan to follow.</p>	Noted	None
		<p>It is noted at para. 7.32a. that land for a GP Surgery and associated facilities be made available should the Integrated Care Board wish to pursue this option. Whilst the Landowners are amenable to a GP surgery coming forward as part of a wider allocation, there should be no unreasonable commitment for one to be provided to ensure that deliverability of the allocation is not compromised should it not be viable or feasible to deliver a GP surgery on the land. We therefore request that the wording is softened to reflect this, and to make clear the allocation and future development proposals will be able to come forward and found acceptable in the event a GP surgery is not forthcoming.</p>	Para 7.32 is not prescriptive	None
		<p>We would also advise that the wording of para. 7.32.b regarding open space is amended to leave the exact amount of informal accessible green space to be determined through detailed pre-application discussions and planning submissions to ensure its delivery is the most appropriate for a specific development layout. This wording should indeed be flexible in light of the wider opportunity now being promoted, and the flexibility concerning the amount of green space that can be provided as a result of additional land available for development and open space.</p>	Noted	None
		<p>We note that at para. 7.32b, the development would be delivered through a Community Land Trust; this is also referred to in the policy wording of Policy BFD10 (detailed below).</p>	Noted	None
		<p>We note that at para. 7.33, extensive pre-application engagement is required comprising archaeological and ground investigation works prior to the submission of a planning application and a final layout being agreed. This is supported and further dialogue on this matter is welcomed.</p>	Noted	None

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		<p>We would also seek to amend the wording at para. 7.34 to ensure that there is sufficient flexibility on the style and type of housing, noting that whilst farmhouse / barn-style housing might be an appropriate approach to design for the Site, that the design is ultimately led by the development proposals put forward for planning reflective of the full local context of Broomfield.</p> <p>With regards to the wording of Policy BFD10, notwithstanding the need for the Parish Council to reconsider the allocation as a whole to incorporate the wider land now being promoted, it is important that the Parish Council engage with the Landowners over the specific wording of this policy and its objectives to ensure an allocation is deliverable and in accordance with the Landowners' aspirations. For example, we again would reiterate that the policy makes clear that whilst land is identified for a GP surgery, the land should still be able to come forward without being prejudiced should a GP surgery not form part of the development proposals. This is not to say that the Landowners are opposed, but the Parish Council must ensure the Site is deliverable.</p> <p>The wording of the policy also states that the community housing will only come forward alongside the use of community space, cycle paths and footpaths and only if its:</p>	<p>The formal consultation on the Draft Plan has provided an opportunity for engagement and the comments received are reported in this appendix to the Consultation Statement. The Mid and South Essex Integrated Care Board's comments on the Neighbourhood Plan stated that a new facility in Broomfield is unlikely to be favoured due to the overall distribution of demand and the size of facility that needs to be built in order to be viable.</p> <p>Given the lack of certainty of the delivery of a new facility, the requirement for a GP surgery on this site will be amended to an aspiration to be explored at the time proposals for the development come forward.</p> <p>Noted</p>	

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		<p>- delivered and managed through a Community Land Trust or similar body; and</p> <p>- offered, in the first instance, to people with a demonstrated local connection with the Parish of Broomfield who are unable to buy or rent properties in the village at open-market prices.</p> <p>The Landowners are committed to delivering open space and vital community infrastructure in the form of cycle and footpaths, as demonstrated on the latest illustrative proposals on the accompanying Site Plan. However, it is concerning that the housing element of this can only come forward if delivered via a Community Land Trust (CLT) or similar body.</p> <p>Whilst we have no issue with the Parish Council setting up a CLT and indeed support this mechanism of delivery in Broomfield, given the now larger Site being promoted, we do not consider Campions farm to be the appropriate site to bring forward community led housing under this mechanism. Not least if there is an expectation on the Landowners to fund new cycle / pedestrian infrastructure and provide generous levels of accessible open space and (potentially) make land available for a GP Surgery, this is a considerable financial burden on the Landowners.</p> <p>We would suggest a smaller site (as noted in the NP at para. 7.24) elsewhere in Broomfield would be better suited. Once again, we strongly recommend the Parish Council considers the wider land opportunities to bring forward sustainable growth of Campions farm over and above the land currently allocated around Saxon Way which may mean an alternative site is identified for a Community Housing Project in Broomfield.</p> <p>The Landowners are very keen to discuss this further with the Parish Council, and ensure that both the wider site, and the most appropriate mechanism for the delivery of housing and development on the site, is realised and reflected in the NP.</p>	<p>Noted. This would be a matter for negotiation between the CLT and the landowners.</p> <p>While the landowner's aspirations or the wider site are noted, further development beyond the site identified in the Neighbourhood Plan is likely to be contrary to the Local Plan.</p>	

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	Historic England	<p>We note the proposal to develop a site adjacent to Roselawn Farm (Land East of Saxon Way) for a mixture of community housing and open space. In particular we note the identified potential for an Anglo-Saxon burial site in the vicinity of the site. Whilst this is not a scheduled monument, we would highlight the potential for this area to contain archaeology of demonstrably equivalent significance.</p> <p>We would recommend that you seek advice from the county council's archaeological advisors regarding the allocation of this site, as well as the strategy for archaeological investigation and mitigation. This should be done as part of the evidence base for the production of the neighbourhood plan. In order to meet the requirement for a positive strategy set out in the NPPF, Policy BFD10 should also contain provisions relating to the need for archaeological investigation in accordance with an agreed Written Scheme of Investigation, which are currently only found in the supporting text for this policy. This could also include requirements relating to the dissemination and display of any material discovered as part of investigations.</p>	<p>Noted</p> <p>The policy will be amended to require an archaeological investigation in accordance with a Written Scheme of Investigation to be agreed at the time of the planning application.</p>	<p>None</p> <p>Amend policy to require a Written Scheme of Investigation to be agreed at the time of the planning application.</p>
	Essex County Council	<p>ECC recommended this site should be subject to the pre-application highway advice process which provides an early indication of whether a proposal is likely to be acceptable to the Highway Authority or not and details of information that should be submitted with any application. Please refer to the following links for advice and charges. The Plan does not specify the proposed capacity of the site but the Broomfield Neighbourhood Plan Site Assessment Report (page 77) refers to the potential provision of 80 dwellings. A development of this scale would require a full Transport Assessment to be undertaken considering opportunities for sustainable transport measures; access; and impact on the highway network in terms of safety and capacity consistent with the ECC Developers Guide for Infrastructure Contributions, Section 5.5.2 – Assessing the impact of development.</p> <p>Any proposals for amendments to and/or the provision of new cycle routes/footways will need to involve consultation with ECC, as the highway authority, and Essex Highways. Consideration will need to be</p>	<p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p>

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		<p>given to the feasibility of any proposed routes.</p> <p>References to cycle paths should be amended to cycle routes. Further clarification is sought as to whether footpaths refer to footways or Public Rights of Way in bullet 1 and paragraph 2.</p>	<p>The reference is to paths where people can walk which are neither footways (which are next to roads) or public rights of way.</p>	<p>None</p>
	<p>Chelmsford City Council</p>	<p>I suggest some further clarification and detail would be helpful for this policy.</p> <p>Paragraph 7.34 refers to dwellings and a potential GP surgery. Fig 22 does not show the location of the surgery, which may have specific NHS requirements for vehicular access, parking, movement etc. Then you say the community housing will only come forward alongside the use of the whole site for open space etc – but could it come forward with the GP surgery as well? Is it and – or ? This is therefore quite unclear.</p> <p>However, there is a potential conflict in the GP surgery element of the proposal, as provision of a GP surgery is already required as part of the resolution to grant planning permission for the North of Broomfield proposal (LP allocated site SGS8). It's considered that allocating land for a hoped for GP surgery, with no evidence of its possible delivery, is not justified, and that this should not be promoted at this stage.</p> <p>The means of delivery for the community housing should be more flexible, where you have stated that the delivery vehicle can only be a CLT. It would be preferable to specify that it should be delivered as community-led housing through an appropriate mechanism – as there may be other approaches that can be explored if the CLT route is not successful.</p> <p>The revised allocation would need additional detailed requirements adding to the policy. For example, there are a number of requirements listed at 7.32, 7.33 and 7.34, but these need to be within the policy to be applied to a planning application. I suggest using the format of a site allocation within the Local Plan to include movement and access, historic and natural environment, design and layout, and site infrastructure requirements including RAMS contributions.</p> <p>It would be the NP site allocation policy that any planning applications</p>	<p>The Concept Diagram will be amended</p> <p>The policy will be amended to note that a GP surgery on the site will be supported if South Essex Integrated Care Board provides evidence that the surgery is required and deliverable at the time a planning application for the development is submitted</p> <p>The policy will be amended to refer to the requirements of paragraphs 7.32 to 7.34</p>	<p>Amend the Concept Diagram to identify the potential location of a GP surgery</p> <p>Amend policy to note that a GP surgery on the site will be supported if South Essex Integrated Care Board provides evidence that the surgery is required and deliverable at the time a planning application for the development is submitted</p> <p>Amend policy to refer to the requirements of paragraphs 7.32 to 7.34</p>

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		would be assessed against, and so it is essential that it includes all the required elements to ensure development is deliverable and sustainable.		
Chapter 7 – Housing				
W Smith	-	The CLT is a good idea, but the development of the Land east of Saxon Way - please consider access, will this make Main Road more congested? I am concerned that current road junctions in this area will struggle with this.	Noted	None
F Marchal	-	See paragraph 7.17, p. 45: Bearing in mind the need for housing that is suitable for all ages, including elderly people and those with physical disabilities or limitations, all new homes should include ground floor toilet / showering facilities spacious enough to accommodate a range of mobility aids, including wheelchairs. This could help mitigate the need for specially designed homes for elderly and/or disabled people. Also, a proofreading comment: in the section dealing with land east of Saxon Way, the elevated area is a knoll – not 'knowle' as spelled in the text and on the maps!	Noted	None
C Abrahams	-	It will inevitably aggravate the local traffic problem on Main Road.	Noted	None
I Mercer	-	+ ditto	Noted	None
M Taylor	-	Regarding BFD10 - a GP surgery should NOT be an option an option. As identified later in the NP requests for a surgery have continually been denied. To maintain the village entity such a facility MUST be provided. Any CLT should be to solely provide rental properties. As has been shown elsewhere offering properties for sale cannot guarantee they will remain for social/affordable housing and I suspect that ensuring they remain so, should properties be sold, will reduce the uptake of such properties and result in them remaining empty or unsaleable.	Noted	None
J Lee	-	more housing for elderly therefore releasing bigger houses for families	Noted	None
T Cannon	-	Build on moderation, space houses out so there is more land and green space and trees on developments. Incorporate any existing hedges trees etc into development. It shouldn't be a profit maximising venture.	Noted	None

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H Bray	-	BROOMFIELD is already prone to extremely high water levels, therefore more houses will only exacerbate the problem and no-one will be able to afford the insurance against flooding!	Noted	None
M Rolfe	-	Please no council housing.	Noted	None
I Jasinczuk	-	To many houses being built	Noted	None
S Ager	-	Hopefully CLT is the way forward for the future of Broomfield.	Noted	None
H Risk	-	smaller and affordable homes should be well integrated in developments - provides better social interaction, as well as maintaining a village character by preventing developers from grouping their less favoured/attractive housing together	Noted	None
S Summers	-	Chelmsford need one more bedroom bungalows	Noted	None
M Wilderspin Lovell	-	Existing lapsed commercial and industrial sites need to be developed for housing before using any green/rural/agricultural space, and even once they are used, there should be no development on any green/rural/agricultural space without express understanding the houses will be sold to those actually in need, rather than to landlords. Secondly, any houses developed should be expressly for sale to those who will use them rather than landlords or similar, this includes those who will buy them as investments and leave them empty.	Noted. There is no evidence of such sites being available in Broomfield	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you ensure that appropriate Building Regulations, including Approved Document B, are applied to the proposals set out in Chapter 7 - Housing to reduce the risk dwelling fires.	The Building Regulations are separate to the consideration of planning applications	None
R Barnard	-	Priority should be given to Broomfield resident's families trying to get on the housing ladder.	Noted	None
A Brown	-	Disappointing that planning has been granted for 450 houses between Broomfield and Little Waltham. This will add to the already dreadful traffic issues through Broomfield, It will also cause further issues accessing GP appointments at Little Waltham surgery which are already difficult to get. Great idea for mixture of housing to cater for the needs of local residents and more affordable housing, housing trusts. Recent developments including the 2 smaller ones on the edge of Broomfield/Little Waltham tend to be overpriced large executive style housing which are well beyond the budgets of most people and do not	Noted	None

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		cater for first time buyers or local residents needing adaptable housing or bungalows etc.		
T Dewey	-	Housing design should be locally distinctive rather than strict adherence with the Essex Housing Design Guide which in essence results in 'identikit' housing across Essex which all looks the same. Any policies to support this are encouraged.	Noted	None
Miscoe Enterprises Ltd	Frazer Halls Associates	<p>We note at para. 7.10 of the draft NP that the responses to the NP questionnaire undertaken and the conclusions of the HNA are consistent, and that where housing is proposed / allocated there is a strong preference for small family homes, affordable housing, retirement homes and bungalows.</p> <p>We support the need for such house types, especially for smaller housing for families and the elderly, including bungalows. Smaller sites are often better suited to accommodate such scale and type of housing and can offer modest developments of high-quality housing in tighter, more central locations throughout the village.</p> <p>For example, Land to the rear of Broomfield Library is well suited to provide smaller more 'chalet' style housing and even bungalows to support the delivery of a GP Surgery. The central location within the village and proximity to a new GP surgery if brought forward is ideal for more elderly residents and can provide a modest but valuable contribution to the local housing need in Broomfield, with local residents expressing a desire for this type of housing.</p> <p>As such, we would like to see the Parish Council make provision in their housing policies and seek to allocate additional land for housing that is specifically targeted for smaller housing, housing for the elderly and bungalows given the clear support and desire from local residents for this house type in Broomfield, consistent with the conclusions of the HNA. The Landowner would be keen to discuss this matter further with the Parish Council to help unlock this type of housing in the village.</p>	<p>Noted</p> <p>Noted</p> <p>There is no requirement to allocate further sites for market housing</p> <p>As above</p>	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
	Mid and South Essex Integrated Care Board	The neighbourhood plan refers to a housing needs assessment undertaken in 2019 to inform the neighbourhood planning process and summarises its main findings. One point to emerge is that bungalows appeal to an elderly population and this type should be promoted to support the needs of the growing elderly population. One of housing objectives identified is to ensure a integrated mix of housing types, sizes and tenures to meet local need. Support for houses that are designed to be accessible and inclusive – building regulations M4(2) standard - accessible and adaptable dwellings are welcomed. These dwellings provide reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.	Noted	None
	Chelmsford City Council	<p>Para 7.8 I am unsure how the results of this will be used, is it just as additional evidence?</p> <p>Para 7.9 Please clarify what 'the questionnaire' relates to – I think this is the residents' survey, but it could read as though it's the HNA survey.</p> <p>Para 7.33 The need for archaeological investigation to inform the proposals is welcomed – but a key part of the justification for the location of this allocation is for the enhancement of the historic site. Any development should also include principles to enhance, interpret and celebrate the significance of the site, i.e. through information boards, public art and community involvement. This should also be added as a requirement in Policy BFD10.</p>	<p>It has been prepared to support any affordable housing initiative in the parish. The paragraph will be updated.</p> <p>Para 7.9 will be amended</p> <p>Paragraph 7.33 will be amended</p>	<p>Amend Para 7.8 to bring it up-to-date</p> <p>Amend Para 7.9 to refer to residents' survey</p> <p>Amend Para 7.33 to refer to archaeological investigation and celebration of the site</p>
Policy BFD11 – Development Design Considerations				
F Marchal	-	In principle yes, but there is no mention of the preservation of established trees in the development design guidance, nor is there	The protection of trees is referenced elsewhere in the	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		mention of developers being required to plant new trees where old ones have had to be removed (for instance, due to disease, or irreparable storm damage). There should be mention, or at least a cross-reference, here, as well as in the sections on climate change, sustainability, etc.	Neighbourhood Plan and the Local Plan	
P Marriage	-	But should allow for good contemporary design	Noted	None
I Mercer	-	To avoid mistakes like Beaulieu - building across sky-line with no tree screen; buildings reminiscent of beach huts and portaloos. The view is ruined.	Noted	None
S Summers	-	Not sure what it is	Noted	None
M Wilderspin Lovell	-	Cycle paths should be limited to areas where they will only have minimal detrimental impact on the local environment. They are not attractive and take away from the visual impact of the environmental area.	Noted	None
	Historic England	We welcome Policy BDF11, as well as its supporting documentation and guidance founding in the Neighbourhood Plan Design Guidelines produced in support of the Broomfield plan. We would suggest avoiding the phrase 'in keeping', however, and suggest the alternative of "sympathetic to" or "complementary to" for example. We would also suggest that the policy contains provision relating to car parking and the minimising of its impacts on the street scene and public safety	The policy will be amended as suggested	Amend Policy BFD 11 as suggested by Historic England
	Essex County Council	ECC supports reference in paragraph 8.12 to the updated EDG. Any development proposals should have regard to the Design Guide where appropriate to the scheme and this should be referenced in paragraph 2 of the policy. <u>'Proposals should have regard to the Essex Design Guide.'</u> The EDG update has broadened its scope including a Highways Technical Manual; Sustainable Drainage Systems Design Guide for Essex; and newer sections regarding Garden Communities; Ageing Populations; and Health and Wellbeing. More recent additions include Planning for 5G and Solar Farm Guiding Principles. The EDG also includes the Essex Quality Charter and Quality Review Panel, which is used with regards masterplans; large planning applications and infrastructure schemes.	The policy will be amended to include this reference. Noted	Amend paragraph 2 of the policy as suggested by Essex CC None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>ECC recommend criteria v is amended to refer to 'cycle routes' and 'where appropriate' is deleted. All developments should provide cycle parking and storage having regard to the Essex Parking Standards, Section 2.10. These Standards are presently being reviewed by the EPOA. More detailed design guidance is to be provided for both residential and commercial cycle parking taking account of LTN 1/20 guidance. A Draft Essex Parking Standards document is being planned for early 2023.</p> <p>v. Cycling should be encouraged by introducing cycle routes, paths and providing bicycle parking and storage where appropriate.</p>	<p>Not all development would be required to provide cycle parking. For example, a residential extension would not be required to meet this standard.</p>	<p>None</p>
	<p>Chelmsford City Council</p>	<p>It would not be appropriate for a small residential extension to be required to demonstrate how it reflects on Broomfield character, for example at the rear of a property. I suggest adding 'where appropriate' to the end of the first paragraph.</p> <p>The reference to design and access statements will need amendment as this goes beyond what is reasonable. This is set out in the national requirements, and included within the Local Validation List – and applies only to major applications or those for listed building or some conservation area consents.</p> <p>I suggest an amendment as follows: All planning applications should, as appropriate to the proposal, demonstrate how they take account of <u>have regard to</u> the Broomfield Neighbourhood Plan Design Guidelines (April 2020) and, as part of the Design and Access Statement submitted with the planning application, satisfy the requirements of the Development Design Checklist in Appendix 2 of this Neighbourhood Plan.</p> <p>Part ii should also refer to roofing materials, i.e. clay plain tiles at steep pitches, slate at lower pitches.</p> <p>I also suggest that fencing is removed from part ii as it doesn't seem to fit with the criterion, and added instead to part iii.</p>	<p>Even development at the rear of a property can have an impact on the character of an area.</p> <p>The policy will be amended</p> <p>The policy will be amended as suggested</p>	<p>None</p> <p>Amend Policy BFD11 as suggested by the City Council</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
F Marchal	-	The Village Design Statement is already a user-friendly guide, and a further update could very likely require many months (if not years), as well as additional funding, to achieve.	Noted	None
P Marriage	-	But see above	Noted	None
S Summers	-	Not sure what this is	Noted	None
Policy BFD12 – Sustainable Construction Practices				
S Summers	-	Not sure what this is	Noted	None
M Dearsley	-	I have no issue with the intention stated, but the examples are at odds with a desire for affordable housing. If it can be clearly shown that affordable houses are able to be built and run more cheaply by using these technologies then clearly it can go ahead. If, however, the latest technology means the house will be far more expensive than it would otherwise be and / or requires constant servicing from expensive engineers then we should not support it.	Grants secured for delivering affordable housing help to ensure such requirements are met.	None
	Anglian Water	<p>We welcome the approach of this policy in seeking to address energy efficiencies in new development and opportunities to reduce carbon emissions, including through reducing the use of potable water by utilising rainwater/stormwater harvesting and greywater recycling.</p> <p>In addition we would welcome reference to water efficiency measures which help to reduce water use in the home, but also the amount of wastewater needing to be pumped and treated through our network and water recycling centres - further reducing our operational carbon. We request that the policy is amended to incorporate water efficiency measures to reflect further opportunities for sustainable and resilient designs:</p> <p>d. incorporating sustainable design and construction measures and energy <u>and water</u> efficiency measures such as ground/ air source heat pumps, solar panels and greywater recycling/rainwater and stormwater harvesting.</p>	<p>Noted</p> <p>The Policy will be amended as suggested</p>	<p>None</p> <p>Amend Policy BFD12 as suggested by Anglian Water</p>
	Historic England	We welcome Policy BDF12, but suggest that it also contain reference to embodied energy. Historic and traditional buildings contain considerable carbon locked into their structures, which the	This will be added as point e. in the policy	Amend Policy BFD 12 to add an additional point

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		preservation, adaptation and reuse will ensure remains so. The most sustainable building is one that is already built, and as such we would recommend this policy considers adding a clause requiring the adaptation and reuse of structures already on a development site where it possible to do so.		encouraging adaptation and reuse of structures.
	Essex County Council	<p>ECC welcome reference in paragraph 8.20 requiring proposals to reduce waste and criteria d. of the policy requiring the incorporation of sustainable design and construction measures. However, as worded the policy appears more geared towards energy conservation than sustainable construction.</p> <p>As the Waste Planning Authority, ECC recommend that this policy recognises that the sustainability of a development begins with its construction. The Plan should include reference to promoting waste reduction, re-use and recycling, sustainable building design and the use of sustainable materials, including in relation to their procurement, in the construction of new development or redevelopment, as per Policy S4 of the Essex Minerals Local Plan (2014).</p> <p>ECC recommend paragraph 1 is amended to read: Proposals that incorporate current best practice in energy conservation <u>and sustainable construction</u> will be supported where such measures are designed to be integral to the building design and minimise any detrimental impact on the building or its surroundings.</p> <p>ECC recommend criterion d is amended to support proposals: d. incorporating sustainable <u>building design</u> and construction measures <u>which minimise waste reduction, re-use and recycle minerals, and use sustainable materials, including in relation to their procurement</u> and energy efficiency measures such as ground/ air source heat pumps, solar panels and greywater recycling/rainwater and stormwater harvesting.</p>	<p>Noted</p> <p>Noted</p> <p>The policy will be amended as suggested</p> <p>The policy will be amended as suggested</p>	<p>None</p> <p>None</p> <p>Amend the first sentence of the policy to insert "and sustainable construction"</p> <p>Amend part d. of the policy to include ref</p>
	Chelmsford City Council	This policy needs some more detail and clarification. Is this intended to apply all new residential/commercial buildings, and does it include extensions/conversions? Most renewables/sustainability	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>improvements on existing buildings are permitted development, including those listed at criterion d. The Planning Portal is helpful in this regard: https://interactive.planningportal.co.uk/detached-house/outside</p> <p>How is current 'best practice' defined so it can be applied to a planning decision, and if proposals do not meet this undefined measure are they not supported? Without this, it will be difficult to implement the policy and it is not clear enough.</p> <p>In relation to criterion c, this should be positively phrased otherwise it would be difficult to implement. A planning application does not necessarily need to include details of how a building is intended to be heated, so compliance with this would not be demonstrated. I suggest amending, possibly to: <u>installing renewable heating technology;</u> avoiding the installation of fossil fuel based heating systems;</p>	<p>"best practice" will be deleted</p> <p>Criterion c. will be amended as suggested</p>	<p>Amend the first sentence of the Policy to delete "best practice"</p> <p>Amend criterion c. to "installing renewable heating technology;</p>

Chapter 8 – Development Design

R Marchal	-	SEE 24 ABOVE.	Noted	None
A Abbott	-	Too much development, too much additional traffic, too much loss of green space.	Noted	None
W Smith	-	To maintain sense of place, all new developments and planning permissions should be mindful of their design to reflect that of the local area.	Noted	None
F Marchal	-	Again, some cross-referencing to climate change and general sustainability would help strengthen this section. Developer-led construction has, sadly, appeared to comply with minimum, rather than maximum standards of – for instance – home insulation, and this section could do with further mention. This section should also encourage developers to look outside the UK and learn from other countries' house-building experiences, designing and building homes to stay not only warm in the winter, but cool in the summer. That said, I was pleased to see on p. 78 the cross-referencing of various policies within the chapter entitled The Challenge of Climate Change. This interlinking will help prevent climate change and associated issues from being regarded in separate 'silos', that is, treated in isolation.	The neighbourhood plan has limited powers in terms of what can be required to address these matters.	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
A Marriage	-	I think too much infill can be a mistake sometimes	Noted	None
H Bray	-	No further development in this area needed!	Noted	None
H Risk	-	the Essex Design Guide goes a good way to encourage sympathetic housing developments; local developments should go above and beyond to pay attention to, and respond to, specific local characteristics (or introduce features that enhance the existing character)	Noted	None
S Summers	-	Not sure what this is	Noted	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate traffic management strategies for the implementation and lifetime of the proposals set out in Chapter 8 - Development Design to ensure Emergency Service access and room to manoeuvre at all locations.	Noted. This is a matter for consideration at the planning application stage	None
A Bestwick	-	No opinion	Noted	None
A Brown	-	New houses should be built with more space between them and sufficient space for parking cars. Recent development at Hospital Approach has insufficient space to accommodate resident cars in tiny car ports resulting in cars parking on the roads. Blocks of flats do not fit with the aesthetic/tradition of buildings in the village. It is important for new build property to fit in with existing property types in the village to preserve the village character.	Noted	None
T Dewey	-	Locally distinctive design of high quality is important.	Noted	None
	Chelmsford City Council	Para 8.14 Please clarify here (as you have done elsewhere) that the VDS will be superseded by the Neighbourhood Plan, but can be accessed for information.	Para 8.14 will be amended as suggested	Amend Para 8.14 to refer to the status and availability of the Village Design Statement
Community Action CA10 – Promoting Awareness of Historic Features				
R Marchal	-	YES.	Noted	None
I Mercer	-	Notably the provision of interpretation boards & displays on features historical & geographical	Noted	None
D Thomas	-	Yes, support, apart from the installation of interpretation boards, which tend to stick out like a sore thumb and detract from the landscape.	Noted	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	We note that the Parish Council intend to work with the Landowners to prepare a design for the Anglo-Saxon Burial Site to celebrate its	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		significance and value as a public asset. The Landowners would be keen to engage with the Parish Council to discuss how this is best delivered, and how it relates to the delivery of the wider Site being promoted at Campions Farm.		
Community Action CA11 – Review of Conservation Area Character Appraisal and Enhancement of the Area				
	Historic England	We note that the Broomfield Conservation Area lacks an up to date appraisal, as highlighted in paragraph 9.10. This forms an evidence gap for both the neighbourhood plan and future local plan. Paragraph 31 of the NPPF states that “the preparation and review of all policies should be underpinned by relevant and up-to-date evidence.” As such we very pleased to note the inclusion of Community Action CA11. We refer the community to our advice note ‘Conservation Area Designation, Appraisal and Management as a first step towards preparing an appraisal, and also highlight the Deal Society’s Toolkit as a potential source of helpful information as well.	Noted	None
	Essex County Council	ECC, as highway authority, notes the aspiration of the parish council to enhance the Church Green Conservation area with reference to the negative impact of car parking and highway signage. ECC welcome reference in paragraph 9.12 to the need to gain the highway authority’s agreement with regards any changes affecting the highway (including signage etc).	Noted	None
	Chelmsford City Council	Just for clarification, I suggest adding a word to the last paragraph: As appropriate, the <u>Parish</u> Council ...	The amendment will be made	Amend last paragraph to refer to the Parish Council
Policy BFD13 – Special Character Areas				
C Abrahams	-	I feel there should be no development on Angel Green as space is already limited.	Noted	None
	Historic England	We strongly welcome the inclusion of Policy BFD13, and the creation of the three proposed Special Character Areas. This is a positive proposal, and will provide a level of protection for the character of these parts of Broomfield and become a material consideration in planning decisions. We do, however, recommend that any process of conservation area appraisal as discussed above should also include assessment of these	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		areas and make recommendations regarding whether they meet the criteria for statutory protection as formal Conservation Areas.		
Chapter 9 – The Historic Environment				
R Marchal	-	Retain, HIGHLIGHT Broomfield's History.	Noted	None
J Pearson	-	Could the Neighbourhood Plan include support for the Buildings at Risk register so that historic buildings in Broomfield are protected from neglect by owners, for example?	Anyone can nominate a listed building for placing on the Heritage at Risk Register via the Historic England website	None
W Smith	-	Good to see that the historic areas of the village are recognised and preserved.	Noted	None
F Marchal	-	My one criticism of BDF13 is that it doesn't go far enough. Focused primarily on the centre of the village, it ignores other buildings and landscapes of historical significance, such as Priors and Scravels in the west of the parish. Those areas also need protecting from development that would degrade their historic nature and landscape views. To provide a current example, Priors is already being practically surrounded by development just outside the parish boundaries, much of which can be seen from within Broomfield, e.g., Patching Hall Lane and Hollow Lane. One must also ask why the three sites proposed as Special Character Areas – Angel Green, Parsonage Green, and Broomfield Mill aren't proposed as Conservation Areas, which would afford them further protection against inappropriate development.	The Plan seeks to protect the important landscapes in the west of the parish	None
I Collins	-	Make information readily accessible or indicate where to find reading/research papers	Noted	None
H Bray	-	Needs to be sympathetically enhanced for all villagers and visitors to the area.	Noted	None
N Stebbing	The Land Trust	Informing and engaging the community in the history of their environment is a great way to involve people constructively in their shared spaces	Noted	None
S Owen	-	I would ask that any information about local historic landmarks is done in natural materials which are not too imposing and are tasteful. The historic information on Saxon Gate development is made from plastic and this is not sustainable nor sympathetic to the local environment.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate traffic management strategies for the implementation and lifetime of the proposals set out in Chapter 9 - The Historic Environment to ensure Emergency Service access and room to manoeuvre.	This is a matter for the County Council Highways Department	None
S Lloyd	-	For CA10, please do not litter the village with interpretation boards - there is already in places an excess of unsightly and unnecessary street furniture.	Noted	None
R Barnard	-	The historic character of Broomfield should be maintained as much as possible in respect of those originally created it.	Noted	None
A Bestwick	-	No opinion	Noted	None
	Historic England	Paragraph 9.12: please note that the Heritage Lottery Fund is now called the National Lottery Heritage Fund.	The reference in para 9.12 will be amended	Amend para 9.12 to refer to National Lottery Heritage Fund
Community Action CA12 – Meeting the Need for New Community Facilities				
R Marchal	-	Encourage the development of 'centres for the community - tea/coffee in the library/south of Broomfield Place - working in conjunction with our Village Hall.	Noted	None
F Marchal	-	While I support CA12 in general, I also believe the village would benefit from having its own post office. It did for many years, but at present the nearest option is the Post Office on the Parade on Broomfield Road near Patching Hall Lane.	This would be a commercial decision for the Post Office	None
I Mercer	-	But how to link access with the numerous 'unofficial' footpaths adjacent? Just ignore?	Noted	None
S Summers	-	A pond. A bike path A path that goes into town safely The junction by the library should be a mini roundabout. I love the libairy - but it's unsafe to bike to and not great to lock bikes up	Noted	None
Miscoe Enterprises Ltd	Frazer Halls Associates	We support Community Action CA12, specifically that the Parish Council will make the case for a GP surgery in the village. The Landowner is supportive of this objective, and is promoting their land	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		on this basis, supported by small scale residential to accommodate the needs of local residents, as a means of funding a new GP surgery.		
Policy BFD14 – Land South of Broomfield Place				
S Summers	-	??	Noted	None
	Historic England	We note the allocation of Land South of Broomfield Place for community facilities, which would replace an existing surface car park. We do not have an objection to the principle of development, but consider that Policy BFD14 should include a requirement for the applicant to submit a heritage statement describing the significance of Broomfield Place and the potential impact of the development of the site on that significance, as well as recommendations for any mitigation required in order to meet the requirements of clause iii. of the policy.	The policy will be amended to require a heritage statement	Amend policy to require a heritage statement
	Essex County Council	ECC has reviewed paragraphs 10.10 – 10.19 and Policy BFD14 regarding the proposed development of land south of Broomfield Place for a purpose-built facility to meet the needs of disabled adults and those with support needs. The information therein is considered to reflect the ECC position at present. ECC look forward to continued collaborative work with the parish council in bringing the proposals forward. ECC supports criterion 1 in principle regarding the provision of 'new walking/cycling routes linking the site to Main Road and School Lane' but would be subject to detailed consideration at the pre-application and application stage, along with access to the site.	Noted	None
	Chelmsford City Council	Suggest adding point 3 in Para 10.16 to the policy. Neither the text or Fig 13 appear to show where vehicular access would be taken from. I assume it's Main Road, but it would be helpful to indicate this.	The policy will be amended to include point 3 of para 10.6 and to identify where vehicular access should be taken from	Amend policy as suggested by the City Council
Community Action CA13 – Open Green Space south and west of Broomfield Place				
No comments received				
Chapter 10 – Services and Facilities				
W Smith	-	GP surgery is a must. The plans for Broomfield Place could act as a 'mini-country park' or locally a 'mini-Hylands Park' - open green space.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
C Abrahams	-	Whilst creating space for the apparently large percentage of disabled people in the village, the inclusion of a skate park for the youth of Broomfield should be considered.	Noted	None
A Marriage	-	Open land for recreation is badly needed, especially with increasing population. An outdoor swimming pool would be amazing!	Noted	None
M Taylor	-	See comments at 23 in relation to a new GP surgery in the proposed development east of Saxon Way. Additionally consideration should be given to the potential for incorporating a GP surgery within BFD14.	Noted	None
C Flint	-	In common with the majority we strongly support the introduction of a Doctors' surgery in Broomfield - may be an existing Chelmsford Practice can be encouraged to open additional premises to provide essential healthcare advice to Broomfield residents locally.	Noted	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate land and water management strategies for the implementation and lifetime of the proposals set out in Chapter 10 - Services and Facilities to reduce the risk of wildfire and water incidents. Essex County Fire & Rescue Service also request consideration for the installation of Emergency Service accessible electric vehicle charging points at Community Centres to support the delivery of Prevention and Protection services in the local area.	Noted. This is a matter for consideration at the planning application stage	None
A George	-	Would the Parish Council consider buying, restoring, and repurposing the closed Kings Arms pub to help provide some of the community facilities and services identified in chapter 10 at the heart of the village. Such as meeting/workspace for home workers, GP surgery etc.	Noted	None
R Barnard	-	I would like to see the addition of public toilet facilities in the village, as there are in Writtle by the duck pond.	Noted	None
A Bestwick	-	No opinion	Noted	None
A Brown	-	Strongly support provision of a new GP facility within the village. strongly in favour of a new community facility for disabled adults and those with support needs. This will improve inclusivity within the village. Strongly support proposals in paragraph 10:10 and 10:11 as these would benefit many in the community. Access to new green spaces would be beneficial and availability of space for craft, plant sales etc would enhance social activities within the village.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
Miscoe Enterprises Ltd	Frazer Halls Associates	<p>A new GP Surgery can be delivered off the existing site access and will comprise a single building, with 5 disabled vehicular parking spaces and a turning head to accommodate emergency vehicles and ambulances where required. Refuse will be located to the rear of the main building.</p> <p>A new vehicular access will be opened into the rear of the Site to provide residential development. The layout and footprint of development will be informed by Brooklands House to the north, ensuring that key views from the House are maintained and undisturbed as much as possible, as well as aiming to deliver a scale and type of housing reflective of local demand and needs. This has shaped the overall layout and density of development.</p> <p>The GP surgery and residential parcel will be demarcated through landscaped boundaries, ensuring the two uses remain distinct and separate as to avoid any harm to residential privacy through overlooking, noise, or nuisance.</p> <p>Overall, infill of this land to deliver a GP surgery and a cluster of new homes represents a sustainable use of the Site that provides much needed health infrastructure, supported and funded by new residential development reflective of local need that will respect the wider role and function of the Green Wedge and the historic environment and enjoyment of Brooklands House to the north. This Site should therefore be allocated in the new NP for community led mixed use development.</p>	Noted	None
	Mid and South Essex Integrated Care Board	<p>The stated objectives in relation to community service and facilities are to protect existing facilities and to create new ones where feasible and appropriate. Community services and facilities within communities are important contributors to reducing social isolation and supporting people to remain active and living well in their own homes for longer.</p> <p>It is noted that overwhelming support was expressed through the residents; survey for securing a network of cycle paths and an expanded primary school. Attractive cycle and walking routes would be welcomed by the ICS, as greater physical activity improves physical and mental health and wellbeing.</p>	<p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		The neighbourhood plan also explains that other new facilities were suggested, with a GP surgery being the facility with the greatest number of mentions. The need to increase primary care capacity in the north Chelmsford area is acknowledged by the ICS and the desire of a number of residents for a facility within Broomfield is noted. The overall capacity needs, to address any current shortfall and to cater for anticipated growth, are being considered as part of planning provision across the mid and south Essex area. However, a new facility in Broomfield is unlikely to be favoured due to the overall distribution of demand and the size of facility that needs to be built in order to be viable. Existing surgeries and large new development sites are likely to offer better opportunities to make suitable provision for the services required.	Noted	None
Policy BFD15 – Public Rights of Way				
A Marriage	-	I think the County Council should be responsible for upkeep of stiles, especially when footfall is so high in our parish.	Noted	None
P Marriage	-	I think there are potential changes to parts of the footpath network that would benefit both agriculture and walkers	Noted	None
I Mercer	-	+ see 32	Noted	None
M Wilderspin Lovell	-	I mostly agree, however, we should have as little impact on existing public rights of way as possible. Not accounting for general maintenance.	Noted	None
A Martin	-	However, there should be a permanent restriction/ban through a Road Traffic Order of motorised vehicles having a legal right to use and despoil byways, green roads and ford river crossings, such as at Croxton's Mill. The later has been open to abuse and misuse by 4x4 vehicles leading to both serious harm to water quality, biodiversity and landscape features. This affects the quiet enjoyment and appreciation of the beauty of the countryside by pedestrians, cyclists and equestrians.	This would be a matter for the County Council	None
	Essex County Council	Planning policies are required to be written so they are clear, precise, positive, relevant and capable of being delivered, as recommended in How to write planning policies for your Neighbourhood Plan (2021). As worded, Policy BFD15, is considered to be negative in nature.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>ECC, as the highway authority, recommend the policy is simplified to requiring development proposals to have regard to the ECC Development Management Policies – Policy DM11 – Public Rights of Way. This seeks to safeguard the existing Public Rights of Way (PrOW) network from development; retain PrOW along existing alignments where possible within new development, and where this is not feasible, a diversion and/or alternative route should be provided which is approved by the highway authority as being as convenient and suitable. ECC recommend the following revised policy or the parish council may wish to revise the existing wording to be consistent with Policy DM11.</p> <p>Any proposals will have regard to Policy DM11 - Public Rights of Way as set out in the <u>ECC Development Management Policies (2011)</u>, or as subsequently amended.</p>	<p>Note</p> <p>The ECC Development Management Policies does not have statutory status in planning terms.</p>	<p>None</p> <p>None</p>
	Chelmsford City Council	<p>Some clarification may be useful here, to ensure the policy covers formal rights of way and informal ones, which do not have the same legal standing and would be more difficult to control. I suggest the following amendment:</p> <p>Proposals shall safeguard all public rights of way <u>on ECC's Definitive Map</u> including footpaths, bridleways, <u>and</u> byways; and <u>where possible, informal routes on</u> green lanes, and unclassified county roads, <u>and local paths</u>.</p> <p>Proposals will not be permitted <u>supported</u> which:</p> <ul style="list-style-type: none"> i. adversely affect any existing public right of way <u>or informal route</u>, and the public's enjoyment of it; or ii. detract from the character of any existing right of way <u>or informal route</u>, including the urbanisation of it; or iii. do not accord with the need to improve and provide access to the countryside for the disabled. <p>Only in exceptional circumstances will proposals that would result in the diversion of the route of an existing right of way be acceptable.</p>	The Policy will be amended as suggested	Amend Policy BFD15 as suggested by the City Council

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
Community Action CA14 – Strategy to Encourage Sustainable Travel				
P Henry	-	Increase the amount and quality of connected cycle lanes.	Noted	None
S Summers	-	Broomfield would have less traffic if - you could access it safely by bike. Broomfield would have less traffic if it was a safer place to lock bikes up Broomfield would have more people riding bikes if you set up a bike repairing hub ran by vounteers - easily done I know loads who would help. If their we're places to look bikes at the angel park and cafe. The coop and the park. Even the libairy - I have to drive to no safe place to ride a bike. No where to securely lock a bike up. Also a duck pond somewhere families can walk their children to. Broomfield doesn't feel like a village it feels like a main road. The community hall needs to do more for the community	Noted	None
- -	-	It is too complex. I cannot agree with all of it. Separate cycling, walking and buses.	Noted	None
T Dewey	-	The cycle links proposed are strongly supported. They should form part of the Council's CIL / S106 charging schedule and secured as a precondition of development.	Noted	None
Cliffords Group Ltd & M Peters	Frazer Hall Associates	We note that CA14 refers to achieving a network of safe cycle paths as illustrated by Figure 14, with the first priority being the creation of north/south routes that will link with existing paths into the City Centre. Figure 14 shows a potential route through the Landowner's Site from Saxon Way, around Campions Farm and south towards Valley Bridge. This is broadly consistent with the indicative cycle and pedestrian links as proposed on the accompanying Site Plan, including scope for potential links out east accessing the wider Green Wedge valley. We would however recommend that Figure 14 serve as a guide for potential routes, rather than a rigid set of proposals as the exact route and location of potential cycle and footpaths may be dictated by development proposals that come forward on the relevant land required to deliver them. We note in para. 11.15 that such routes are subject to further negotiation and contract with the relevant landowners - this should also include a provision allowing the final	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>routes to be subject to discussion following development proposals being submitted on the land.</p> <p>Overall, we are support promoting and enhancing connectivity and accessibility throughout Broomfield and in particular to and from the Green Wedge. It is important that local residents have access to a strong network of cyclepaths, footpaths and routes from north to south connecting Broomfield to Chelmsford but also west to east to access the wider Green Wedge. The proposal at Campions Farm seeks to deliver a new cycle footpath and promote greater accessibility within Broomfield, promoting sustainable modes of transport and reducing travel via car. The NP and the proposal at Campions farm are consistent with the NPPF para 106 (d) which states planning policies should provide for attractive and well-designed walking and cycling networks.</p>		
	Historic England	<p>We note the proposal to construct a new cycle route through the landscape to the east of Broomfield, and suggest that Active Travel England and Sustrans are consulted on the suitability of these proposals in terms of route and the design of the surface, junction layouts etc. We would recommend a strategy towards signage that minimises additional street furniture and clutter. We suggest highlighting that any active travel route must have regard to the government's guidance found in Local Transport Note 1/20.</p>	Noted	None
	Essex County Council	<p>ECC support the aspirations in CA14 in principle as this approach is consistent with the CFTN Strategy and look forward not working with the parish council on any specific schemes. Encouraging local residents to switch to bus and/or cycle or walk will reduce private cars travelling along the corridor and therefore reduce journey times for buses (encouraging further bus use) and creating a safer and more attractive environment for cyclists (encouraging further cycling uptake).</p> <p>ECC recommend reference to cycle paths is amended to cycle routes and pavements to footways.</p> <p>ECC notes bullet 2 – Walking refers to placing notices on footways to</p>	<p>Noted</p> <p>The references will be amended as suggested</p> <p>Noted</p>	<p>Noted</p> <p>Amend cycle paths to cycle routes and pavements to footways.</p> <p>Noted</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		discourage persistent parking issues. Any notices will require consultation with and consent to be granted from ECC, as the highway authority.		
Community Action CA15 - Reducing the Impact of Traffic				
A Abbott	-	Having more crossings and speed warnings will not prevent the sheer volume of traffic on this road. Adding additional traffic would be irresponsible	Noted	None
P Marriage	-	Add - main access to Broomfield Hospital from new roundabout and new access road to north of village	Noted	None
M Rolfe	-	I would like to see the national speed limit reduce from School Lane to Patching Hall Lane (Saxon Way).	Noted	None
S Summers	-	You can only do this if you make things more accessible by walking by bike or provide more things locally. Like a youth club.	Noted	None
M Wilderspin Lovell	-	Speed cameras have been proven time and time again to only affect speeds at their specific locations and not for the overall area. They also cause more congestion via the domino effect with cars harshly braking and with a potential to cause incidents. People who habitually speed or drive dangerously are unlikely to slow down due to a lower speed limit or any other speed reducing measures. A better suggestion would be to increase visibility lines surrounding junctions so all road users can see potential hazards earlier and plan for them, harsher penalties for speeders and dangerous drivers and better education.	Noted	None
S Owen	-	I strongly disagree with all suggested traffic-calming measures in section 11. Think the speed limits are irritating and unnecessary and will have a negative impact on my daily life in Broomfield. I walk and cycle with my young children around all the roads listed and I feel safe with the current speeds and weight of traffic - I do not think these proposed traffic calming measures are justified at all. I think they are an inconvenience and a waste of public money. I disagree with most of the proposed measures in map 13. The infrastructure of the wider environment in Chelmsford means that I need to use my car at times and will be highly inconvenienced by these measures. It will make my daily experience of Broomfield as a place to live much worse. I do		

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		support measures to promote cycling and walking but I do not think these need to be at the expense of car users.		
T Dewey	-	20mph and traffic calming on School Lane is strongly supported. They should form part of the Council's CIL / S106 charging schedule and secured as a precondition of development.	Noted	None
	Historic England	If you are concerned about the impact of high levels of traffic through your area, particularly in rural areas, the "Traffic in Villages" toolkit developed by Hamilton-Baillie Associates in conjunction with Dorset AONB Partnership may be a useful resource to you.	Noted	None
	Essex County Council	ECC notes that paragraph 3 of CA15 makes reference to the provision for a proposed new Hospital Link from Blasford Hill being multipurpose to contribute to improvements to local traffic circulation. This is further referenced in paragraph 11.39 and Map 13 – Suggestions for traffic mitigation. Strategic Growth Site Policy 8 – North of Broomfield identified the need for the development to 'Provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice'. ECC is presently still in discussion with the developer and Hospital Trust regarding the provision of a link road. At present, the Trust are not supportive of this link which would prevent its delivery ECC, as lead authority for Education, welcome reference in paragraph 11.45 regarding actions to improve safety around Broomfield Primary School. Any plans to introduce 20mph speed limits around schools should refer to the Essex Speed Management Strategy (2010) and ensure that ECC, as highway authority, is consulted. ECC recommend consideration is also given to the issues/measures identified in the ECC Developers' Guide for Infrastructure Contributions (2020), Chapter 5.2 – Schools (page 37).	Noted Noted	None None
Chapter 11 - Traffic and Travel				
Y Heaver	-	I cannot get out of Vellacots	Noted	None
C Abrahams	-	Speed Cameras installed in School Lane	Noted	None
P Henry	-	Every effort should be made to reduce traffic and improve pedestrian and cycle safety on Main road.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
S Walker	Little Waltham Parish Council	The impact of the increase volume of traffic in the area generally is a concern and the proposals suggested are noted. The proposed application to reduce speed limits and install more road crossings is welcomed. It is noted that there is an aim to try and direct traffic onto Essex Regiment Way. However, Little Waltham Parish Council is attempting to deal with severe rat running issues through its historic village centre and would hope that Broomfield Parish Council would wish to work collaboratively with Little Waltham Parish Council to address the issue which is clearly a concern to both Parishes and to thus make sure that traffic problems in Broomfield and not simply pushed into another Parish or that the measures taken by Broomfield do not simply prejudice the residents of another Parish and do not increase rat running issues within Little Waltham..	The Parish Council would be please to work with Little Waltham PC on this matter	None
J Barnes	-	Work needs to be done to direct traffic away from Main Road to Regiment Way and promotion of lower speeds in the village.	Noted	None
A Abbott	-	The proposal is basically nothing - making people slow down will not help anything as the majority of the time you are sitting in traffic anyways, so reminding me that I should be able to travel down this main road at 30mph is irrelevant	Noted	None
G Manning	-	Traffic has increased considerably in the area with the various new housing developments. The character of Broomfield and surrounding is being lost due to the extra traffic. No consideration seems to have been given prior to these developments and the area simply cannot take any more road use. It is dangerous, noisy, congested and infrastructure is struggling to cope.	Noted	None
W Smith	-	I understand the plan's aims to encourage sustainable forms of transport in the village, but we must be realistic, the proportion of car usage will not decrease, especially when most road users are from outside the village. Therefore I would prefer more in the plan on how we deal with traffic levels in the village as they are. The volume of traffic on Main Road is one thing, but the speed is another. There needs to be traffic calming measures on Main Road, despite it being a PR1. More safer crossings in the southern section (between the village boundary and Erik Avenue) for example - there is scope for one more crossing. Slowing the flow of traffic will make it safer for all, plus might	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		actually encourage drivers to use alternative routes, rather than directly through the village.		
F Marchal	-	I was pleased to see the comprehensive cross-referencing of climate change with a range of other planning policy sections, demonstrating that no one issue stands alone.	Noted	None
R Cole	-	Fully support traffic/travel proposals	Noted	None
C Abrahams	-	More Pelican crossings on Main Road is a good idea - we need to push for that one!	Noted	None
R Hamilton	-	Traffic in Chelmsford is one of the only reasons my family would consider moving away. Destroying roads like Bromfield by focusing on the 6 cyclists a year who use it is a waste of time. Hike parking charges in the city center to force people to move to buses, bikes and walking. Impose an inner city tax levied on unnecessarily large "family" vehicles such as SUV's	Noted	None
A Marriage	-	A permanent dilemma with so much new housing the far side of the hospital (towards Little Waltham)	Noted	None
I Collins	-	School could use buses to lessen car usage. Hospitals could perhaps use park & ride.	Noted	None
I Mercer	-	It is important to promote bus use, particularly for older people & school travel. Broad cooperation is needed to achieve a usable system of 'next bus' information, otherwise this important aspect will continue to wither.	Noted	None
N Scott	-	Main Road is very dangerous due to heavy flow of traffic	Noted	None
M Krethlow Shaw	-	There is an inevitability that if more housing is agreed to this will choke the roads with traffic. Not sure that just building more roads is the solution.	Noted	None
H Bray	-	Sort out the pot holes!!! The roads are a disgrace and dangerous to all users especially cyclists - why would people want to risk their lives on such paths and roads?	Noted	None
M Rolfe	-	Over the years increased traffic cuts through from north Broomfield along School Lane, and from Patching Hall Lane to School Lane. The bend in particular on School Lane has seen many accidents and junction on to School Lane to Patching Hall too including Air Ambulance. Increased traffic noise and horns beeping where vehicles speed to get	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		through road speed restriction before oncoming traffic. The speed restriction is where school children cross just outside Elm Close, from three schools Broomfield Primary, Chelmer and St John Payne.		
S Ager	-	I am not certain that reducing speed limits through the village will reduce traffic.	Noted	None
H Risk	-	<p>any changes that give priority on streets back to cyclists and pedestrians are positive.</p> <p>should the Hospital to Park and Ride road go ahead, all possible effort should be made to discourage car journeys through the village, and reroute north/south traffic via the Essex Regiment Way, as a village bypass (including hospital traffic from outside the village).</p> <p>very pleased to see that efforts to preserve the village character have not blinded parishioners to the benefits of certain acute urban design principles, such as those of increased cycleways and walkability - separation from Chelmsford doesn't have to mean distancing from it, and anything that reduces the need for car journeys into town will only benefit the village character + pleasantness</p>	Noted	None
S Wood	-	The bike lanes on Broomfield road are dangerous and unnecessary. They are barely used and people abuse them by riding the wrong way. Next time, don't just copy what's in another city. Have some thought and discussion to what we as local people need.	Noted	None
S Summers	-	I dread Driving, to and threw Broomfield but there's not other option	Noted	None
C Flint	-	We strongly support extension of the 30 mph limit as far as Hospital Approach on Main Road and other traffic calming measures in Broomfield. We strongly believe that building a relief road from the Park & Ride across Chelmer Valley to either Hospital Approach or the Blasford Hill 'approach link' would greatly relieve traffic flow on Main Road through the village and would urge the Parish Council to push this matter with the appropriate authority.	Noted	None
M Wilderspin Lovell	-	Having spent 18 years working on speed surveys and reduction of both speed and traffic, I have a lot of experience of nationwide speed and traffic reduction measures.	Noted	None
		Lower speed limits increase pollution in implemented areas, doubly so	Noted	

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>when roads are congested. The more important areas to concentrate on would be chokepoints created by parked vehicles, for example outside the COOP, parked vehicles create a slalom for passing traffic, reduce visibility, increase danger to more vulnerable road users, and when there are deliveries, the HGV chokes the road to single file traffic only, increasing congestion, pollution and risk.</p> <p>These are countryside issues, and have been for decades, with no real answer in sight. We as a community must not waste money investing in the same old tactics that haven't worked all over the country and must come up with new ideas that will work.</p> <p>The ONLY guaranteed way to reduce traffic speed is police patrols or activated average speed cameras (which cost a lot of money to maintain), these will target the habitual speeders/dangerous drivers and remove them from our roads. However, we must remember that criminals will do all this regardless of what measures are put in place, so the general populace should not be made to suffer for things out of everyone's control.</p>	<p>Noted</p> <p>Noted</p>	
S Owen	-	<p>11.10 "In turn, this means that changes that might discourage through traffic are more likely to be achieved if they are part of measures to promote cycling, for instance, lane narrowing to accommodate cycle lanes or creating more safe road crossings".</p> <p>I strongly disagree with this statement. Sticking cycle lanes on the sides of roads usually results in inadequate space for cyclists and danger to cyclists and drivers. These two strategies should be considered independently for the benefit of all road users.</p> <p>I strongly disagree with all suggested traffic-calming measures in section 11. Think the speed limits are irritating and unnecessary and will have a negative impact on my daily life in Broomfield. I walk and cycle with my young children around all the roads listed and I feel safe with the current speeds and weight of traffic - I do not think these proposed traffic calming measures are justified at all. I think they are an inconvenience and a waste of public money. I disagree with most of the proposed measures in map 13. The infrastructure of the wider</p>	<p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		environment in Chelmsford means that I need to use my car at times and will be highly inconvenienced by these measures. It will make my daily experience of Broomfield as a place to live much worse. I do support measures to promote cycling and walking but I do not think these need to be at the expense of car users.		
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate traffic management strategies for the implementation and lifetime of the proposals set out in Chapter 11 - Traffic and Travel to ensure Emergency Service access and room to manoeuvre. Essex County Fire & Rescue Service request that you consider adopting Vision Zero and Safer By Design features for the implementation and lifetime of the proposals set out in Chapter 11 - Traffic and Travel to reduce the number of road incidents.	This is a matter for the County Highways Department	
D Thomas	-	Cycle path from new Goulton Road / Hospital to Church Green would risk making this area more difficult for pedestrians and vehicle users, particularly if travelling at high speed. Toucan crossing at Church Green would detract from earlier proposals to declutter the Green of highway equipment. Could this be a zebra crossing again? Do not support the new cycle path from the hospital to P&R through Croxton's Mill area, risks detracting from the character of the area.	Noted	None
M Corsham		Suitable and greener ways of travelling should be promised. What schemes can be developed and promoted to residents?	As noted in the Plan, there is a limited amount that the Parish Council can do to influence highways initiatives.	None
P Mitchell	-	Whilst I support the measures proposed to effectively create a more family friendly cycle route into Chelmsford, why hasn't there be more consideration to extend the dedicated cycle lane further up Main road into Broomfield village itself? When you consider the challenges to traffic reduction measures associated with Main Road being a Priority Route, and the desire to make the road less and less appealing to use, surely a dedicate cycle lanes through Broomfield would achieve the dual goal of encouraging more cycling into town and make it less desirable for cars.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
A George	-	With the advent, in a few years time, of the Beaulieu Park Railway Station I think there could be more commuters cycling to that railway station from the Broomfield area, rather than going into the centre of Chelmsford. Cycling facilities over at Beaulieu are already quite good and are supposed to be enhanced by the new railway station development. Perhaps there would be funds available to enhance cycling connections to Mill Lane (and thus Beaulieu), such as a connection between the Avenues Cycle Path and Mill Lane or the Toucan Crossing at Church Green.	Noted	None
A Martin	-	The rationale and objective of providing a potential cycle route between Broomfield Hospital and the Park & Ride on Essex Regiment Way is understood and appreciated. However finding an acceptable and deliverable route will be very difficult due to the constraints of the existing PRoW and crossing of the River Chelmer at Croxtons Mill. Ideally a well designed new cycle/pedestrian bridge should be provided either north or south of Croxtons Mill that will not harm the setting of this Grade ii Listed Building and that will be safe for users.	Noted	None
R Barnard	-	I do not support the plan for a new link road onto the hospital site through Pudding Wood, as this would lead to the felling of ancient trees and the destruction of the resident wildlife habitats within it.	This is already included in the Local Plan	None
A Bestwick	-	No opinion	Noted	None
- -	-	Such a lot to do, such a huge expense to get things right. There is so much wrong, in 2023, it is a bit depressing. When you see what other County Councils are doing well.	Noted	None
A Brown	-	Proposals to limit speed on side roads to 20mph should include the road in front of the properties at 371 to 409 Main Road. This residential road is being used as a rat run by traffic going to/from the hospital especially at beginning and end of the day. Cars are driving at high speed in both directions to avoid the slow traffic on the Main Road. This is causing additional noise and traffic pollution and further damaging the already poor road surface and makes it difficult for residents of these properties to get access into and out from their houses at certain times of day. 20mph limit and speed humps and or a one way access would go a long way to resolve this issue.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
T Dewey	-	Broomfield has the potential to be a 15 minute low traffic neighbourhood.	Noted	None
D Coggins	-	Suggest a roundabout near the Angel Pub to ease traffic that needs to turn right coming from Broomfield Hospital to School Lane	Noted	None
D Vicary		<p>Potential Cycle Path between Broomfield Hospital and the Park and Ride</p> <p>In my view this suggestion is ill conceived and should be omitted from the Plan for the following reasons</p> <ul style="list-style-type: none"> • The Park and Ride site and parts of the route are outside the area covered by the Plan so that the inclusion of this route probably does not comply with the relevant regulations • The cycle path will intrude into this sensitive landscape landscape The route will have to be lit especially during the winter months. The lighting infrastructure will impact on the landscape during daytime. When the lighting is being used there will be a visual impact as well as light pollution that will have an impact on wildlife particularly because of the proximity to the Nature Reserve. • The path is very unlikely to meet Secured by Design principles or the recommendations of Sustrans. The route is very isolated and not overlooked by houses or close to populated areas. • The promotion of this route may lead to an increase in car journeys. The Hospital Trust is unlikely to reduce staff or patient parking provision because it provides an important income stream. Staff spaces vacated following staff use of the cycle path may be reallocated for patient/visitor use. There is likely to be only two trips generated per day if the space was used by a staff member – one at the start and finish of the shift. The same space if allocated to patients/visitors may be used by multiple visitors throughout each day increasing the trips generated by that space 	<p>The proposal does not form part of a planning policy and there does not need to meet the Basic Conditions.</p> <p>Environmentally sensitive lighting is available that can be used on such schemes without impacting on habitats and the landscape.</p> <p>Many rural routes would not meet these requirements.</p> <p>The hospital needs to determine how it will provide for parking on site given the increasing demands. Providing alternative means of travel would help to accommodate increased demands.</p>	<p>None</p> <p>None</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
	Mid and South Essex Integrated Care Board	The neighbourhood plan objectives in relation to travel and traffic include supporting measures that reduce the need for travel by private cars and to encourage cycling and walking by creating new safe cycle paths and footpaths. The neighbourhood plan proposes introducing safe new cycling paths with the first priority being to create north/south routes that will link with existing paths to the city centre. It also proposes encouraging walking by auditing pavements and bidding for improvements, discouraging parking on pavements, supporting walking bus, investigating possibility of new footpath and new crossing at key points, setting up air quality monitoring. These approaches to encouraging more physical activity are welcomed by the ICS.	Noted	None
	Essex County Council	<p>ECC notes the reference in paragraph 11.1 to the B1008 being classed as a Principal Route One (PR1) - a major route into Chelmsford City Centre from the north and the only road access to Broomfield Hospital. The current Functional Route Hierarchy (FRH), established in 2005, favours the free flow movement of vehicle traffic over sustainable modes thereby reducing congestion and improving journey time reliability for cars. However, it provides no flexibility to change the route hierarchy as places change. In the light of changing priorities for Essex, we are reviewing how streets are classified to facilitate better places and the delivery of sustainable transport and development consistent with the Essex Safer, Greener, Healthier policy implemented by ECC. Any new approach will be integrated into the new Local Transport Plan 4, which is presently being prepared. The timetable for the preparation of LTP4 is:</p> <ul style="list-style-type: none"> • Early Summer 2023 – consultation on the Strategy component (without schemes); • Early Autumn 2023 – consultation on full draft LTP with Implementation Plans; • Winter 2023 – adoption of new LTP4 by ECC; and • Spring 2024 – new LTP is implemented. <p>Paragraph 11.2 makes reference to particular pressure points in the area including the section around the junction with Hospital Approach. As part of the planning permissions for the extension of Broomfield</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Hospital, Mid Essex Hospitals Trust are obliged to make improvements to the roundabout at the junction of B1008 Main Road and Hospital Approach to improve capacity. All approaches will be widened to two lanes with a revised and relocated central island and the programme of works can be viewed here https://www.essexhighways.org/broomfield-hospital-nhs-roundabout.</p>	<p>The Plan will be amended as recommended.</p>	<p>Amend para 11.4 as suggested by Essex CC</p>
		<p>ECC recommend the reference to the ECC/Mouchel study (2007) is deleted from paragraph 11.4 and replaced with reference to the Chelmsford's Future Transport Network (CFTN), which forms part of the adopted Chelmsford Local Plan (2020) in paragraph 6.68 and Table 3. This sets out a vision for the Chelmsford's transport system to become 'best in class', offering enhanced connectivity, and access to opportunities for residents, visitors and businesses to support the sustainable economic growth of the city. It has 7 objectives with one specifically targeted at sustainable transport to offer an attractive and effective choice in the provision of sustainable travel (buses, cycling and walking) to encourage increased use and reduce pressure on the road network. The Broomfield Road corridor is recognised within this Strategy as a key sustainable transport corridor.</p>	<p>The Plan will be amended as suggested.</p>	<p>Amend Plan to include reference to the Chelmsford's Future Transport Network study.</p>
		<p>ECC recommend reference is made in the Plan that, consistent with the CFTN, future proposals and strategies will be targeted to reduce traffic along Broomfield Road and encourage sustainable transport use. The permitted Chelmsford North-East Bypass (CNEB) will enable strategic transport movements to be made via the CNEB enabling the reclassification of A130 Essex Regiment Way as a sustainable transport corridor for local and city centre bound traffic. This subsequently encourages removal of city centre bound traffic from using Broomfield Road, thereby reducing traffic levels along the corridor for local residents and hospital users.</p>	<p>Noted</p>	<p>None</p>
		<p>ECC welcomes reference to the Local Highways Panel (LHP) on page 72 with regards submitting bids for the widening, improving, and improvement of the lighting with regards footways for walking. ECC</p>		

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		<p>consider that many of the Community Actions identified in the Plan could also be progressed via the Chelmsford Local Highways Panel (CLHP). The CLHP covers potential schemes regarding traffic management improvements; tackling congestion; Public Rights of Way improvements; cycling schemes; passenger transport improvements; minor improvement schemes and aesthetic improvements to the highway network. The CLHP can be used to secure funding to assess the feasibility, design and delivery of community actions identified in the Plan. Paragraph 11.9 and Chapter 13 refers to Community Infrastructure Levy (CIL) monies as being an additional source of funding for solutions to traffic problems.</p>		
		<p>Current schemes being considered by the LHP include:</p> <ul style="list-style-type: none"> • Main Road (at northern Broomfield Parish boundary), Broomfield – Gateway treatment – Village Gateway (Funded) • School Lane, Broomfield – School Crossing Patrol (Awaiting Funding) • Broomfield Road junction with Valley Bridge – Junction Improvements (Awaiting Funding) 	Noted	None
		<p>ECC support the aspirations in the Plan to encourage cycling and walking through the Travel Strategy - Encouraging Walking and Travel Strategy - Cycling, as outlined on pages 68 – 72 and potential new cycle routes identified in Fig 14 (page 69). This approach is consistent with the CFTN (Mid Zone) which targets investment on providing alternatives to the private car and encouraging trips by fast and reliable public transport and safe high quality cycling and pedestrian network. Any proposals for amendments to and/or the provision of new cycle routes/footways and the Community Action proposals will need to involve consultation with ECC, as the highway authority, and Essex Highways. ECC would seek any proposals to be considered against the standards in the EDG - Highways Technical Manual - Pedestrian and Cycle movement.co.uk/design-details/highways-technical-manual/pedestrian-and-cycle-movement.</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Travel Strategy - Cycling</p> <p>ECC supports reference in paragraph 11.10 to a key component of the Strategy being to radically improve facilities for safe cycling. The ECAC report Net-Zero: Making Essex Carbon Neutral (July 2021) and the ECC Response identified the following funding commitments to 2025/26:</p> <ul style="list-style-type: none"> • Behaviour Change - a wider behaviour change programme beyond current activity to help drive the Safer, Healthier, Greener ambition. The ECC Safer Greener, Healthier Communities campaign seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. The SGH campaign is also seeking to support the creation of School Streets and Liveable Neighbourhoods. The Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP) is being updated. • Active Travel - to encourage modal shift to active travel by improving cycling infrastructure to all stations and develop a coherent network across the county, increase walking through the development of walkable neighbourhoods and encourage active travel in young people through the creation of school streets. ECC launched its first Essex Walking Strategy in September 2021. • Cycle Assets Renewal - to ensure that existing cycle infrastructure is brought up to standard and is safe and fit for purpose and is therefore attractive to users. • there are no cycleway facilities to the west of Court Road alongside Hospital Approach (the recent commercial development did not secure additional width for a cycleway) and alongside the ambulance station there is limited width to provide a cycleway. • the North Broomfield development is required to pay a £300,000 contribution for a new 'cycle route' between the site access roundabout and Croxtons Lane but at present no specific scheme has been identified/ designed and been subject to feasibility assessment. There is the potential for the new Chelmsford Garden Community to investigate the feasibility of a new route to Broomfield Hospital across the Chelmer Valley via Croxtons Lane, including the potential for a controlled crossing over Main Rd/Blasford Hill and via Hospital 	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>approach. In proximity to Broomfield Hospital there is no additional highway boundary available to provide a new cycleway and as highway authority would not wish to narrow the carriageway access into the hospital. There may be potential for a new cycle route to the Hospital via Nash Drive subject to feasibility etc.</p>		
		<p>Travel Strategy - Encouraging Walking ECC launched its first Essex Walking Strategy in September 2021 which is based on 7 objectives of increasing the level of walking for leisure; safety; design and accessibility; health and wellbeing including schoolchildren; supporting economic development; improving place making; and behavioural change.</p>	Noted	None
		<p>Travel Strategy - Encouraging Bus Use ECC has published its Bus Service Improvement Plan (2021 - 2026) outlining that ECC is to follow the Enhanced Partnership (EP) approach between the Local Transport Authority (LTA) and Bus Operators to provide a new, high quality and reliable bus network. A Bus Network Review has been undertaken for Chelmsford and can be viewed here under documents. The Reviews form an important source of data and make recommendations for a number of activities including potential service enhancements, highway network enhancements, ticketing schemes etc. It is intended to be a 'live' document listing schemes to be considered for progression but should not be interpreted as a prescriptive list of actions/projects that will be progressed and are already funded. ECC currently anticipates that one District Enhanced Partnership will be progressed per year but a programme is yet to be determined.</p>	Noted	None
		<p>The key findings of the residents survey highlighted in paragraphs 3.17 – 3.18 highlighted that residents would use bus travel more frequently if 'conditions were right'. Paragraph 11.30 later states that greater bus use would be taken up if there were cheaper fares and greater frequency and reliability of service. Reference was also made to the provision of additional destinations being provided to which ECC</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>recommend the parish undertake a more detailed Travel Survey with residents to ascertain the following information:</p> <ul style="list-style-type: none"> • where residents travel to in order to serve their daily life needs, • how often they make the trips and the times of day. <p>This information will be useful to help inform the planning of any future EP for the City administrative area; assist in planning potential enhancements to the network; to inform any review of the facilities at existing bus stops and identify where improvements might be required; and assist ECC in negotiations with developers to provide these enhancements, where directly related to that development.</p> <p>ECC notes the ambition in paragraph 11.13 to achieve safe north/south routes to enable safe cycling from any part of Broomfield to the City Centre and train station. The Plan identifies a potential route from Croxton Lane across Main Road linking through to the hospital. This has not been considered per se with regards current developments planned in the locality and there is limited scope given their planning status. However, a few points to consider moving forward include:</p> <ul style="list-style-type: none"> • new development at the junction of the B1008/Woodhouse Lane is providing improvements to the footways along the frontage into Woodhouse Lane and northwards alongside Blasford Hill with drop kerb crossing over to eastern side for pedestrians only. Issues at this locality include the poor visibility out of Woodhouse Lane largely due to existing hedgerows meaning that the junction has substandard visibility and consequently should not be used to encourage cycle movements. • there are paths through the Hanbury Place development, north of Hospital Approach but these are rolled gravel in nature and are not adopted highway. • there is a cycleway alongside Hospital approach between Main Road and Court Road. • there is a cycle route (mainly on the carriageway but a low trafficked route) through Hanbury Place from North Court Road to Hospital approach with two crossing islands on Hospital Approach. 		
	Chelmsford City Council	<p>Para 11.39 You may be aware of negotiations on the North of Broomfield Local</p>		None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Plan allocated site, in relation to the potential link road into the hospital from the north. While there is no problem with the NP stating support for the link road, the extent to which it will reduce traffic pressure is currently unclear. This can be revisited in advance of submitting the Regulation 16 Neighbourhood Plan.</p> <p>I suggest the following amendment: And support will be maintained for the proposed new Hospital Access Road to be open to all Hospital-related traffic and so reduce the pressure on Hospital Approach and its junction with Main Road <u>and its role in reducing local traffic pressure.</u></p> <p>Para 11.43 Is this invitation to nominate roads taking place as a part of the Regulation 16 consultation? If not, it might be helpful to clarify here.</p> <p>Figure 15 / Figure 17 Please include a source for Figure 15 and Figure 17, either in the supporting text or the caption (as you have done for Figure 16 in Para 12.11).</p>	<p>The aspiration of the Parish Council remains that it wishes to see this road connect into the hospital</p> <p>Amend paragraph to state that consultation separate from the NP process will be undertaken.</p> <p>The figures will be amended to state source of information</p>	<p>Amend Para 11.43 to state that the consultation with residents o 20mph zones will take place separate to the neighbourhood plan.</p> <p>Amend figures 15 to 17 to state source of information.</p>
Policy BFD16 – Flood Risk Mitigation				
P Marriage	-	Environment Agency should properly discharge their duties relating to major water ways	Noted	None
I Mercer	-	Farm practice & soil use are important in this also	Noted	None
M Krehlow Shaw	-	Surely it is obvious that more housing eg Bieulieu increases the amount of run off. This is obvious now with the amount of flooding 2023 along the Broomfield stretch of the river.	Large developments are required to implement Sustainable Drainage Systems to mitigate water run-off	None
N Stebbing	The Land Trust	The Land Trust is experienced in the management and adoption of SuDS	Noted	None
S Summers	-	?	Noted	None
	Anglian Water	Given the critical drainage area identified within the neighbourhood plan area, we support Policy BFD16 - Flood Risk Mitigation as an	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		appropriate policy requirement to complement the Chelmsford Local Plan policies including Policy S1, Policy S2, and Policy S9.		
	Essex County Council	<p>ECC , as Lead Local Flood Authority, preference for surface water runoff is that runoff must not increase due to the development and all runoff should be first restricted to the greenfield 1 in 1-year runoff rate during all events up to and including the 1 in 100-year rainfall event with climate change. Consequently, ECC recommend Policy BFD16 is amended accordingly.</p> <p>In addition to the requirements of the Chelmsford Local Plan (2020), proposals for development in or which are likely to have an impact on the Critical Drainage Areas as identified on Figure 17 21 should, where appropriate and through the use of Sustainable Urban Drainage Systems and/or storm water harvesting and recycling, result in a surface water run-off rate equal or better than the 1 year to an equivalent greenfield surface water run-off rate for that Area. <u>The design of Sustainable Urban Drainage Systems should have regard to the standards set out in the Essex SUDS Design Guide.</u></p> <p>Supporting the Generation and Use of Renewable Energy ECC welcome reference in paragraph 12.15 that the plan area has some capacity to support the generation of renewable energy.</p> <p>Large-scale solar farms and wind turbines ECC acknowledge the reference to the CCC Solar Farm Development SPD in paragraph 12.15. However, ECC recommend the paragraph is worded more positively regarding the potential provision of solar farms and reference made to paragraphs 7.3 and 7.4 of the SPD. These outline the process developers are required to undertake with regards their proposal in relation to agricultural land. In particular, if a potential site is Grade 3 an Agricultural Land Classification survey will need to be submitted which assesses whether the land meets the criteria for Grade 3a or 3b. Such surveys will need to be carried out by suitably qualified independent practitioners in accordance with up-to-date industry best practice.</p>	<p>The Policy will be amended to take account of these comments</p> <p>Noted</p> <p>This is not considered necessary</p>	<p>Amend Policy BFD16 to reflect comment by Essex County Council</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>In addition to the CCC Solar Farms SPD, the Essex Planning Officers Association (EPOA) has published some Solar Farm Guiding Principles on the EDG website. These provide a consistent set of minimum requirements of issues that need to be addressed in the preparation of SPDs, other policy documents and by developers of solar farms to inform their plans and proposals. This guidance is in addition to, and should be read alongside, that provided in national and local policy guidance.</p>	Noted	None
		<p>ECC welcome reference in paragraph 12.16 to Broomfield having the potential for building mounted solar panels.</p>	Noted	None
		<p>The Essex Climate Action Commission (ECAC) Report 2021 Net-Zero: Making Essex Carbon Neutral (July 2021) recommended a target for Essex renewables to meet all the County's needs by 2040. ECC considers all types of on/off site renewable projects are important to reach net zero by 2050. ECC recommend reference is made to the ECAC Essex Baseline and pathway to Net Zero energy report including the roles decentralised small-scale and large-scale renewable generation will play. On site generation in new development is vitally important in enabling energy resilience but needs to be complemented by off-site renewables if the transition to a low carbon, decentralised energy system is to be achieved.</p>	Noted. The references are not considered necessary	None
		<p>ECAC recommended switching to a greener electricity supply by creating community energy neighbourhoods, including for:</p> <ul style="list-style-type: none"> • Solar panels to be installed on every available roof on domestic, industrial and commercial buildings by 2050, with a target of 25 per cent by 2030. 	Noted	None
		<p>Paragraph 12.18 makes reference to supporting the introduction of charging points for electric vehicles. ECC supports the installation of more domestic and publicly accessible electric vehicle charging points (EVCPs) in the right place thereby encouraging more sustainable travel</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>across Essex. Any installation would need to consider any impact upon pedestrian circulation; the street scene; wider village character; and the infrastructure being capable of future expansion. The Essex Design Guide - Electric Vehicles provides advice with regards electric vehicles including fast charge points suitable for car parks and further details can be viewed here.</p>		
		<p>ECC is preparing an Electric Vehicle Strategy (EVS) to help with the roll-out of charging infrastructure and help achieve the net carbon zero objectives set out by the ECAC Report 2021 Net-Zero: Making Essex Carbon Neutral (July 2021) and the ECC Response. Some issues to be considered in the strategy include how electric vehicles fit in to the wider transport agenda of decarbonising transport which is a key theme within the next iteration of the ECC Local Transport Plan (in preparation). The EVS will consider a range of electric vehicle charging options off and on street for residential and commercial users which are fairly priced, reliable, accessible, safe and easy to use. Collaboration will be undertaken with the Distribution Network Operators (DNOs) to ensure sufficient capacity exists on the grid. Car users will need some education to try and influence behaviours regarding electric vehicles and charging. ECC will seek to work closely with local authorities to identify locations for charging points that are accessible and to work collaboratively on funding opportunities.</p>	Noted	None
		<p>The ECC standards for electrical vehicle charging points for new development are taken from page 5 of the Government response to the consultation titled Electric vehicle charging in residential and non-residential buildings (July 2019) and are:</p> <ul style="list-style-type: none"> • All new residential dwellings, including those arising from a change of use with associated parking, must have an EV charge-point • Residential development undergoing major renovation which will have more than 10 parking places should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated) Where 	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>additional off-road parking is allocated, these spaces shall have the necessary cabling for future charge-point installations, if required</p> <ul style="list-style-type: none"> • Non-residential development with more than 10 parking spaces should provide charging points equivalent to a minimum of one charge-point and cable routes for 20% of the total parking provision • Public charging points should be located in highly visible, accessible locations close to building entrances. <p>ECC supports reference in paragraph 12.18 to retaining a professional service to make it easier for residents to switch to greener and cheaper energy providers and take advantage of grants for home insulation. ECC recommend additional support can be obtained from the Citizens Advice Essex - Tackling Fuel Poverty and Warm Homes Essex.</p> <p>ECC supports reference in paragraph 12.18 to exploring the opportunity for ground-sourced heating systems and district heating networks. ECC recommend reference is also made to energy efficiency, decarbonising heat and retrofitting existing homes.</p> <p>Reference to exploring the feasibility of a micro hydroelectricity scheme on the River Chelmer is supporting along with the need for a degree of community ownership.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p> <p>None</p>
Community Action CA16 – Strategy to Encourage the Generation and Use of Renewable Energy				
S Summers	-	?	Noted	None
- -	-	Yes but a severe lack of funding for small communities to achieve any of this.	Noted	None
Policy BFD17 – Micro Hydroelectricity Schemes				
I Mercer	-	Needs further assessment for relative visibility and value of other schemes	Noted	None
M Wilderspin Lovell	-	This needs massive research and development to prove its' safety for wildlife and the environment. I am not confident there are enough locations to make the project viable to produce enough power the	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		entire year whilst also being safe for wildlife and the environment, as much as I would love the project to succeed.		
D Thomas	-	Do not support	Noted	None
- -	-	Why only this, so many other good ideas in this chapter. All of them need supporting.	Noted	None
	Essex County Council	<p>ECC supports this policy encouraging micro-hydro electricity schemes but reference should also be made to other viable technologies including solar PV roof and ground mounted (domestic and non-domestic) and the identification of lower agricultural grade land that is suitable for renewable energy schemes.</p> <p>ECC is to commission some work in the near future to undertake a countywide assessment to identify potential areas of land which could be suitable for solar and wind schemes, and which would then be subject to more detailed local assessment.</p> <p>In progressing the Plan, ECC recommend the parish council consider the following renewable energy issues to inform the next stage of the Plan, namely:</p> <ul style="list-style-type: none"> • What is the balance between the electricity used and produced across the community? How much energy could the neighbourhood produce to meet their own need? • What forms and scale of renewable energy could carry support in the community – roof based solar installations, ground mounted systems (large and small), solar canopies on car parks, onshore wind as well as micro hydro? Public support for these technologies is strong BEIS PAT Spring 2022 Energy Infrastructure and Energy Sources (publishing.service.gov.uk) • Where could renewable developments be suitable within the Plan area – ECC is making geospatial data available to parishes and communities for assessing renewables potential. • Would the community support renewable energy schemes that are owned by and benefit them? • What opportunities are there to create a district heat network and what sources of renewable heat are there available to them? Swaffham Prior Heat Network - Cambridgeshire County Council 	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<ul style="list-style-type: none"> • How do households (and businesses) feel about energy costs? How concerned are households about energy efficiency and finding ways to produce more of their own energy? <p>The Centre for Sustainable Energy (CSE) has received funding from the Esmee Fairbairn Foundation for a three-year support programme that will encourage neighbourhood planning groups to make sure their area contributes to a sustainable future. Further details and available support can be viewed via the following link - Neighbourhood plans Centre for Sustainable Energy (cse.org.uk). Potential support includes: Chapter 13 - Community Infrastructure Levy</p> <p>ECC support the following priorities for CIL funding identified in paragraph 13.6, given our role as the Highway and Transportation Authority; responsibility for Education and the recommendations of the ECAC report regarding renewable energy and the natural environment.</p> <ul style="list-style-type: none"> • reducing the impact of traffic; • supporting sustainable alternatives to car use, including new safe cycle paths; • expanding community facilities, as needed; • creating new woodland, hedgerows and other biodiversity projects; and • promoting green energy. 		
Chapter 12 – The Challenge of Climate Change				
J Barnes	-	The Parish Council should led the way by making green investments.	Noted	None
A Abbott	-	I agree more needs to dine in regards to new development to help prevent climate change. Solar panels should be a non negotiable for future builds	Noted	None
F Marchal	-	I would like to see a requirement for all new homes to incorporate solar panels and maximum standards of insulation, as mentioned in an earlier response. This is not just to reduce residents' household bills, but to reduce the demand for (and current reliance on) electricity generated by non-renewable sources.	These are matters that the neighbourhood plan is not allowed to address due to government regulations	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
R Cole	-	More attention re. tree planting similar to that in Centenary Wood. Disagree with Solar farms but support solar panels on roof areas of public and private buildings.	Noted	None
R Hamilton	-	The solution to flood risk is not to tamper with the river to provide hydro-electric power, it is to simply stop allowing developers to build where-ever they like, increasing surface run-off and decreasing lag-time. Planning should also be required for people to make impactful changes to their properties such as paving their front drives - I gather there are already some requirements on this front but they are rarely policed.	Noted	None
S Collins	-	No opinion	Noted	None
I Mercer	-	Relevant education & enlightenment for all ages is key to making any progress. Coping with ignorance & mis-information is a large problem.	Noted	None
N Scott	-	No opinion	Noted	None
H Bray	-	Too many for such a small box - plus it would be a total waste of time!	Noted	None
S Summers	-	Pouring cement in the ground. Causes the water to rise and then it floods.	Noted	None
M Wilderspin Lovell	-	Stop building on flood plains (raising the level of the land isn't enough either), plant more trees and hedges, stop paving over front gardens for extra parking, ban the sale and use of astroturf and other fake/plastic grass.	National planning policy restricts the nature of development that can be built in flood plains	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request that you consider appropriate water management strategies for the implementation and lifetime of the proposals set out in Chapter 12 - The Challenge of Climate Change to reduce the risk of flooding and water related incidents.	These matters are of a level of detail not necessary for the Neighbourhood Plan	None
R Barnard	-	I would like to see lots of trees planted in the green areas around the village to help capture carbon dioxide from the vehicles that travel through the village.	Noted	None
- -	-	Again a long way to go but only being able to support one aspect is not helpful.	Noted	None
	Anglian Water	We support this section of the draft neighbourhood plan. Anglian Water recognises climate change as one of the key challenges in our Strategic Direction Statement and one of our long term ambitions is to be zero carbon by 2030. Our routemap to net zero explains the	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>measures we are undertaking to achieve our ambition, including maximising the use of renewable energy at our sites.</p> <p>We know that climate change will bring more extreme weather events and we need to plan for these to ensure our infrastructure is resilient to these challenges. A key component of our emerging Drainage and Wastewater Management Plan is addressing the inundation in our network from surface water run-off so we can ensure there is less risk of sewer flood events across our network. This is why we work in partnership with other stakeholders to address and mitigate flood risk including through sustainable drainage systems.</p>		
	Essex County Council	<p>National and Local Background ECC recommend reference is also made to the independent ECAC report Net-Zero: Making Essex Carbon Neutral (July 2021) published in July 2021 and the ECC Response to that report. Its recommendations are relevant to ECC, all Essex local authorities, parish and town councils, as well as Essex businesses, residents, and community groups. It covers a wide range of topic areas including land use and green infrastructure provision, energy, waste, transport plus the built and natural environments. ECC is keen to work alongside partners to secure the highest standards required to address climate change and deliver net zero carbon development and to embed these standards within Local Plan and Neighbourhood Plan policies.</p> <p>The Essex Design Guide - Climate Change provides a range of advice with regards to climate change and new development including walkable neighbourhoods, the historic environment, influences upon sustainability, densities for sustainable development; layout principles and sustainability; housing layout and design; solar orientation; renewable energy for developments; mixed uses; movement; electric vehicles; landscape and green spaces; and SuDS. Further updates are also being undertaken. The new ECC Climate and Planning Unit has met with local authorities in Essex to discuss providing support in relation to climate and local plan policy development.</p>	Reference to these documents is not considered necessary in order for the Plan to meet the Basic Conditions	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>The Water Resources East Regional Plan for Eastern England, (January 2022) shows how growth, energy, food, agriculture, and public water supplies are undermined by water insecurity and that we are facing a regional water crisis, with Essex one of the counties most affected. Water Resources East (WRE) is working to ensure there is a framework for securing water supply to 2050. There is also a need to improve water quality and protect local wildlife in rivers and seas. The Essex Water Strategy project is looking more closely at these challenges and identifying actions to be taken locally which impact on Essex's communities, businesses and council services. It is the role of water supply companies to fully assess the viability of long-term strategic water supply solutions, such as new reservoirs, piped water transfers or desalination technologies. Smaller scale interventions include using less water in our homes; installing smart meters to identify leaks, ensuring new developments are water efficient; and deliver nature-based solutions to hold back water within the environment.</p>		
Chapter 13 – Community Infrastructure Levy				
J Barnes	-	As key site adding value to the community we should extend the Village Hall to enable the offering of more facilities.	Noted	None
T Thomas	-	In the current climate this type of funding is needed to continue to enhance Broomfield's infrastructure and it is imperative that the plan is in place in time.	Noted	None
F Marchal	-	A potential source of significant funding, to be sure, and I'm sure it can be spent for the benefit of Broomfield. However, the major downside is that it can only emerge as the result of commercially driven developer-led projects, which stand to make huge profits. There is apparently no such potential funding for the kind of homes Broomfield could really use, that is, high quality council-built social housing, available at affordable rents, which is a great shame.	Noted	None
R Cole	-	Fully support CIL concept.	Noted	None
N Stebbing	The Land Trust	<p>Proper management of the public realm is essential and is best funded a community level.</p> <p>The Land Trust models for this funding ensures the money raised within the community is spent on 'place keeping' for the community</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		where the fund is raised. CIL may be appropriate in this regard		
S Summers	-	?	Noted	None
M Wilderspin Lovell	-	The money raised should be spent wisely. This means that instead of being restricted to 'approved' contractors who over charge because they know they can get away with it, procurement should be opened up to a wider source of contractors, with proper diligence to ensure 1. the council isn't being ripped off, 2. the contractors are competent, 3. the work is up to standard. All this can be guaranteed by having someone competent to oversee and ensure these things happen. This also requires that the contractors et al are held accountable if they do something wrong.	Noted	None
J Taylor	Essex County Fire & Rescue Service	Essex County Fire & Rescue Service request the consideration of allocation of Community Infrastructure Levy to support the delivery of Fire Service resources to the local area where these are increased or introduced in relation to the proposals set out in this plan.	This is a matter for the City Council	None
J Blake	-	I agree.	Noted	None
A Bestwick	-	No opinion	Noted	None
T Dewey	-	Monitoring and information regarding the use of CIL and S106 should be made more easily accessible to the public. This could be through the form of a website or interactive map. The Parish should have first say over the use of planning contributions.	This is a matter for the City Council	None
Appendices				
S Summers	-	?	Noted	None
	Chelmsford City Council	The bullet points are a little muddled for the Local Register list of pillboxes and should read: <ul style="list-style-type: none"> • East of Butlers Farm (Grid References: TL 7120 1126, TL 7129 1119 and TL 7131 1090); • North and south of Broomfield Mill (TL 7134 1036, TL 7139 1011, TL 7132 1006 and TL 7137 0993); • South-east of Roselawn Farm (TL 7153 0947) and; • East and south of Champions Farm (TL 7148 0921 and TL 7124 0900) Broomfield Mill, Mill Lane and Broomfield Court, Pudding Wood Lane	The bullet points will be corrected	Amend list of Buildings of Local Value to correct as suggested by City Council

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		should also be included on the Buildings of Local Value list. I anticipate that an Examiner would require these to be shown on a map base.		
General comments				
P Henry	-	Great initiative and I appreciate the ability to provide input.	Noted	None
A Faulds	-	A very thorough and well researched piece of work	Noted	None
A Abbott	-	Please please please do not let this go ahead. It will take away what makes Broomfield a lovely place to live	Noted	None
G Manning	-	Fully agree with the plan. We must keep the buffer between Broomfield and Chelmsford and keep to a minimum extra development. The area simply cannot take anymore without the total destruction of the history of Broomfield and its surrounding.	Noted	None
J Pearson	-	Thank you for this very comprehensive document, valuing the characteristics and history of Broomfield that makes it a special place to live, and for incorporating the views of residents as given in previous surveys.	Noted	None
F Marchal	-	It's been a long time in the making, but it appears very comprehensive while also being written in straightforward language. Congratulations to everyone involved in its development.	Noted	None
C George	-	Excellent work.	Noted	None
R Cole	-	This is quite a technical and challenging document to follow but full marks to the team for such a thorough job,	Noted	None
J Pinkerton	-	A sound plan to meet the future needs of the village as well as preserving its individuality and history	Noted	None
A Marriage	-	The thing that I am most upset about is the Bloor Homes Development. This is because there will be another 450 (approx) houses with the extra impact on Main Road Broomfield without another Hospital entrance. This was not the deal. I thought that this was something that the Hospital was very keen on.	This is a matter for the City Council to address	None
I Mercer	-	Excellent in its completeness and vision	Noted	None
N Scott	-	Very well presented	Noted	None
H Bray	-	Grateful to all who are giving their time to support the conservation and enhancement of such a nice village and neighbourhood.	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
J Brown	Hon. Assistant Broomfield Parish Church	Congratulations on seeking a balance between competing interests and endeavours. If Councillors can hold to the objective of endeavouring to benefit the whole community all well and good, and where this is challenged be prepared to justify why particular proposals have been put forward. Further to argue vigorously with the City Council for the implementation of the proposals, holding to the long term rather than the short.	Noted	None
S Bazire	-	The work that has gone into this is self evident. I whole heartedly agree with all that the plan contains and appreciate all the thought and time from local residents to continue to make this a great place to live	Noted	None
M Shildrake	-	This is great, we need to reduce the traffic in Broomfield	Noted	None
S Ager	-	Good luck!	Noted	None
N Stebbing	The Land Trust	<p>The Land Trust thanks Broomfield Parish Council for the opportunity to consult on the emerging neighbourhood plan.</p> <p>Land Trust fully supports the Neighbourhood Plan.</p> <p>Of particular value are the linked green spaces and potential for a network of good accessible Green Infrastructure for the wider community to enjoy.</p> <p>The intensity of development in the area NE Chelmsford adds considerably to the value people will gain from well managed public open spaces to the west of Essex Regiment Way. Although, still a very busy road. The access from Beaulieu and Channels is improved where the footpath crosses ERW. allowing better east / west access for people to enjoy the POS. LT will encourage any reasonable measures to improve connectivity between new development and publicly accessible green & blue infrastructure.</p> <p>The public realm within Beaulieu is managed by LT. Much of Beaulieu is within Broomfield Parish. LT is keen to work with BPC to develop shared values of community engagement & active participation of local people to enjoy the outside spaces.</p> <p>Land Trust is the charity able to offer advice & Place Keeping services to ensure any new development is managed to maximise Community Benefit.</p>	The Beaulieu development is not in Broomfield Parish or the Neighbourhood Area	None
H Risk	-	wholly supportive of all the proposals	Noted	None
S Summers	-	?	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
M Wilderspin Lovell	-	A lot of the photographs are wonky.	Noted	None
S Owen	-	Thank you for your hard work and extensive explanation. The guide is very clear and the maps very helpful. I am in support of everything apart from the traffic calming measures.	Noted	None
M Corsham		Clear and concise, addressing concerns of development without wider regard for the community picture.	Noted	None
A Bestwick	-	No opinion	Noted	None
- -	-	By not being able to comment unless a NO means more Noes than I would have liked. I do not feel that my opinions are being openly sought but trammelled somehow. Very limiting Q'airre.	The consultation has allowed comments to be made	None
A Brown	-	I fully support the draft neighbourhood plan and am particularly in favour of proposals to keep separate identity of the village. Additional green spaces, new community facilities and measure to reduce traffic and speeds on residential roads are all important to me. I am strongly in favour of future housing being appropriate in style, adaptability and price for the needs of local residents. A new GP surgery in Broomfield would be a very well-used resource by local residents.	Noted	None
T Dewey	-	Well done.	Noted	None
P Phillips	-	Only that they do and not just speak	Noted	None
D Vicary		<p>The Southern Part of the Parish</p> <p>It is pleasing to note that the Plan recognises the importance of the open land to the south of Broomfield Place – only a few years ago the Parish Council was supporting residential development in part of this area to fund the building of a new school</p> <p>However the manner in which the objective of preserving this open land from inappropriate development is expressed throughout the Plan, is. In my view, unfortunate and very divisive.</p> <p>Some examples of this are</p> <p>Paragraph 1.3 - "In terms of planning, the biggest challenge for Broomfield is that it might be subsumed into 'Greater Chelmsford'",</p> <p>Paragraph 1.3 – "To ensure that the village of Broomfield remains a distinct settlement, separate from the Chelmsford urban settlement area"</p>	In terms of built form, as visible on the ground, the southern part of the parish is continuous with the built-up area of the City.	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Paragraph 1.5 – “Broomfield could become just a suburb of the City”.</p> <p>Paragraph 5.2 – “The southern parts of the Parish fall within the Chelmsford Urban Area, but the village – the historic core around Angel Green and Church Green – remains a distinct settlement, separate from Chelmsford. The countryside around Broomfield plays a vital role in maintaining this degree of separation and, with it, Broomfield’s sense of place and identity.”</p> <p>Paragraph 5.15 – “The Settlement Buffer aims to maintain the separate identity of Broomfield”</p> <p>Policy BFD1 – “Land between Main Road and Patching Hall Lane, as shown in Map 4 identified as a Settlement Buffer to maintain the separation between the urban area of Chelmsford and Broomfield village”</p> <p>It is clear from the above statements that the authors of the Plan regard all residents living south of “the Green Wedge” to be part of Chelmsford and not Broomfield. They seem to have forgotten that the Plan covers the whole parish and not just the “village”.</p>		
Miscoe Enterprises Ltd	Frazer Halls Associates	<p>Frazer Halls Associates (FHA) have been instructed to submit a representation on behalf Miscoe Enterprises Ltd (“the Landowner”) to the Broomfield Neighbourhood Plan 2022-2036: Pre-Submission Plan Consultation November 2022.</p> <p>Residents and stakeholders have been invited to provide comments on the draft plan until 13 January 2023.</p> <p>This representation relates to Land to the rear of Broomfield Library, Broomfield, Chelmsford (“the Site”). A plan showing the extent and location of the Site is provided with this representation. FHA are actively promoting the Site for a new GP surgery with supporting residential development on behalf of the Landowner as a community led allocation in the emerging Broomfield Neighbourhood Plan (NP). The Site has been promoted previously through the emerging NP process, with submissions made on behalf of the Landowner to the Neighbourhood Plan Stakeholder Survey (August 2017) and the Call for Sites consultation (November 2019).</p> <p>Whilst there are elements of the draft Plan we support in principle, we recommend we recommend further dialogue with the Parish Council to</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>discuss amendments that will ultimately ensure that opportunities to bring forward sustainable, high-quality development that encompass significant benefits for the local community over the plan period are realised within the emerging NP. We also wish to provide commentary on the draft plan as a whole, where relevant, and the deliverability and suitability of Land to the rear of Broomfield Library.</p> <p>This representation is supported by the following documents:</p> <ul style="list-style-type: none"> - Broomfield Neighbourhood Plan Consultation Form - Site Location Plan 		
Cliffords Group Ltd & M Peters	Frazer Hall Associates	<p>Frazer Halls Associates (FHA) have been instructed to submit a representation on behalf Cliffords Group Ltd and Mr Mark Peters ("the Landowners") to the Broomfield Neighbourhood Plan 2022-2036: Pre-Submission Plan Consultation November 2022.</p> <p>Residents and stakeholders have been invited to provide comments on the draft plan until 13 January 2023.</p>	Noted	None
		<p>This representation relates to Campions Farm, Broomfield, Chelmsford ("the Site"). A plan showing the extent and location of the Site is provided with this representation. FHA are actively promoting the Site for residential development on behalf of the Landowners with an illustrative site plan (enclosed) demonstrating how the Site could come forward to deliver a high quality and sustainable urban extension at Campions Farm, Broomfield, as an allocation in the emerging Broomfield Neighbourhood Plan (NP).</p>	Noted	None
		<p>Part of the Site has been promoted previously through the emerging NP process, with submissions made on behalf of Cliffords Group Ltd to the Neighbourhood Plan Stakeholder Survey (August 2017) and the Call for Sites consultation (November 2019). The Site now being promoted (see accompanying Location Plan) however now excludes Roselawn Farm and includes land around Campions Farm comprising c.16.4 hectares of land within the red line boundary.</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Whilst there are elements of the draft Plan we support in principle, such as Policy BFD10 (Land east of Saxon Way), we recommend further dialogue with the Parish Council to discuss amendments that will ultimately ensure that opportunities to bring forward sustainable, high-quality development that encompass significant benefits for the local community over the plan period are realised within the emerging NP.</p>	Noted	None
		<p>We also wish to provide commentary on the draft plan as a whole, where relevant, and the deliverability and suitability of the proposals for Champions Farm that support this representation. This representation is supported by the following documents: - Broomfield Neighbourhood Plan Consultation Form - Site Location Plan - Site Plan - Access Appraisal</p>	Noted	None
		<p>The Site and Deliverability This representation is supported by an illustrative site plan (Appendix B). Vehicular access will be achieved via Saxon Way to the northwest of the Site, with the provision of a single road serving the residential development. The road will act as a hard boundary preventing further encroachment easterly. The road will curve round from Saxon Way through the site and terminating at Gutters Lane, however there will be no vehicular access between the Site and Gutters Lane. Potential footpath links are proposed from Saxon Way, along the road boundary northeast towards the wider Green Wedge and southwest towards Valley Bridge, providing two new pedestrian bridges across the River Chelmer. As the Site does not currently benefit from public footpaths, bridleways or cycleways, irrespective of the Green Wedge designation, it is not currently accessible to the wider public and therefore there is little benefit to new and existing residents. The development will be supported by significant amounts of green infrastructure in the form of play space, public open space and meadow / wild meadow. The extent of the site boundary will be benefit</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>from a reinforced woodland edge to better contain and visually screen the development from the wider sensitive landscape of the Green Wedge.</p>		
		<p>This will promote accessibility and connectivity between north and south Broomfield as well as creating strong links across the Green Wedge, enhancing active travel corridors to promote sustainable modes of travel, including walking and cycling. The combination of a robust landscaping and green infrastructure scheme will result in a proposed village extension that is highly sustainable and rich in public amenity for existing and new residents.</p>	Noted	None
		<p>The development itself will provide approx. 77 residential dwellings of varying type, size and mix, with generous gardens and provision of public open space. The development will therefore provide a modest extension to the village of Broomfield, responding to the constraints on Site, such as the Saxon Burial Ground to the north, the River Chelmer flood plain and the sensitives of the countryside location and retention and enhancement of key views.</p>	Noted	None
		<p>The proposed residential extension at Campions Farm will focus development adjacent to Broomfield which is a highly sustainable location and will help significantly improve pedestrian and cycle connectivity between north and south Broomfield, as well as significantly improving the local provision of green infrastructure and opportunities for further access throughout the Green Wedge.</p>	Noted	None
		<p>Summary Overall, the Landowner's are supportive of the draft NP in principle however in light of part of the Landowner's land proposed to be allocated for a Community Housing Project, further discussion and dialogue is requested with the Parish Council to ensure the full, wider opportunity of the Site at Campions Farm is realised, and to ensure the Site remains deliverable and contributes positively to the development needs of local residents throughout the plan period.</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>We look forward to engaging with the Parish Council to further progress the draft NP prior to its final form.</p>		
	Anglian Water	<p>Thank you for consulting Anglian Water as the statutory sewerage undertaker for the neighbourhood plan area. We welcome the opportunity to comment on the draft Broomfield Neighbourhood Plan, and hope you find the following comments informative.</p> <p>Anglian Water supports the direction taken in the draft Broomfield Neighbourhood Plan, subject to the recommended clarifications, and in combination with the Chelmsford Local Plan.</p> <p>It is noted that the draft neighbourhood plan has been prepared to be consistent with the adopted development plan – the Chelmsford Local Plan (adopted May 2020) and this is fully referenced, particularly with regard to Strategic Growth Policy 8 North of Broomfield and Policy SPA1 – Broomfield Special Policy Area. Whilst the neighbourhood plan states that outline planning permission has been granted for 512 homes in the strategic growth area North of Broomfield, it is still pending decision given that the Planning Committee resolved to approve subject to signing of the S106 and securing the delivery of the link road.</p> <p>We note a flood risk assessment and drainage strategy was submitted for the strategic allocation application North of Broomfield and that the LLFA have no objection to the application as a result of this information subject to the attachment of necessary and reasonable conditions to the permission. Anglian Water also responded to this application - in relation to surface water disposal we highlighted that the preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets.</p>	<p>Noted</p> <p>Noted</p> <p>Paragraph 4.5 will be amended to provide the latest situation in terms of the development of the site.</p> <p>Noted</p>	<p>None</p> <p>None</p> <p>Amend paragraph 4.5 to update the planning situation of the strategic site</p> <p>None</p>

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan																																																						
	Mid and South Essex Integrated Care Board	<p>Existing primary healthcare provision for Broomfield Broomfield is served by Chelmsford West primary care network (comprised of the following practices: Chelmer Medical Partnership, Dickens Place Surgery and Writtle Surgery including main and branch surgeries) and by Aegros Health primary care network (comprised of the following practices: Beacon Health Group, Douglas Grove Surgery, Little Waltham & Gt Notley Surgery and The Laurels Surgery including main and branch surgeries).</p> <p>Capacity at the Chelmer West and Aegros health PCN's is shown in the table below.</p> <table border="1"> <thead> <tr> <th>Surgery Name</th> <th>PCN</th> <th>Weighted Patients (April 2022)</th> <th>Net Internal Area (NIA) m²</th> <th>NIA Needed (m²)</th> <th>Capacity (m²)</th> </tr> </thead> <tbody> <tr> <td>The Writtle Surgery</td> <td>Chelmsford West</td> <td>8,234</td> <td>320</td> <td>565</td> <td>-245</td> </tr> <tr> <td>Dickens Place Surgery</td> <td>Chelmsford West</td> <td>4,763</td> <td>242</td> <td>327</td> <td>-85</td> </tr> <tr> <td>Chelmer Medical Partnership - Tennyson House Surgery</td> <td>Chelmsford West</td> <td>25,393</td> <td>1,382</td> <td>1,741</td> <td>-359</td> </tr> <tr> <td>Little Waltham & Gt Notley Surgery - Little Waltham</td> <td>Aegros Health</td> <td>18,101</td> <td>852</td> <td>1,241</td> <td>-389</td> </tr> <tr> <td>Beacon Health Group</td> <td>Aegros Health</td> <td>23,731</td> <td>1,531</td> <td>1,627</td> <td>-96</td> </tr> <tr> <td>The Laurels Surgery</td> <td>Aegros Health</td> <td>10,604</td> <td>775</td> <td>727</td> <td>48</td> </tr> <tr> <td>Douglas Grove Surgery</td> <td>Aegros Health</td> <td>5,776</td> <td>430</td> <td>396</td> <td>34</td> </tr> <tr> <td colspan="2">Totals</td> <td>96,602</td> <td>5,532</td> <td>6,624</td> <td>-1092</td> </tr> </tbody> </table> <p>The ICS welcomes the opportunity to comment on the draft Broomfield Neighbourhood Plan and looks forward to future engagement in its development.</p>	Surgery Name	PCN	Weighted Patients (April 2022)	Net Internal Area (NIA) m ²	NIA Needed (m ²)	Capacity (m ²)	The Writtle Surgery	Chelmsford West	8,234	320	565	-245	Dickens Place Surgery	Chelmsford West	4,763	242	327	-85	Chelmer Medical Partnership - Tennyson House Surgery	Chelmsford West	25,393	1,382	1,741	-359	Little Waltham & Gt Notley Surgery - Little Waltham	Aegros Health	18,101	852	1,241	-389	Beacon Health Group	Aegros Health	23,731	1,531	1,627	-96	The Laurels Surgery	Aegros Health	10,604	775	727	48	Douglas Grove Surgery	Aegros Health	5,776	430	396	34	Totals		96,602	5,532	6,624	-1092	Noted	None
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Totals		96,602	5,532	6,624	-1092																																																					
	National Grid	I can confirm that National Grid Electricity Transmission have no assets in the vicinity and therefore have no objections to any developments within the below boundary.	Noted	None																																																						

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
	Neos Networks	<p>Thank you for your initial enquiry and copy of your drawing.</p> <p>It would appear from the drawing you provided that there is no NEOS Networks apparatus in the proposed work area.</p> <p>If there are any further questions, please do not hesitate to contact me.</p>	Noted	None
	National Highways	<p>Thank you for your correspondence, received on 28 November 2022, notifying National Highways of the consultation for the above.</p> <p>National Highways is responsible for the operation, maintenance and improvement of the Strategic Road Network (SRN) in England on behalf of the Secretary of the State. In the area within and surrounding this Broomfield Parish Council we have responsibility for the trunk road A12.</p> <p>We have reviewed the details and information provided. Due to the area, scale and location that is covered by this Neighbourhood Plan, there is unlikely to be any predicted adverse effect upon the Strategic Road Network.</p> <p>Consequently, National Highways offers No Comment.</p>	Noted	None
	Springfield Parish Council	I confirm that the item was added to the Planning Committee meeting held on 13th December 2022 and I confirm that no comments were made by members.	Noted	None
	Historic England	<p>Thank you for consulting Historic England regarding your neighbourhood plan. Overall, I was impressed with the quality of the neighbourhood plan and its provisions relating to the historic environment, especially the designation of the Special Character Areas, which with your permission I may use as examples to help other groups achieve the same thing. I had a few comments, and please find attached a letter that sets these out. Please contact me if you have any queries.</p> <p>Thank you for inviting Historic England to comment on the Regulation 14 Pre-Submission Draft of the Broomfield Neighbourhood Plan.</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>Neighbourhood Plans are an important opportunity for local communities to set the agenda for their places, setting out what is important and why about different aspects of their parish or other area within the neighbourhood area boundary, and providing clear policy and guidance to readers - be they interested members of the public, planners or developers - regarding how the place should develop over the course of the plan period.</p> <p>Paragraph 190 of the National Planning Policy Framework <https://www.gov.uk/guidance/national-planning-policy-framework/16-conserving-and-enhancing-the-historic-environment> (2021) sets out that Plans, including Neighbourhood Plans, should set out a positive strategy for the conservation and enjoyment of the historic environment. In particular, this strategy needs to take into account the desirability of sustaining and enhancing the significance of all types of heritage asset where possible, the need for new development to make a positive contribution to local character and distinctiveness; and ensure that it considers opportunities to use the existing historic environment to help reinforce this character of a place.</p> <p>It is important that, as a minimum, the strategy you put together for your area safeguards those elements of your neighbourhood area that contribute to the significance of those assets. This will ensure that they can be enjoyed by future generations of the area and make sure your plan is in line with the requirements of national planning policy, as found in the National Planning Policy Framework.</p> <p>For further general advice we would refer you to our detailed guidance on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>.</p> <p>For further specific advice regarding the historic environment and how</p>		

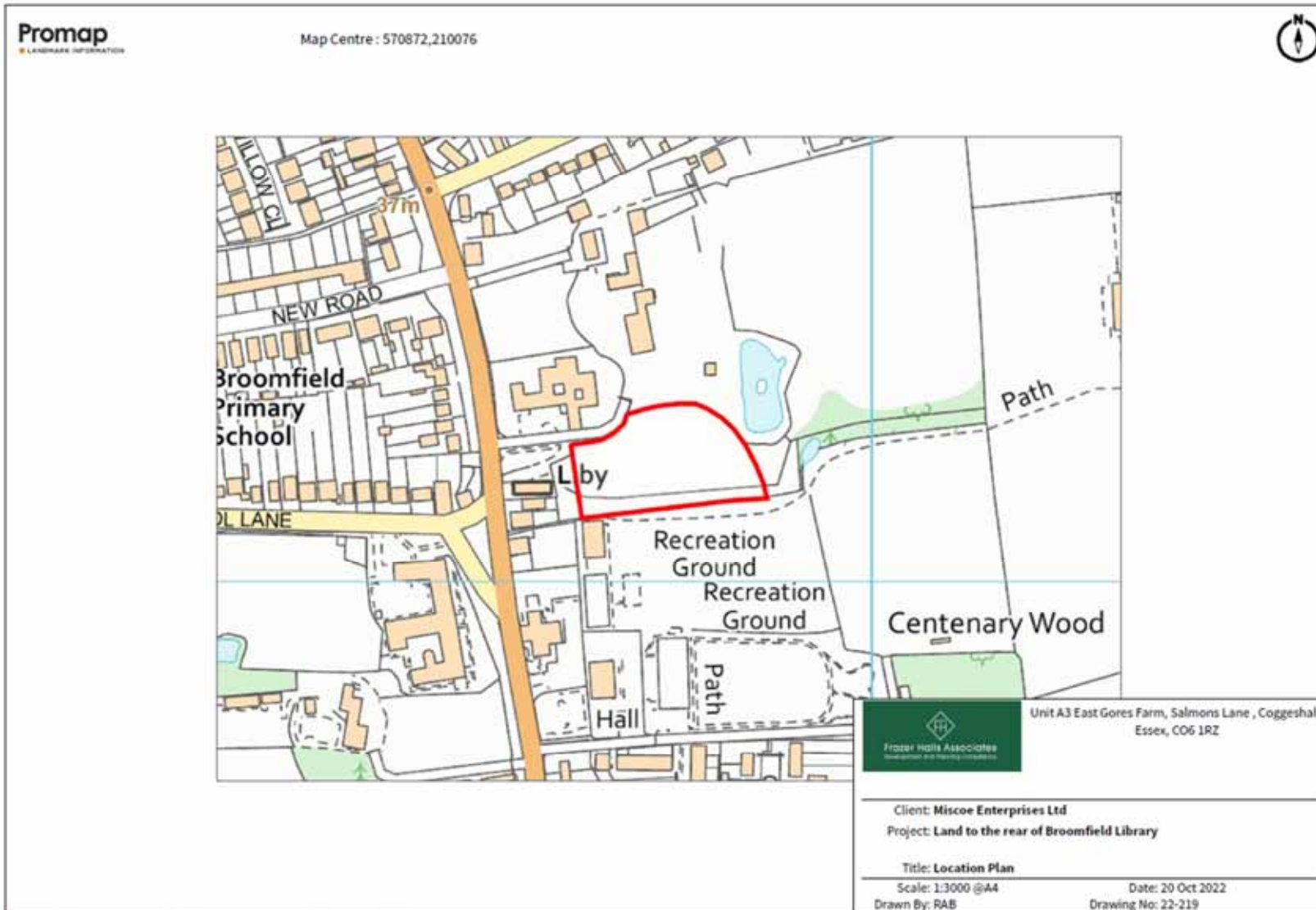
Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>to integrate it into your neighbourhood plan, we recommend that you consult your local planning authority conservation officer, and if appropriate the Historic Environment Record at Essex County Council.</p> <p>To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed plan, where we consider these would have an adverse effect on the historic environment.</p> <p>We welcome the production of this neighbourhood plan, and are pleased to see that the historic environment of your parish features throughout. In particular we are pleased to note the inclusion of the specific Historic Environment Objectives on page 8, and also welcome the Development Design Objectives, which will also support the conservation and enjoyment of the historic environment. It was also encouraging to read that 98% of Broomfield's people value its local heritage.</p>		
	Braintree District Council	<p>We have examined the Draft Neighbourhood Plan of Broomfield and can confirm that we do not have any comments to add at this stage.</p> <p>We wish you all the best for the completion of the Broomfield Neighbourhood Plan that we are sure will contribute to a happy and prosperous community.</p>	Noted	None
	Essex County Council	<p>Thank you for consulting Essex County Council (ECC) on the Broomfield Neighbourhood Plan (the Plan). ECC provides the following response, which reflects ECC's role as the Minerals and Waste Planning Authority, the Highway Authority, the Transportation Authority, the lead authority for education (including early years and childcare), the Lead Local Flood Authority and our responsibility for providing and delivering adult social care (ASC) and public health services.</p> <p>The ECC response outlines where changes need to be made to ensure ECC can deliver its statutory responsibilities and recommends other changes for your consideration. Although the Plan does not make any</p>	<p>Noted</p> <p>Noted</p>	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>site allocations, any growth through windfall development will need to be assessed, including infrastructure requirements, any mitigation, and how they will be funded and delivered. ECC acknowledges that Strategic Growth Site 8 (SGS8) – North Broomfield straddles the boundary between Broomfield and Little Waltham Parishes. A masterplan for the site and outline planning permission has been approved by Chelmsford City Council (CCC) for 512 homes to which ECC has secured the necessary infrastructure and/or contributions to mitigate its impact.</p>		
		<p>Everyone's Essex Everyone's Essex, the Council's new organisation strategy, sets out a strategic aim for a strong, inclusive and sustainable economy. This strategic aim includes a commitment to deliver and maintain high quality infrastructure to support a growing economy and the delivery of new homes and communities. Achieving this requires us to ensure that the development, planning and infrastructure delivery across the administrative county, can be aligned and support the Local and Neighbourhood Plans that are being prepared across the county, at its borders and beyond. This is to ensure that the planned growth includes provision for the delivery of ECC's infrastructure and services commensurate with the growth being planned, and to support existing and future residents and businesses.</p>	Noted	
		<p>Essex County Council's Neighbourhood Planning Guide (2019) This document provides information on the services within ECC that may need to be considered when completing a Neighbourhood Plan and provides relevant weblinks to policy and guidance. Essex County Council's Neighbourhood Planning Guide can be found here. The response that follows reflects the order of the Plan.</p>	Noted	
		<p>East Anglia Green Energy Enablement ECC acknowledges the reference in paragraph 5.4 that the Plan is to be landscape-led with residents feedback placing great importance on conserving and enhancing the landscape and rural area.</p>	Noted	

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>National Grid (NG) has recently consulted upon the East Anglia Green Energy Enablement (GREEN) NSIP which is a 180km long, 400kV electricity transmission line between existing substations at Norwich Main in Norfolk, Bramford in Suffolk and Tilbury in Essex. ECC recommend the Plan notes this potential scheme being proposed by NG.</p> <p>ECC and CCC have relayed their concerns to NG considering the proposal premature given that all potential options have not been fully explored and assessed, namely an offshore option. The impact of the proposal will be exacerbated by the closeness of the transmission line to the built-up area of Chelmsford especially at Broomfield and the stretch proposed to be drawn between the villages of Great and Little Waltham which is a significant 'pinch point'. It is noted that the preferred route passes through largely flat or shallow sloped rural Landscape, cuts through the North of Broomfield (SGS8) allocation and is drawn adjacent to Broomfield Hospital Special Policy Area (Policy SPA 1 in Chelmsford Local Plan). The pylons would be 45-50m high and are likely to appear as large scale industrial and intrusive features. This would have considerable adverse impacts on the landscape and on the setting of heritage assets and the wider landscape.</p> <p>Conclusion Please contact me if you require further information or would like to discuss this response in more detail.</p>	<p>Noted</p> <p>Noted</p>	
	Chelmsford City Council	<p>Introduction Thank you for consulting Chelmsford City Council on the draft Broomfield Neighbourhood Plan, as part of your Regulation 14 Consultation. Good progress has been made on the Plan. The following comments are designed to help you meet the 'basic conditions', particularly in relation to general conformity with the strategic policies in the development plan, and to ensure policies are justified. The comments reflect observations from a number of officers across different disciplines including planning policy, housing, development</p>	Noted	None

Name	Organisation	Comment	Parish Council Response	Proposed Changes to Plan
		<p>management and heritage.</p> <p>Further review The Council would welcome further discussion on the points made below, and would seek a further opportunity to review progress on the Plan before you submit it to us for a Regulation 16 Consultation. You may also wish to consider commissioning a pre-submission health check review of the finalised plan, before submitting it to us. You can find out more information of this service here: https://www.rics.org/uk/products/dispute-resolution-service/drs-services/neighbourhood-planning-independent-examiner-referral-service/</p>		

Attachments received from Frazer Hall Associates on behalf of Miscoe Enterprises Ltd



Attachments received from Frazer Hall Associates on behalf of Cliffords Group Ltd & M Peters







Access Appraisal



Ref	JTP 624
Site Name	Campions Farm, Broomfield Road
Date	October 2022


Quality Assurance

Site name: Campions Farm, Broomfield Road

Client name: Frazer Halls

Type of report: Access Appraisal

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed 

Date: October 2022

Campions Farm - Access Appraisal

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Appendices

Appendix 1	Site Location
Appendix 2	TRICS Data
Appendix 3	Proposed Access Arrangement
Appendix 4	Public Transport Information
Appendix 5	Cycle Maps
Appendix 6	Access Plan

Campions Farm - Access Appraisal

1 Introduction

- 1.1 Journey Transport Planning Ltd has been instructed by Frazer Halls Associates to undertake an Access Appraisal to support the promotion of land to the east of Broomfield Road and Ashford Place/Saxon Way for the purposes of residential development. The site location is held in Appendix 1.

Background

- 1.2 This Access Appraisal provides a summary of investigations at the site, an assessment of the overall transport access capacity and the development of a deliverable access strategy pursuant to demonstrating that an appropriate level of access can be achieved to serve residential development on the land.
- The following matters are considered in this appraisal:
 - The site and existing situation
 - The accessibility of the site via sustainable means
 - The current standards for access for the proposal
 - Examination of the existing and forecast development trip generation
 - The potential access options for the land

Campions Farm - Access Appraisal

2 Existing Situation

- 2.1 The area being consider for development comprises land east of Broomfield Road and adjacent to Saxon Way and Ashford Place The site location is shown in **Appendix 1**.
- 2.2 Ashford Place which forms a priority junction with Broomfield Road is a 5.5m wide Private Street and connects into Saxon Way (a private road) to the east.
- 2.3 Broomfield Road, to the west of the site is a 6.0m wide single carriageway road with a footway provided to both sides. This road provides access between Chelmsford and Broomfield. As it passes its junction with Saxon Way the road is subject to a 30mph speed limit.
- 2.4 The Broomfield Road forms part of the County's strategic road network and is classified as Main Distributor in the Essex Route Hierarchy.

Safety Considerations and Accident Analysis

- 2.5 The accident record in the vicinity of the site has been considered and the Essex County Council collision database indicates that no accidents were recorded the vicinity (800m) in the latest available 3-year period between October 2019 and October 2022.
- 2.6 In consideration of the above, the highway network in the immediate vicinity of the site have a good safety record and as such the proposals by virtue of their limited scale will not have a material impact on that record.

Current Standards for Access

- 2.7 Essex County Council (ECC) set out in their publication, Development Management Policies (DMP) Feb 2011, that access to development sites should be considered against the Essex Functional Route Hierarchy.
- 2.8 Broomfield Road, which runs adjacent to the site, is defined within the Functional Route Hierarchy as a Main Distributor Route within the defined settlement and as such there are policy restrictions with respect to access proposals for development. Given its location, the proposal site access is governed by Policy DM2 of the DMP, which states that the Highway Authority will protect the function of Main Distributors routes by:
 - Ensuring the number of access points are kept to a minimum;
 - Ensuring that where safe access is available to a lower category of road in the Development Management Route Hierarchy, this is used;
 - Ensuring that new access points will be designed and constructed in accordance with the current standards
 - Requiring improvements to existing substandard access.
- 2.9 The aims and objectives of the DMP have been complied with in the context of access to and the development site being considered and as such accords with that policy.

Campions Farm - Access Appraisal

3 Traffic Impact and Access Design

Trip Generation

- 3.1 For the purposes of this access appraisal, The proposal site could potentially accommodate in the region 100 dwellings with associated infrastructure and a such any access would need to accommodate the level of traffic that could be generated in the peak periods.
- 3.2 The TRICS trip generation database has been interrogated in this respect and the private housing category has been utilised to provide an estimate of the number of trips that could be generated by the development and inform the access requirements.
- 3.3 The vehicular trip rates and corresponding movements set out below consider the range of development that is envisaged for the site assuming 100 dwellings on the site.

Table 3.1 Residential Vehicular Trip Rate and Forecast Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per Dwelling	0.143	0.349	0.317	0.165
Total trips 100 Dwellings	15	35	32	17

- 3.4 Table 3.1 indicates that an allocation on the site could generate up to 50 movements in the AM and 49 in the PM peak periods. The TRICS data is held in **Appendix 2**.
- 3.5 Based on the trip generation estimates set out above, an allocation on the site as assessed would not have a significant impact on the operation of the road network for the purposes of highway safety or capacity and moreover the wider surrounding infrastructure could accommodate the additional trips without compromising the function of the network.
- 3.6 Moreover, given the accessible location of the site and opportunities for access via means other than the private car as identified below, the level of vehicle trips that could be associated with development on the site is likely to be lower than the estimate set out in **Table 3.1**

Access Design

- 3.7 In consideration of the increase in traffic that could be associated with development on the site and given the potential to provide a direct connection to the highway network, options to access the site have been assessed against the access design requirements as set out by Essex County Council.
- 3.8 Given the site extent, the option to access the site directly from Saxon Way/Ashford Place has been examined.
- 3.9 In the context of Essex County Councils current standards for access as set out in the Essex Design Guide and the accompanying Highways Technical Manual, a residential access road with a carriageway width of 5.5m with two 2m footways would be required to serve the level of development being considered.

Campions Farm - Access Appraisal

- 3.10 The access design proposal held in **Appendix 3** demonstrates that a suitable level of access in accordance with the requirements of Essex County Council can be achieved for the site and is deliverable subject to detailed design.

Campions Farm - Access Appraisal

4 Sustainable Access

- 4.1 The ability to access to the development area via sustainable access modes been assessed and this section sets out how the site is capable of being served by a range of transport modes in accordance with the principle of sustainable development.

Public Transport Access

- 4.2 Public transport availability in the vicinity of the site has been examined and frequent regular bus services operate along Broomfield Road at existing stops adjacent to Erick Avenue within 400m of the site which are accessible via existing footway provision. The services are operated by First Essex and provide a several regular timetabled services between Chelmsford, Colchester, Stansted and Braintree. The services available are summarised in Table 4.1 below and full details of the services can be found in **Appendix 4**.

Table 4.1 Blasford Hill Bus Services

Service Number	Route	Frequency
42A	Galleywood-Braintree	Half-Hourly
42B	Galleywood-Stansted	Hourly
70/370	Chelmsford-Colchester	Half Hourly
C1	Galleywood-Broomfield Hospital	15mins
C2	Chelmsford- Broomfield Hosp via Melbourne	20mins

- 4.3 The public transport coverage in the vicinity of the site represents an excellent level of service and as such the site is considered to be accessible by bus based public transport.

Walking and Cycling Assessment

- 4.4 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal has been considered in detail. For the purposes of cycle accessibility, a cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.
- 4.5 The five kilometre catchment area of the proposal site includes all of Broomfield, Little and Great Waltham and a substantial part of Chelmsford City including the Rail Station and City Centre and as such is within reasonable cycling distance of a wide range of associated facilities, amenities and essential services including primary schools, secondary schools and higher education establishments.
- 4.6 The roads in the vicinity are of a good quality and due to the relatively flat nature of the area, are considered suitable for cycling. Whilst there is no dedicated cycle infrastructure adjacent to the site, a dedicated cycleway can be accessed to the south from Broomfield Road and Valley Bridge providing safe off road or segregated cycle access into the City Centre. The Chelmsford Cycle network map is held in **Appendix 5**.

Campions Farm - Access Appraisal

- 4.7 In consideration of the site and its connections with the wider area, the site offers good opportunities for access by bike.
- 4.8 With respect to pedestrian access walking offers potential to replace short car trips, particularly those under 2km and is generally considered the maximum acceptable distance to directly access any local facility or amenity.
- 4.9 The site is in reasonable walking distance of bus stops on Broomfield Road, a range of local amenities and facilities including a petrol station, take away outlets, a pub, a primary school and a convenience store.
- 4.10 The plan in **Appendix 6** illustrates the extent of the accessibility of the site via walk, cycle and public transport and demonstrates that the site is sustainably located for the purpose of residential development as it has good access to a wide range of facilities and amenities via sustainable means.
- 4.11 The master planning and design of the proposed development area is key to delivering a development that can take full advantage of walking as a mode of transport.
- 4.12 The design of the public realm can take full account of the needs of pedestrians and cyclists to ensure a safe and suitable pedestrian environment that provides encouragement and does not deter pedestrians through ill-conceived design.
- 4.13 As a part of any proposals for the site there exists the opportunity to connect into the existing public rights of way and cycle network which could be delivered as a part of any proposals for the site and in so doing further enhance the sustainability of the site and the surrounding area
- 4.14 In consideration of the above, the site is suitably located in accessibility terms by cycle and public transport and provides opportunities for access via means other than the private car.
- 4.15 A review of the operation of the strategic road network confirms that whilst there are some issues with respect to peak time congestion at junctions, the traffic impact of the development can be accommodated and mitigated through an appropriately targeted transport strategy incorporating ensuring the site is well connected to public transport, cycle and pedestrian infrastructure.

Campions Farm - Access Appraisal

5 Summary and Conclusions

Summary

- 5.1 This Access Appraisal has been provided in support of a proposed allocation on land to the east of Saxon Way off Broomfield Road, Broomfield, for residential development and provides an assessment of the potential to promote vehicular and sustainable access to the site.
- 5.2 The site has been assessed in terms of its accessibility to local facilities and amenities via means other than the private car and demonstrates that the site is suitably located to accommodate a sustainable residential development.
- 5.3 The appraisal demonstrates that an appropriate level of vehicular access to the site in accordance with Essex County Council requirements could be achieved from a direct connection to Saxon Way and Ashford Place and would accommodate the movement requirements of residential development on the site.
- 5.4 A trip generation analysis has been undertaken in order to understand the impacts, in terms of transport and traffic, that the proposals will generate and promotes an access arrangement suitable to accommodate the additional traffic.
- 5.5 The site is suitably located in accessibility terms to provide opportunities for access by foot, cycle and public transport and as such provides opportunities for access via means other than the private car.

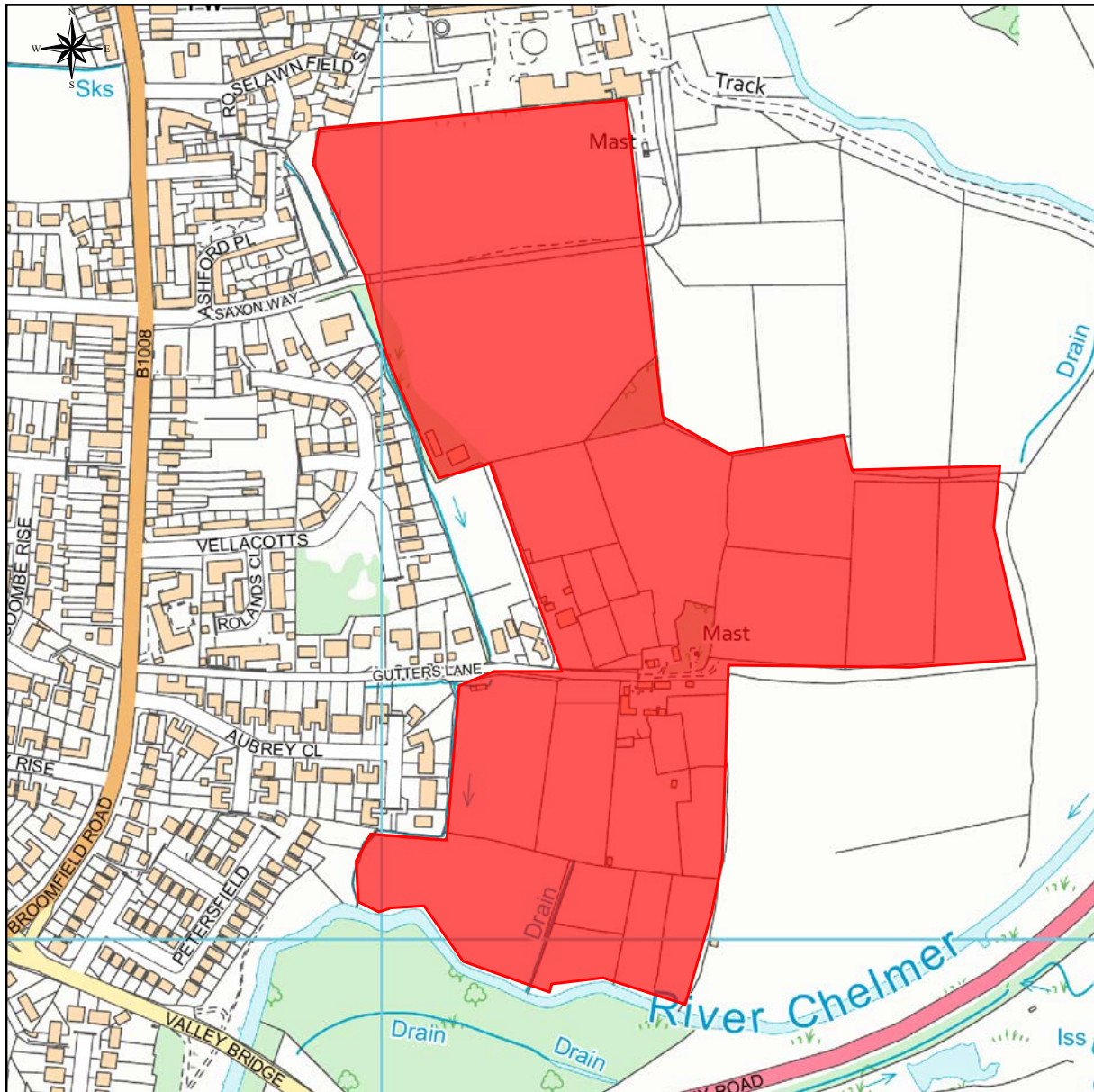
Conclusion

- 5.6 The assessment demonstrates that residential development on the site can be accommodated on the proposal site with an appropriate level of an access in accordance with current standards.



Appendix 1
Site Location and Illustrative Layout

Campions Farm



This Plan includes the following Licensed Data: PDF Printed Plan OS VectorMap Local Raster by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2022. Ordnance Survey 0100031673

0m 50m 100m 150m 200m 250m 300m 350m 400m

Scale: 1:5000, paper size: A4

Site Location





Appendix 2
TRICS Data

Calculation Reference: AUDIT-757101-221005-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	SF SUFFOLK	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 57 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	6 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	4 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	17
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	17
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

C3 17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	15 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	12 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>
2	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>
3	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		<i>Survey Type: MANUAL</i>
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>
5	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>		<i>Survey Type: MANUAL</i>
6	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 08/11/21</i>		<i>Survey Type: MANUAL</i>
7	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		<i>Survey Type: MANUAL</i>
8	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 <i>Survey date: TUESDAY 20/10/15</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
9	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 127 <i>Survey date: WEDNESDAY 22/09/21</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		91	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
11	NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		100	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
12	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
13	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		149	
	Survey date: TUESDAY		22/06/21	Survey Type: MANUAL
14	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
15	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
16	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		197	
	Survey date: WEDNESDAY		23/06/21	Survey Type: MANUAL
17	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	121	0.083	17	121	0.303	17	121	0.386
08:00 - 09:00	17	121	0.143	17	121	0.349	17	121	0.492
09:00 - 10:00	17	121	0.145	17	121	0.168	17	121	0.313
10:00 - 11:00	17	121	0.142	17	121	0.178	17	121	0.320
11:00 - 12:00	17	121	0.144	17	121	0.159	17	121	0.303
12:00 - 13:00	17	121	0.151	17	121	0.153	17	121	0.304
13:00 - 14:00	17	121	0.174	17	121	0.153	17	121	0.327
14:00 - 15:00	17	121	0.173	17	121	0.207	17	121	0.380
15:00 - 16:00	17	121	0.269	17	121	0.180	17	121	0.449
16:00 - 17:00	17	121	0.261	17	121	0.162	17	121	0.423
17:00 - 18:00	17	121	0.317	17	121	0.165	17	121	0.482
18:00 - 19:00	17	121	0.261	17	121	0.154	17	121	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.263			2.331			4.594

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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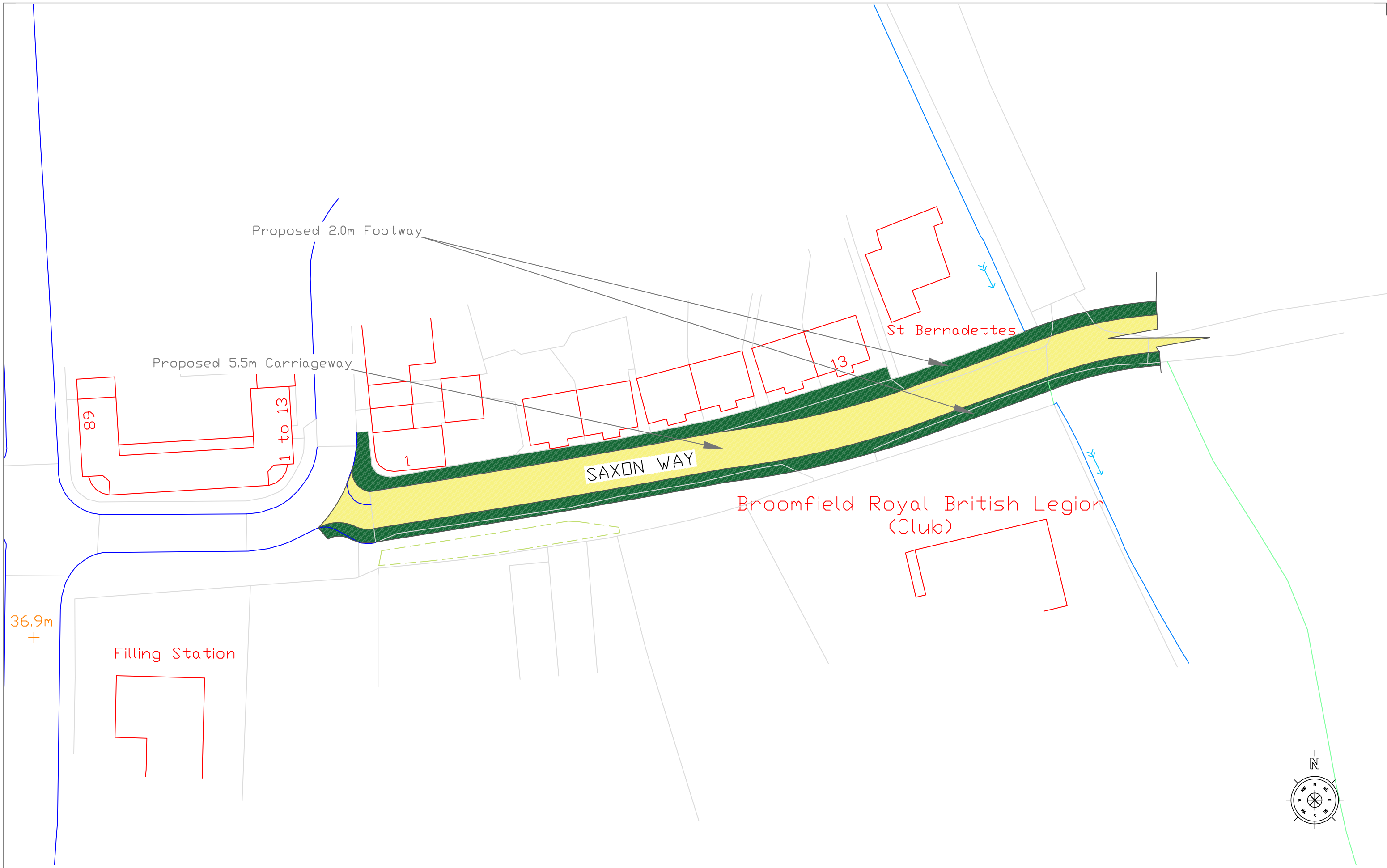
Parameter summary

Trip rate parameter range selected: 57 - 197 (units:)
 Survey date range: 01/01/14 - 30/06/22
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix 3
Potential Access Arrangement



36.9m
+

Filling Station

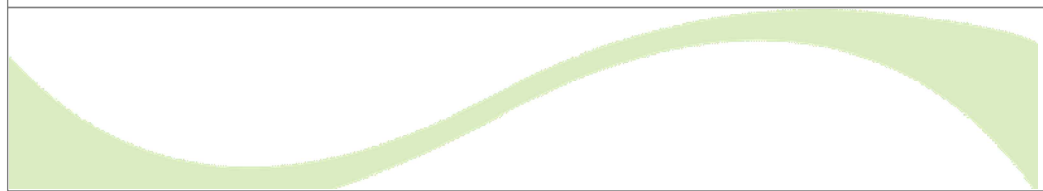
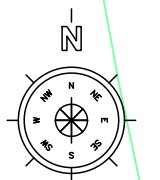
Proposed 2.0m Footway

Proposed 5.5m Carriageway

SAXON WAY

St Bernadettes

Broomfield Royal British Legion
(Club)



client: Frazer Halls Associates	title: Proposed Access Arrangement	date: 05/10/2022	scale @ A3 1:500
project: Champion Farm, Broomfield	status: Preliminary	drawn	Revision
discipline: Transport Planning	project no: JTP 624	ch'k'd: SAA	dwg no: DR1





Appendix 4
Public Transport Information

Chelmsford

Buses that serve Chelmsford City Centre
 3.3.6.10.13.13A.14.16.17.18
 31.32.35.42A.42B.46.47.59.62
 70.71.73.73A.99.99A.300.331
 332.336.351.370.371.510.513
 525.625.676.701.702.C1.C2.C3
 C4.C5.C6.C7.C8.C9.C10.C11
 C12.C56.C57.X10.X30.X71

- Arriva bus services
- First bus services
- Hedingham bus services
- Stephenson's bus services
- Arrow Taxis, Fords of Althorne, Lodges Coaches and Vectare
- C4 Terminus point
- 13A Infrequent journeys

First 42A Takeley-Chelmsford

Mondays to Fridays from 17 April 2022

	42A	42A
	Sch	NSch
Takeley , The Four Ashes	0724	0729
Takeley , Priors Green School	0727	0732
Great Dunmow , High Street	0738	0742
Barnston , Church School	0743	0747
Great Waltham , Warners Farm	0755	0757
Great Waltham , Memorial	0759	0801
Broomfield , Hospital Stand 2	0809	0810
Chelmsford , Skerry Rise	0818	0817
Chelmsford , Rail Station Stand 11	0832	0829
Chelmsford , Wood Street	0842	0839

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 42A Bishop's Stortford-Chelmsford

Sundays and Public Holidays from 17 April 2022

	42A	42A	42A	42A	42A	42A	42A
Bishop's Stortford , Interchange Stop E	-	1032	1232	1432	1632	1832	2032
Hockerill , Nags Head	-	1038	1238	1438	1638	1838	2038
Stansted Airport , Coach Station Bay 14	0851	1051	1251	1451	1651	1851	2051
Takeley , The Four Ashes	0857	1057	1257	1457	1657	1857	2057
Great Dunmow , High Street	0907	1107	1307	1507	1707	1907	2107
Barnston , Church School	0912	1112	1312	1512	1712	1912	2112
Great Waltham , Warners Farm	0922	1122	1322	1522	1722	1922	2122
Great Waltham , Memorial	0926	1126	1326	1526	1726	1926	2126
Broomfield , Hospital Stand 2	0935	1135	1335	1535	1735	1933	2133
Chelmsford , Skerry Rise	0942	1142	1342	1542	1742	1939	2139
Chelmsford , Rail Station Stand 11	0952	1152	1352	1552	-	-	2145
Chelmsford , Mildmay Car Park Stop G	0956	1156	1356	1556	-	-	-
Chelmsford , Bus Station Stand 8	1000	1200	1400	1600	1748	1945	-

First 42A Chelmsford-Takeley

Mondays to Fridays from 17 April 2022

	42A	42A
	NSch	Sch
Chelmsford , Bus Station Stand 8	1600	1600
Chelmsford , Skerry Rise	1607	1608
Broomfield , Hospital Stand 3	1614	1617
Great Waltham , Memorial	1621	1624
Great Waltham , Warners Farm	1625	1628
Barnston , Church School	1634	1638
Great Dunmow , High Street	1639	1643
Takeley , Priors Green School	1647	1652
Takeley , The Four Ashes	1650	1657

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 42A Chelmsford-Bishop's Stortford

Sundays and Public Holidays from 17 April 2022

42A 42A 42A 42A 42A 42A 42A

Chelmsford , Bus Station Stand 8	0745	0905	1105	1305	1505	1705	1915
Chelmsford , Skerry Rise	0751	0912	1112	1312	1512	1712	1921
Broomfield , Hospital Stand 3	0758	0921	1121	1321	1521	1721	1928
Great Waltham , Memorial	0805	0928	1128	1328	1528	1728	1935
Great Waltham , Warners Farm	0808	0931	1131	1331	1531	1731	1938
Barnston , Church School	0819	0942	1142	1342	1542	1742	1949
Great Dunmow , High Street	0824	0947	1147	1347	1547	1747	1954
Takeley , The Four Ashes	0834	0957	1157	1357	1557	1757	2004
Stansted Airport , Coach Station Bay 13	0840	1006	1206	1406	1606	1806	2010
Hockerill , Nags Head	-	1016	1216	1416	1616	1816	2020
Bishop's Stortford , Interchange Stop G	-	1022	1222	1422	1622	1822	2026

First C1 Broomfield Hospital-Galleywood

Mondays to Fridays from 17 April 2022

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
						NSch	Sch	NSch	Sch	Sch	NSch	Sch	Sch	NSch	Sch	NSch	Sch	NSch
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomfield, Hospital Stand 1	0540	0610	0640	0655	0715	0735	0735	0750	0750	0800	0810	0810	0820	0825	0835	0845	0855	0900
Chelmsford, Skerry Rise	0546	0616	0647	0702	0722	0742	0743	0757	0759	0809	0817	0819	0830	0832	0845	0852	0904	0907
Chelmsford, Rail Station Stand 11	0553	0623	0659	0714	0734	0754	0756	0809	0813	0825	0829	0835	0847	0844	0904	0902	0921	0917
Chelmsford, Wood Street Tesco	0600	0630	0707	0724	0744	0804	0806	0819	0823	0835	0839	0845	0857	0854	0914	0912	0931	0927
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood, Chelmer Park	0608	0638	0715	0732	0752	0812	0814	0827	0831	0843	0847	0853	-	0902	0923	0920	0940	0935
Galleywood, West Lawn	0612	0642	0719	0736	0756	0816	0818	0831	0835	0847	0851	0857	-	0906	0927	0924	0944	0939
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomfield, Hospital Stand 1	0915	0932	0947	1002	1017	1032	1047	1102	1117	1132	1147	1202	1217	1232	1247	1302	1317	1332
Chelmsford, Skerry Rise	0922	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339
Chelmsford, Rail Station Stand 11	0936	0951	1006	1021	1036	1051	1106	1121	1136	1151	1206	1221	1236	1251	1306	1321	1336	1351
Chelmsford, Wood Street Tesco	0946	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood, Chelmer Park	0955	1010	1025	1040	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310	1325	1340	1355	1410
Galleywood, West Lawn	0959	1014	1029	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259	1314	1329	1344	1359	1414
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
						Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomfield, Hospital Stand 1	1347	1402	1417	1432	1447	1458	1500	1508	1515	1518	1530	1535	1550	1550	1605	1605	1620	1620
Chelmsford, Skerry Rise	1354	1409	1424	1439	1454	1505	1507	1517	1522	1530	1537	1543	1557	1558	1612	1613	1627	1628
Chelmsford, Rail Station Stand 11	1406	1421	1436	1451	1506	1520	1519	1533	1534	1547	1549	1600	1609	1614	1624	1628	1639	1643
Chelmsford, Wood Street Tesco	1416	1431	1446	1501	1516	1531	1529	1546	1544	1601	1559	1614	1620	1629	1635	1643	1650	1658
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood, Chelmer Park	1425	1440	1455	1510	1525	1540	1537	1555	1552	1610	1607	1623	1628	1638	1643	1652	1658	1707
Galleywood, West Lawn	1429	1444	1459	1514	1529	1544	1541	1559	1556	1614	1611	1628	1632	1643	1647	1657	1702	1711
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
	NSch	Sch	NSch	Sch	NSch	Sch												
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomfield, Hospital Stand 1	1635	1635	1650	1650	1705	1705	1720	1735	1750	1805	1818	1833	1848	1902	1917	1932	1952	2008
Chelmsford, Skerry Rise	1642	1643	1657	1658	1712	1712	1727	1742	1757	1812	1825	1840	1855	1909	1923	1938	1958	2014
Chelmsford, Rail Station Stand 11	1654	1658	1709	1713	1724	1727	1741	1756	1810	1822	1837	1852	1907	1921	1933	1946	2008	2020
Chelmsford, Wood Street Tesco	1705	1713	1720	1728	1735	1741	1753	1808	1820	1831	1846	1901	1916	1930	1941	1954	2016	-
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2028
Galleywood, Chelmer Park	1713	1722	1728	1737	1743	1750	1802	1817	1829	1840	1855	1910	1925	1939	1950	2003	2025	-
Galleywood, West Lawn	1717	1726	1732	1741	1747	1754	1806	1821	1833	1844	1859	1914	1929	1943	1954	2007	2029	-
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	1845	-	-	-	-	-	2008	-	-

	C1	C1	C1	C1	C1	C1	C1
Great Waltham, Warners Farm	-	-	2046	-	2146	-	2246
Great Waltham, Memorial	-	-	2049	-	2149	-	2249
Broomfield, Hospital Stand 1	2010	2025	2055	2125	2155	2225	2255
Chelmsford, Skerry Rise	2016	2031	2101	2131	2201	2231	2301
Chelmsford, Rail Station Stand 11	2022	2037	2107	2137	2207	2237	2307
Chelmsford, Wood Street Tesco	2030	2045	2115	2145	2215	2245	2315
Chelmsford, Wood Street	-	-	-	-	-	-	-
Galleywood, Chelmer Park	2039	2054	2124	2154	2224	2254	2324
Galleywood, West Lawn	2043	2058	2128	2158	2228	2258	2328
Galleywood, Barnard Road Co-op	2044	-	-	-	-	2259	-

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First C1 Broomfield Hospital-Galleywood

Saturdays from 17 April 2022

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Broomfield, Hospital Stand 1	0645	0700	0720	0735	0750	0812	0832	0847	0902	0917	0932	0947	1002	1017	1032	1047	1102	1117
Chelmsford, Skerry Rise	0651	0706	0726	0741	0756	0819	0839	0854	0909	0924	0939	0954	1009	1024	1039	1054	1109	1124
Chelmsford, Rail Station Stand 11	0658	-	0733	0748	0803	0831	0851	0906	0921	0936	0951	1006	1021	1036	1051	1106	1121	1136
Chelmsford, Wood Street Tesco	0706	-	0741	-	0811	0841	0901	0916	0931	0946	1001	1016	1031	1046	1101	1116	1131	1146
Chelmsford, Bus Station Stand 4	-	0713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood, Chelmer Park	0714	-	0749	-	0819	0850	0910	0925	0940	0955	1010	1025	1040	1055	1110	1125	1140	1155
Galleywood, West Lawn	0718	-	0753	-	0823	0854	0914	0929	0944	0959	1014	1029	1044	1059	1114	1129	1144	1159
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomfield, Hospital Stand 1	1132	1147	1202	1217	1232	1247	1302	1317	1332	1347	1402	1417	1432	1447	1502	1517	1532	1547
Chelmsford, Skerry Rise	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439	1454	1509	1524	1539	1554
Chelmsford, Rail Station Stand 11	1151	1206	1221	1236	1251	1306	1321	1336	1351	1406	1421	1436	1451	1506	1521	1536	1551	1606
Chelmsford, Wood Street Tesco	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531	1546	1601	1616
Chelmsford, Bus Station Stand 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood, Chelmer Park	1210	1225	1240	1255	1310	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625
Galleywood, West Lawn	1214	1229	1244	1259	1314	1329	1344	1359	1414	1429	1444	1459	1514	1529	1544	1559	1614	1629
Galleywood, Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1		
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2046	-	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2049	-
Broomfield, Hospital Stand 1	1602	1617	1632	1647	1702	1717	1732	1747	1802	1815	1830	1845	1915	1950	2015	2025	2055	2125		
Chelmsford, Skerry Rise	1609	1624	1639	1654	1709	1724	1739	1754	1809	1822	1836	1852	1921	1956	2021	2031	2101	2131		
Chelmsford, Rail Station Stand 11	1621	1636	1651	1706	1719	1736	1749	1806	1819	1834	1842	1904	1931	2006	-	2037	2107	2137		
Chelmsford, Wood Street Tesco	1631	1646	1701	1716	1729	1746	1759	1816	-	1844	-	1914	1939	2014	-	2045	2115	2145		
Chelmsford, Bus Station Stand 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2027	-	-	-	
Chelmsford, Wood Street	-	-	-	-	-	-	-	-	1829	-	1850	-	-	-	-	-	-	-	-	
Galleywood, Chelmer Park	1640	1655	1710	1725	1738	1755	1808	1825	-	1853	-	1923	1948	2023	-	2054	2124	2154		
Galleywood, West Lawn	1644	1659	1714	1729	1742	1759	1812	1829	-	1857	-	1927	1952	2027	-	2058	2128	2158		
Galleywood, Barnard Road Co-op	-	-	-	-	1743	-	1813	-	-	-	-	-	-	-	-	-	-	-	-	

	C1	C1	C1
Great Waltham, Warners Farm	2146	-	2246
Great Waltham, Memorial	2149	-	2249
Broomfield, Hospital Stand 1	2155	2225	2255
Chelmsford, Skerry Rise	2201	2231	2301
Chelmsford, Rail Station Stand 11	2207	2237	2307
Chelmsford, Wood Street Tesco	2215	2245	2315
Chelmsford, Bus Station Stand 4	-	-	-
Chelmsford, Wood Street	-	-	-
Galleywood, Chelmer Park	2224	2254	2324
Galleywood, West Lawn	2228	2258	2328
Galleywood, Barnard Road Co-op	-	2259	-

First C1 Broomfield Hospital-Galleywood

Sundays and Public Holidays from 17 April 2022

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
Broomfield , Hospital Stand 1	0705	0745	0805	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
Chelmsford , Skerry Rise	0711	0751	0811	0906	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607
Chelmsford , Rail Station Stand 11	0724	-	0824	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619
Chelmsford , Wood Street Tesco	0732	-	0832	0927	0958	-	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628
Galleywood , Chelmer Park	0739	-	0839	0934	1007	-	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637
Galleywood , West Lawn	0743	-	0843	0938	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641
Chelmsford , Bus Station Stand 4	-	0758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Galleywood , Barnard Road Co-op	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chelmsford , Wood Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1
Broomfield , Hospital Stand 1	1630	1700	1730	1800	2010	2015	2115	-
Chelmsford , Skerry Rise	1637	1707	1737	1807	2016	2021	2121	-
Chelmsford , Rail Station Stand 11	1649	1717	1749	1817	-	2027	2127	2148
Chelmsford , Wood Street Tesco	1658	1726	1758	1826	-	2036	-	2157
Galleywood , Chelmer Park	1707	1735	1807	1835	-	2044	-	2205
Galleywood , West Lawn	1711	1739	1811	1839	-	2047	-	2208
Chelmsford , Bus Station Stand 4	-	-	-	-	2022	-	-	-
Galleywood , Barnard Road Co-op	-	1740	-	1840	-	2048	-	-
Chelmsford , Wood Street	-	-	-	-	-	-	2136	-

First C1 Galleywood-Broomfield Hospital

Mondays to Fridays from 17 April 2022

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
	Sch	NSch	Sch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch	Sch	NSch
Galleywood, West Lawn	0500	0530	0600	-	0615	0632	-	0650	-	0707	0710	-	0725	0725	0740	0740	0800	0800	
Galleywood, Chelmer Park	0504	0534	0604	-	0619	0636	-	0654	-	0711	0714	-	0729	0729	0744	0744	0804	0804	
Chelmsford, Wood Street Tesco	0512	0542	0612	-	0627	0644	-	0702	-	0719	0724	-	0737	0740	0752	0756	0812	0817	
Chelmsford, Bus Station Stand 8	0522	0552	0624	0627	0639	0656	0706	0715	0730	0731	0738	0745	0749	0753	0804	0809	0825	0830	
Chelmsford, Skerry Rise	0528	0558	0631	0634	0646	0703	0713	0722	0738	0738	0747	0755	0756	0805	0811	0821	0833	0841	
Broomfield, Hospital Stand 3	0533	0603	0636	0639	0651	0708	0718	0728	0745	0745	0755	0803	0803	0813	0818	0829	0840	0849	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
	NSch	Sch	NSch	NSch	Sch	NSch	Sch												
Galleywood, West Lawn	-	0820	0820	0840	0840	0855	0855	0912	0929	0944	0959	1014	1029	1044	1059	1114	1129	1144	
Galleywood, Chelmer Park	-	0824	0825	0844	0845	0859	0900	0916	0933	0948	1003	1018	1033	1048	1103	1118	1133	1148	
Chelmsford, Wood Street Tesco	-	0832	0838	0852	0859	0907	0911	0926	0941	0956	1011	1026	1041	1056	1111	1126	1141	1156	
Chelmsford, Bus Station Stand 8	0840	0845	0851	0904	0912	0919	0924	0938	0953	1008	1023	1038	1053	1108	1123	1138	1153	1208	
Chelmsford, Skerry Rise	0848	0853	0901	0911	0920	0926	0931	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215	
Broomfield, Hospital Stand 3	0855	0900	0909	0918	0927	0933	0938	0952	1007	1022	1037	1052	1107	1122	1137	1152	1207	1222	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
											Sch					Sch	NSch	Sch	NSch
Galleywood, West Lawn	1159	1214	1229	1244	1259	1314	1329	1344	1359	1414	-	1429	1444	1459	1514	1518	1529	1533	
Galleywood, Chelmer Park	1203	1218	1233	1248	1303	1318	1333	1348	1403	1418	-	1433	1448	1503	1518	1522	1533	1537	
Chelmsford, Wood Street Tesco	1211	1226	1241	1256	1311	1326	1341	1356	1411	1426	-	1441	1456	1511	1526	1530	1541	1545	
Chelmsford, Bus Station Stand 8	1223	1238	1253	1308	1323	1338	1353	1408	1423	1438	1446	1453	1508	1523	1539	1542	1554	1557	
Chelmsford, Skerry Rise	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445	1453	1500	1515	1530	1550	1549	1605	1604	
Broomfield, Hospital Stand 3	1237	1252	1307	1322	1337	1352	1407	1422	1437	1452	1500	1507	1522	1537	1557	1556	1612	1611	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1	C1
Galleywood, West Lawn	1545	1600	1615	1630	1645	1700	1715	1730	1745	1800	1815	1830	1845	1900	1915	1930	1945	2000	
Galleywood, Chelmer Park	1549	1604	1619	1634	1649	1704	1719	1734	1749	1804	1819	1834	1849	1904	1919	1934	1949	2004	
Chelmsford, Wood Street Tesco	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1842	1857	1912	1927	1942	1957	2012	
Chelmsford, Bus Station Stand 8	1609	1625	1640	1655	1710	1725	1740	1755	1815	1825	1840	1855	1914	1929	1944	1955	2010	2023	
Chelmsford, Skerry Rise	1619	1635	1649	1704	1719	1734	1749	1804	1823	1834	1848	1903	1921	1935	1950	2001	2016	2029	
Broomfield, Hospital Stand 3	1626	1642	1656	1711	1726	1741	1756	1811	1830	1841	1855	1910	1927	1941	1956	2007	2022	2035	
Great Waltham, Memorial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Waltham, Warners Farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2044

	C1	C1	C1	C1	C1
Galleywood, West Lawn	2030	2100	2130	2200	2330
Galleywood, Chelmer Park	2034	2104	2134	2204	2334
Chelmsford, Wood Street Tesco	2042	2112	2142	2212	2342
Chelmsford, Bus Station Stand 8	2055	2123	2155	2223	2351
Chelmsford, Skerry Rise	2101	2129	2201	2229	-
Broomfield, Hospital Stand 3	2107	2135	2207	2235	-
Great Waltham, Memorial	-	2141	-	2241	-
Great Waltham, Warners Farm	-	2144	-	2244	-

Notes
NSch this journey runs during school holidays only
Sch this journey runs on schooldays only

First C1 Galleywood-Broomfield Hospital

Saturdays from 17 April 2022

C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

Great Waltham, Memorial

Great Waltham, Warners Farm

- -

C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

Great Waltham, Memorial

Great Waltham, Warners Farm

1044 1059 1114 1129 1144 1159 1214 1229 1244 1259 1314 1329 1344 1359 1414 1429 1444 1459
 1048 1103 1118 1133 1148 1203 1218 1233 1248 1303 1318 1333 1348 1403 1418 1433 1448 1503
 1056 1111 1126 1141 1156 1211 1226 1241 1256 1311 1326 1341 1356 1411 1426 1441 1456 1511
 1108 1123 1138 1153 1208 1223 1238 1253 1308 1323 1338 1353 1408 1423 1438 1453 1508 1523
 1115 1130 1145 1200 1215 1230 1245 1300 1315 1330 1345 1400 1415 1430 1445 1500 1515 1530
 1122 1137 1152 1207 1222 1237 1252 1307 1322 1337 1352 1407 1422 1437 1452 1507 1522 1537
 -
 -

C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

Great Waltham, Memorial

Great Waltham, Warners Farm

1514 1529 1544 1559 1614 1629 1644 1659 1714 1730 1800 1830 1900 1930 2000 2030 2100 2130
 1518 1533 1548 1603 1618 1633 1648 1703 1718 1734 1804 1834 1904 1934 2004 2034 2104 2134
 1526 1541 1556 1611 1626 1641 1656 1711 1726 1742 1812 1842 1912 1942 2012 2042 2112 2142
 1538 1553 1608 1623 1638 1653 1708 1723 1738 1754 1824 1855 1925 1955 2023 2055 2123 2155
 1545 1600 1615 1630 1645 1700 1715 1730 1745 1801 1831 1901 1931 2001 2029 2101 2129 2201
 1552 1607 1622 1637 1652 1707 1722 1737 1752 1808 1838 1907 1937 2007 2035 2107 2135 2207
 - - - - - - - - - - - - - - - - 2041 - 2141 -
 - - - - - - - - - - - - - - - - 2044 - 2144 -

C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

Great Waltham, Memorial

Great Waltham, Warners Farm

2200 2230 2330
 2204 2234 2334
 2212 2242 2342
 2223 2251 2351
 2229 - -
 2235 - -
 2241 - -
 2244 - -

First C1 Galleywood-Broomfield Hospital

Sundays and Public Holidays from 17 April 2022

C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

- 0613 - 0720 0750 0820 0850 0920 0945 1015 1045 1115 1145 1215 1245 1315 1345 1415
 - 0616 - 0724 0754 0824 0854 0924 0949 1019 1049 1119 1149 1219 1249 1319 1349 1419
 - 0623 - 0731 0802 0831 0901 0931 0957 1027 1057 1127 1157 1227 1257 1327 1357 1427
 0627 0634 0722 0742 0811 0842 0912 0943 1009 1039 1109 1139 1209 1239 1309 1339 1409 1439
 0633 0640 0728 0748 - 0848 0918 0950 1016 1046 1116 1146 1216 1246 1316 1346 1416 1446
 0640 0647 0735 0755 - 0855 0925 0957 1023 1053 1123 1153 1223 1253 1323 1353 1423 1453

C1 C1 C1 C1 C1 C1 C1 C1 C1

Galleywood, West Lawn

Galleywood, Chelmer Park

Chelmsford, Wood Street Tesco

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

1445 1515 1545 1615 1645 1715 1815 - 2210
 1449 1519 1549 1619 1649 1719 1819 - 2214
 1457 1527 1557 1627 1657 1727 1827 - 2222
 1509 1539 1609 1639 1709 1739 1839 1950 2231
 1516 1546 1616 1646 1716 1746 1846 1956 -
 1523 1553 1623 1653 1723 1753 1853 2003 -

First C2 Broomfield Hospital-Chelmsford

Mondays to Fridays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Broomfield Hospital , Stand 4 | - | - | - | - | 0650 | 0705 | 0720 | 0735 | 0755 | 0815 | 0838 | 0900 | 0920 | 0940 | 1000 | 1020 | 1040 | 1100 |
| Woodhall Estate , Rutland Road | 0530 | - | 0620 | - | 0658 | 0713 | 0729 | 0745 | 0805 | 0825 | 0848 | 0908 | 0928 | 0948 | 1008 | 1028 | 1048 | 1108 |
| North Melbourne , Shops | 0534 | - | 0624 | - | 0702 | 0717 | 0735 | 0751 | 0811 | 0831 | 0853 | 0913 | 0933 | 0953 | 1013 | 1033 | 1053 | 1113 |
| Chignall Estate , Trent Road Shops | 0538 | 0603 | 0628 | 0648 | 0707 | 0722 | 0740 | 0756 | 0816 | 0836 | 0857 | 0917 | 0937 | 0957 | 1017 | 1037 | 1057 | 1117 |
| Chelmsford , North Avenue | 0546 | 0611 | 0636 | 0656 | 0715 | 0730 | 0748 | 0804 | 0824 | 0844 | 0905 | 0925 | 0945 | 1005 | 1025 | 1045 | 1105 | 1125 |
| Chelmsford , Rail Station Stand 10 | 0552 | - | - | - | - | - | - | 0813 | 0833 | 0853 | 0913 | 0932 | 0952 | 1012 | 1032 | 1052 | 1112 | 1132 |
| Chelmsford , Retail Market Stop 2 | - | - | - | - | - | - | - | 0816 | 0836 | 0856 | 0916 | 0935 | 0955 | 1015 | 1035 | 1055 | 1115 | 1135 |
| Chelmsford , Bus Station Stand 7 | - | 0617 | 0642 | 0702 | 0722 | 0737 | 0756 | 0818 | 0838 | 0858 | 0918 | 0937 | 0957 | 1017 | 1037 | 1057 | 1117 | 1137 |

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Broomfield Hospital , Stand 4 | 1120 | 1140 | 1200 | 1220 | 1240 | 1300 | 1320 | 1340 | 1400 | 1420 | 1440 | 1500 | 1518 | 1538 | 1558 | 1618 | 1638 | 1658 |
| Woodhall Estate , Rutland Road | 1128 | 1148 | 1208 | 1228 | 1248 | 1308 | 1328 | 1348 | 1408 | 1428 | 1448 | 1508 | 1527 | 1547 | 1607 | 1627 | 1647 | 1707 |
| North Melbourne , Shops | 1133 | 1153 | 1213 | 1233 | 1253 | 1313 | 1333 | 1353 | 1413 | 1433 | 1453 | 1513 | 1532 | 1552 | 1612 | 1632 | 1652 | 1712 |
| Chignall Estate , Trent Road Shops | 1137 | 1157 | 1217 | 1237 | 1257 | 1317 | 1337 | 1357 | 1417 | 1437 | 1457 | 1517 | 1536 | 1556 | 1616 | 1636 | 1656 | 1716 |
| Chelmsford , North Avenue | 1145 | 1205 | 1225 | 1245 | 1305 | 1325 | 1345 | 1405 | 1425 | 1445 | 1505 | 1525 | 1544 | 1604 | 1624 | 1644 | 1704 | 1724 |
| Chelmsford , Rail Station Stand 10 | 1152 | 1212 | 1232 | 1252 | 1312 | 1332 | 1352 | 1412 | 1432 | 1452 | 1512 | 1532 | 1553 | 1613 | 1633 | 1653 | 1713 | 1733 |
| Chelmsford , Retail Market Stop 2 | 1155 | 1215 | 1235 | 1255 | 1315 | 1335 | 1355 | 1415 | 1435 | 1455 | 1515 | 1535 | 1556 | 1616 | 1636 | 1656 | 1716 | 1736 |
| Chelmsford , Bus Station Stand 7 | 1157 | 1217 | 1237 | 1257 | 1317 | 1337 | 1357 | 1417 | 1437 | 1457 | 1517 | 1537 | 1559 | 1619 | 1639 | 1659 | 1719 | 1739 |

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|---|------|------|------|------|------|------|------|------|
| Broomfield Hospital , Stand 4 | 1718 | 1740 | 1810 | 1840 | 1910 | 2015 | 2115 | 2215 |
| Woodhall Estate , Rutland Road | 1727 | 1749 | 1819 | 1848 | 1917 | 2022 | 2122 | 2222 |
| North Melbourne , Shops | 1732 | 1754 | 1824 | 1853 | 1921 | 2026 | 2126 | 2226 |
| Chignall Estate , Trent Road Shops | 1736 | 1758 | 1828 | 1857 | 1925 | 2030 | 2130 | 2230 |
| Chelmsford , North Avenue | 1744 | 1806 | 1836 | 1905 | 1932 | 2037 | 2137 | 2237 |
| Chelmsford , Rail Station Stand 10 | 1753 | 1815 | 1845 | 1912 | - | - | - | - |
| Chelmsford , Retail Market Stop 2 | 1756 | 1818 | 1848 | - | - | - | - | - |
| Chelmsford , Bus Station Stand 7 | 1759 | 1821 | 1850 | - | 1938 | 2043 | 2143 | 2243 |

First C2 Broomfield Hospital-Chelmsford

Saturdays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Broomfield Hospital , Stand 4 | - | 0717 | 0747 | 0815 | 0840 | 0900 | 0920 | 0940 | 1000 | 1020 | 1040 | 1100 | 1120 | 1140 | 1200 | 1220 | 1240 | 1300 |
| Woodhall Estate , Rutland Road | 0648 | 0724 | 0754 | 0823 | 0848 | 0908 | 0928 | 0948 | 1008 | 1028 | 1048 | 1108 | 1128 | 1148 | 1208 | 1228 | 1248 | 1308 |
| North Melbourne , Shops | 0652 | 0728 | 0758 | 0827 | 0853 | 0913 | 0933 | 0953 | 1013 | 1033 | 1053 | 1113 | 1133 | 1153 | 1213 | 1233 | 1253 | 1313 |
| Chignall Estate , Trent Road Shops | 0656 | 0732 | 0802 | 0831 | 0857 | 0917 | 0937 | 0957 | 1017 | 1037 | 1057 | 1117 | 1137 | 1157 | 1217 | 1237 | 1257 | 1317 |
| Chelmsford , North Avenue | 0703 | 0739 | 0809 | 0839 | 0905 | 0925 | 0945 | 1005 | 1025 | 1045 | 1105 | 1125 | 1145 | 1205 | 1225 | 1245 | 1305 | 1325 |
| Chelmsford , Rail Station Stand 10 | - | 0745 | 0815 | 0845 | 0912 | 0932 | 0952 | 1012 | 1032 | 1052 | 1112 | 1132 | 1152 | 1212 | 1232 | 1252 | 1312 | 1332 |
| Chelmsford , Retail Market Stop 2 | - | 0748 | 0818 | 0848 | 0915 | 0935 | 0955 | 1015 | 1035 | 1055 | 1115 | 1135 | 1155 | 1215 | 1235 | 1255 | 1315 | 1335 |
| Chelmsford , Bus Station Stand 7 | 0709 | 0750 | 0820 | 0850 | 0917 | 0937 | 0957 | 1017 | 1037 | 1057 | 1117 | 1137 | 1157 | 1217 | 1237 | 1257 | 1317 | 1337 |

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Broomfield Hospital , Stand 4 | 1320 | 1340 | 1400 | 1420 | 1440 | 1500 | 1520 | 1540 | 1600 | 1620 | 1640 | 1710 | 1740 | 1812 | 1915 | 2015 | 2115 | 2215 |
| Woodhall Estate , Rutland Road | 1328 | 1348 | 1408 | 1428 | 1448 | 1508 | 1528 | 1548 | 1608 | 1628 | 1648 | 1718 | 1748 | 1820 | 1922 | 2022 | 2122 | 2222 |
| North Melbourne , Shops | 1333 | 1353 | 1413 | 1433 | 1453 | 1513 | 1533 | 1553 | 1613 | 1633 | 1653 | 1723 | 1753 | 1825 | 1926 | 2026 | 2126 | 2226 |
| Chignall Estate , Trent Road Shops | 1337 | 1357 | 1417 | 1437 | 1457 | 1517 | 1537 | 1557 | 1617 | 1637 | 1657 | 1727 | 1757 | 1829 | 1930 | 2030 | 2130 | 2230 |
| Chelmsford , North Avenue | 1345 | 1405 | 1425 | 1445 | 1505 | 1525 | 1545 | 1605 | 1625 | 1645 | 1705 | 1735 | 1805 | 1833 | 1937 | 2037 | 2137 | 2237 |
| Chelmsford , Rail Station Stand 10 | 1352 | 1412 | 1432 | 1452 | 1512 | 1532 | 1552 | 1612 | 1632 | 1652 | 1712 | 1742 | 1812 | 1842 | - | - | - | - |
| Chelmsford , Retail Market Stop 2 | 1355 | 1415 | 1435 | 1455 | 1515 | 1535 | 1555 | 1615 | 1635 | 1655 | 1715 | 1745 | 1815 | 1845 | - | - | - | - |
| Chelmsford , Bus Station Stand 7 | 1357 | 1417 | 1437 | 1457 | 1517 | 1537 | 1557 | 1617 | 1637 | 1657 | 1717 | 1747 | 1817 | 1847 | 1943 | 2043 | 2143 | 2243 |

First C2 Broomfield Hospital-Chelmsford

Sundays and Public Holidays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Broomfield Hospital, Stand 4 | - | - | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 | 1545 | 1615 | 1645 | 1715 |
| Woodhall Estate, Rutland Road | 0822 | 0922 | 0952 | 1022 | 1052 | 1122 | 1152 | 1222 | 1252 | 1322 | 1352 | 1422 | 1452 | 1522 | 1552 | 1622 | 1652 | 1722 |
| North Melbourne, Shops | 0827 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 | 1527 | 1557 | 1627 | 1657 | 1726 |
| Chignall Estate, Trent Road Shops | 0831 | 0931 | 1001 | 1031 | 1101 | 1131 | 1201 | 1231 | 1301 | 1331 | 1401 | 1431 | 1501 | 1531 | 1601 | 1631 | 1701 | 1730 |
| Melbourne Farm, Wicklow Avenue | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| North Melbourne, Wickfield Ash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| North Melbourne, Peggotty Close | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Chelmsford, North Avenue | 0838 | 0938 | 1008 | 1038 | 1108 | 1138 | 1208 | 1238 | 1308 | 1338 | 1408 | 1438 | 1508 | 1538 | 1608 | 1638 | 1708 | 1737 |
| Chelmsford, Rail Station Stand 10 | 0844 | 0944 | 1014 | 1044 | 1114 | 1144 | 1214 | 1244 | 1314 | 1344 | 1414 | 1444 | 1514 | 1544 | 1614 | 1644 | 1714 | 1742 |

| | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|
| Broomfield Hospital, Stand 4 | - | - | - | 2015 | - |
| Woodhall Estate, Rutland Road | - | - | - | 2022 | - |
| North Melbourne, Shops | - | - | - | 2026 | - |
| Chignall Estate, Trent Road Shops | - | - | - | 2030 | - |
| Melbourne Farm, Wicklow Avenue | - | 1916 | - | - | 2116 |
| North Melbourne, Wickfield Ash | 1815 | - | 2015 | - | - |
| North Melbourne, Peggotty Close | 1817 | - | 2017 | - | - |
| Chelmsford, North Avenue | 1820 | 1920 | 2020 | 2037 | 2120 |
| Chelmsford, Rail Station Stand 10 | 1825 | 1925 | 2025 | 2042 | 2125 |

First C2 Chelmsford-Broomfield Hospital

Mondays to Fridays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Bus Station Stand 7 | 0620 | 0650 | 0720 | 0740 | 0800 | 0822 | 0842 | 0902 | 0922 | 0940 | 1000 | 1020 | 1040 | 1100 | 1120 | 1140 | 1200 | 1220 |
| Chelmsford, North Avenue | 0625 | 0655 | 0725 | 0746 | 0807 | 0829 | 0849 | 0908 | 0928 | 0946 | 1006 | 1026 | 1046 | 1106 | 1126 | 1146 | 1206 | 1226 |
| Chignall Estate, Trent Road Shops | 0631 | 0701 | 0731 | 0752 | 0814 | 0836 | 0856 | 0915 | 0935 | 0953 | 1013 | 1033 | 1053 | 1113 | 1133 | 1153 | 1213 | 1233 |
| North Melbourne, Shops | 0634 | 0704 | 0735 | 0756 | 0818 | 0840 | 0900 | 0919 | 0939 | 0957 | 1017 | 1037 | 1057 | 1117 | 1137 | 1157 | 1217 | 1237 |
| Woodhall Estate, Rutland Road | 0638 | 0708 | 0740 | 0801 | 0823 | 0845 | 0905 | 0924 | 0944 | 1002 | 1022 | 1042 | 1102 | 1122 | 1142 | 1202 | 1222 | 1242 |
| Broomfield Hospital, Stand 4 | 0645 | 0715 | 0747 | 0810 | 0832 | 0854 | 0914 | 0933 | 0952 | 1010 | 1030 | 1050 | 1110 | 1130 | 1150 | 1210 | 1230 | 1250 |
| Chelmsford, Skerry Rise | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Bus Station Stand 7 | 1240 | 1300 | 1320 | 1340 | 1400 | 1420 | 1440 | 1500 | 1520 | 1542 | 1602 | 1622 | 1642 | 1702 | 1722 | 1742 | 1802 | 1825 |
| Chelmsford, North Avenue | 1246 | 1306 | 1326 | 1346 | 1406 | 1426 | 1446 | 1506 | 1526 | 1548 | 1608 | 1628 | 1648 | 1708 | 1728 | 1748 | 1808 | 1831 |
| Chignall Estate, Trent Road Shops | 1253 | 1313 | 1333 | 1353 | 1413 | 1433 | 1453 | 1513 | 1533 | 1555 | 1615 | 1635 | 1655 | 1716 | 1736 | 1756 | 1816 | 1838 |
| North Melbourne, Shops | 1257 | 1317 | 1337 | 1357 | 1417 | 1437 | 1457 | 1517 | 1537 | 1559 | 1619 | 1639 | 1659 | 1720 | 1740 | 1800 | 1820 | 1842 |
| Woodhall Estate, Rutland Road | 1302 | 1322 | 1342 | 1402 | 1422 | 1442 | 1502 | 1522 | 1542 | 1604 | 1624 | 1644 | 1704 | 1725 | 1745 | 1805 | 1825 | 1847 |
| Broomfield Hospital, Stand 4 | 1310 | 1330 | 1350 | 1410 | 1430 | 1450 | 1510 | 1530 | 1550 | 1613 | 1633 | 1654 | 1714 | 1735 | 1755 | - | 1834 | 1855 |
| Chelmsford, Skerry Rise | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1807 | - |

| | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|
| Chelmsford, Bus Station Stand 7 | 1855 | 1945 | 2045 | 2145 | 2245 |
| Chelmsford, North Avenue | 1901 | 1950 | 2050 | 2150 | 2250 |
| Chignall Estate, Trent Road Shops | 1908 | 1957 | 2057 | 2157 | 2257 |
| North Melbourne, Shops | 1912 | 2000 | 2100 | 2200 | 2300 |
| Woodhall Estate, Rutland Road | 1917 | 2004 | 2104 | 2204 | 2304 |
| Broomfield Hospital, Stand 4 | - | 2011 | 2111 | 2211 | - |
| Chelmsford, Skerry Rise | 1919 | - | - | - | 2306 |

First C2 Chelmsford-Broomfield Hospital

Saturdays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Bus Station Stand 7 | | | | | | | | | | | | | | | | | | |
| Chelmsford, North Avenue | | | | | | | | | | | | | | | | | | |
| Chignall Estate, Trent Road Shops | | | | | | | | | | | | | | | | | | |
| North Melbourne, Shops | | | | | | | | | | | | | | | | | | |
| Woodhall Estate, Rutland Road | | | | | | | | | | | | | | | | | | |
| Broomfield Hospital, Stand 4 | 0640 | 0740 | 0820 | 0852 | 0922 | 0948 | 1010 | 1030 | 1050 | 1110 | 1130 | 1150 | 1210 | 1230 | 1250 | 1310 | 1330 | 1350 |
| Chelmsford, Skerry Rise | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
| Chelmsford, Bus Station Stand 7 | 1340 | 1400 | 1420 | 1440 | 1500 | 1520 | 1540 | 1600 | 1620 | 1640 | 1700 | 1720 | 1750 | 1820 | 1850 | 1945 | 2045 | 2145 |
| Chelmsford, North Avenue | 1346 | 1406 | 1426 | 1446 | 1506 | 1526 | 1546 | 1606 | 1626 | 1646 | 1706 | 1726 | 1756 | 1826 | 1855 | 1950 | 2050 | 2150 |
| Chignall Estate, Trent Road Shops | 1353 | 1413 | 1433 | 1453 | 1513 | 1533 | 1553 | 1613 | 1633 | 1653 | 1713 | 1733 | 1803 | 1833 | 1902 | 1957 | 2057 | 2157 |
| North Melbourne, Shops | 1357 | 1417 | 1437 | 1457 | 1517 | 1537 | 1557 | 1617 | 1637 | 1657 | 1717 | 1737 | 1807 | 1837 | 1905 | 2000 | 2100 | 2200 |
| Woodhall Estate, Rutland Road | 1402 | 1422 | 1442 | 1502 | 1522 | 1542 | 1602 | 1622 | 1642 | 1702 | 1722 | 1742 | 1812 | 1841 | 1909 | 2004 | 2104 | 2204 |
| Broomfield Hospital, Stand 4 | 1410 | 1430 | 1450 | 1510 | 1530 | 1550 | 1610 | 1630 | 1650 | 1710 | 1730 | 1750 | 1820 | 1848 | 1916 | 2011 | 2111 | 2211 |
| Chelmsford, Skerry Rise | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | C2 | | | | | | | | | | | | | | | | | |
| Chelmsford, Bus Station Stand 7 | 2245 | | | | | | | | | | | | | | | | | |
| Chelmsford, North Avenue | 2250 | | | | | | | | | | | | | | | | | |
| Chignall Estate, Trent Road Shops | 2257 | | | | | | | | | | | | | | | | | |
| North Melbourne, Shops | 2300 | | | | | | | | | | | | | | | | | |
| Woodhall Estate, Rutland Road | 2304 | | | | | | | | | | | | | | | | | |
| Broomfield Hospital, Stand 4 | - | | | | | | | | | | | | | | | | | |
| Chelmsford, Skerry Rise | 2306 | | | | | | | | | | | | | | | | | |

First C2 Chelmsford-Broomfield Hospital

Sundays and Public Holidays from 17 April 2022

| | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 | C2 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Bus Station Stand 7 | - | 0911 | 0941 | 1011 | 1041 | 1111 | 1141 | 1211 | 1241 | 1311 | 1341 | 1411 | 1441 | 1511 | 1541 | 1611 | 1641 | 1751 |
| Chelmsford, North Avenue | 0625 | 0917 | 0947 | 1017 | 1047 | 1117 | 1147 | 1217 | 1247 | 1317 | 1347 | 1417 | 1447 | 1517 | 1547 | 1617 | 1647 | 1757 |
| Chignall Estate, Trent Road Shops | 0631 | 0924 | 0954 | 1024 | 1054 | 1124 | 1154 | 1224 | 1254 | 1324 | 1354 | 1424 | 1454 | 1524 | 1554 | 1624 | 1654 | 1804 |
| North Melbourne, Shops | 0634 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 | 1527 | 1557 | 1627 | 1657 | 1807 |
| Woodhall Estate, Rutland Road | 0638 | 0931 | 1001 | 1031 | 1101 | 1131 | 1201 | 1231 | 1301 | 1331 | 1401 | 1431 | 1501 | 1531 | 1601 | 1631 | 1701 | - |
| Broomfield Hospital, Stand 4 | 0645 | 0939 | 1009 | 1039 | 1109 | 1139 | 1209 | 1239 | 1309 | 1339 | 1409 | 1439 | 1509 | 1539 | 1609 | 1639 | 1709 | - |
| Melbourne Farm, Wicklow Avenue | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| North Melbourne, Peggotty Close | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| North Melbourne, Wickfield Ash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | C2 | C2 | C2 | | | | | | | | | | | | | | | |
| Chelmsford, Bus Station Stand 7 | 1903 | 2003 | 2103 | | | | | | | | | | | | | | | |
| Chelmsford, North Avenue | 1907 | 2007 | 2107 | | | | | | | | | | | | | | | |
| Chignall Estate, Trent Road Shops | 1911 | - | 2111 | | | | | | | | | | | | | | | |
| North Melbourne, Shops | - | - | - | | | | | | | | | | | | | | | |
| Woodhall Estate, Rutland Road | - | - | - | | | | | | | | | | | | | | | |
| Broomfield Hospital, Stand 4 | - | - | - | | | | | | | | | | | | | | | |
| Melbourne Farm, Wicklow Avenue | 1914 | - | 2114 | | | | | | | | | | | | | | | |
| North Melbourne, Peggotty Close | - | 2010 | - | | | | | | | | | | | | | | | |
| North Melbourne, Wickfield Ash | - | 2012 | - | | | | | | | | | | | | | | | |

First 42B 70 370 Colchester-Chelmsford

Mondays to Fridays from 17 April 2022

| | 370 | 370 | 370 | 70 | 370 | 370 | 70 | 70 | 370 | 370 | 70 | 70 | 70 | 370 | 70 | 370 | 70 | 370 |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | | | | Sch | NSch | Sch | NSch | Sch | NSch | Sch | NSch | Sch | NSch | Sch | NSch | Sch | NSch |
| Colchester, Osborne Street Stop Ac | - | - | - | - | 0605 | 0615 | - | - | 0635 | 0645 | - | - | - | 0740 | - | 0815 | - | 0843 |
| Lexden, Halstead Road Corner | - | - | - | - | 0614 | 0624 | - | - | 0644 | 0654 | - | - | - | 0750 | - | 0825 | - | 0853 |
| Stanway, Tollgate Centre | - | - | - | - | 0619 | 0629 | - | - | 0649 | 0659 | - | - | - | 0755 | - | 0830 | - | 0858 |
| Halstead, Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Marks Tey, Rail Station | - | - | - | - | 0626 | 0636 | - | - | 0656 | 0706 | - | - | - | 0802 | - | 0837 | - | 0905 |
| Marks Tey, Domsey Bank | - | - | - | - | 0629 | 0639 | - | - | 0659 | 0709 | - | - | - | 0805 | - | 0840 | - | 0908 |
| Coggeshall, Market Hill | - | - | - | - | 0639 | 0649 | - | - | 0709 | 0719 | - | - | - | 0816 | - | 0851 | - | 0919 |
| Bradwell, The Swan | - | - | - | - | 0646 | 0656 | - | - | 0716 | 0726 | - | - | - | 0823 | - | 0858 | - | 0926 |
| Braintree, Tesco | - | 0547 | 0621 | 0641 | 0651 | 0701 | 0709 | 0714 | 0721 | 0731 | - | - | - | 0826 | - | 0901 | - | 0929 |
| Halstead, High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| High Garrett, Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Braintree, Bus Park Stand 6 | - | - | - | 0652 | - | - | 0720 | 0725 | - | - | 0750 | 0755 | 0820 | - | 0856 | - | 0926 | - |
| Braintree, Bus Park Stand 5 | 0517 | 0557 | 0632 | - | 0706 | 0716 | - | - | 0736 | 0746 | - | - | - | 0841 | - | 0916 | - | 0944 |
| Braintree, Lidl | - | - | - | 0657 | - | - | 0725 | 0730 | - | - | 0755 | 0800 | 0825 | - | 0901 | - | 0931 | - |
| Great Notley, White Court | 0525 | 0605 | 0640 | 0703 | 0715 | 0724 | 0731 | 0736 | 0745 | 0754 | 0801 | 0806 | 0831 | 0849 | 0907 | 0924 | 0937 | 0952 |
| Great Leighs, St Annes Castle | 0532 | 0612 | 0647 | 0710 | 0722 | 0731 | 0738 | 0743 | 0752 | 0801 | 0808 | 0813 | 0838 | 0856 | 0914 | 0931 | 0944 | 0959 |
| Little Waltham, The White Hart | 0537 | 0617 | 0654 | 0717 | 0732 | 0739 | 0748 | 0750 | 0802 | 0809 | 0818 | 0820 | 0846 | 0903 | 0921 | 0937 | 0952 | 1005 |
| Broomfield, Hospital Stand 2 | 0545 | 0625 | 0702 | 0725 | 0740 | 0745 | 0756 | 0758 | 0810 | 0815 | 0826 | 0828 | 0855 | 0916 | 0929 | 0946 | 1001 | 1014 |
| Chelmsford, Skerry Rise | 0551 | 0631 | 0709 | 0732 | 0748 | 0752 | 0804 | 0805 | 0818 | 0822 | 0834 | 0835 | 0902 | 0923 | 0936 | 0953 | 1008 | 1021 |
| Chelmsford, Rail Station Stand 11 | - | - | - | 0740 | - | - | 0813 | 0813 | - | - | 0843 | 0843 | 0910 | - | 0944 | - | 1016 | - |
| Chelmsford, Mildmay Car Park Stop G | - | - | - | - | - | - | - | - | - | - | - | - | 0915 | - | - | - | 1021 | - |
| Chelmsford, Bus Station Stand 8 | 0558 | 0638 | 0717 | - | 0758 | 0800 | - | - | 0828 | 0830 | - | - | - | 0931 | - | 1001 | - | 1029 |
| | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 370 | 70 |
| | | | | | | | | | | | | | | | | | NSch | Sch |
| Colchester, Osborne Street Stop Ac | - | 0930 | - | 1030 | - | 1130 | - | 1230 | - | 1330 | - | 1430 | - | 1510 | - | 1540 | 1540 | 1600 |
| Lexden, Halstead Road Corner | - | 0941 | - | 1041 | - | 1141 | - | 1241 | - | 1341 | - | 1441 | - | 1521 | - | 1552 | 1552 | 1611 |
| Stanway, Tollgate Centre | - | 0946 | - | 1046 | - | 1146 | - | 1246 | - | 1346 | - | 1446 | - | 1526 | - | 1558 | 1558 | 1616 |
| Halstead, Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Marks Tey, Rail Station | - | 0953 | - | 1053 | - | 1153 | - | 1253 | - | 1353 | - | 1453 | - | 1533 | - | 1605 | 1605 | 1623 |
| Marks Tey, Domsey Bank | - | 0956 | - | 1056 | - | 1156 | - | 1256 | - | 1356 | - | 1456 | - | 1536 | - | 1608 | 1608 | 1626 |
| Coggeshall, Market Hill | - | 1007 | - | 1107 | - | 1207 | - | 1307 | - | 1407 | - | 1507 | - | 1547 | - | 1619 | 1619 | 1637 |
| Bradwell, The Swan | - | 1014 | - | 1114 | - | 1214 | - | 1314 | - | 1414 | - | 1514 | - | 1554 | - | 1626 | 1626 | 1644 |
| Braintree, Tesco | - | 1017 | - | 1117 | - | 1217 | - | 1317 | - | 1417 | - | 1517 | - | 1557 | - | 1629 | 1629 | 1647 |
| Halstead, High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| High Garrett, Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Braintree, Bus Park Stand 6 | 0956 | - | 1056 | - | 1156 | - | 1256 | - | 1356 | - | 1456 | - | 1554 | - | 1626 | - | - | - |
| Braintree, Bus Park Stand 5 | - | 1032 | - | 1132 | - | 1232 | - | 1332 | - | 1432 | - | 1532 | - | 1612 | - | 1646 | 1646 | 1702 |
| Braintree, Lidl | 1001 | - | 1101 | - | 1201 | - | 1301 | - | 1401 | - | 1501 | - | 1559 | - | 1631 | - | - | - |
| Great Notley, White Court | 1007 | 1040 | 1107 | 1140 | 1207 | 1240 | 1307 | 1340 | 1407 | 1440 | 1507 | 1540 | 1605 | 1620 | 1637 | 1655 | 1655 | 1710 |
| Great Leighs, St Annes Castle | 1014 | 1047 | 1114 | 1147 | 1214 | 1247 | 1314 | 1347 | 1414 | 1447 | 1514 | 1547 | 1612 | 1627 | 1644 | 1702 | 1702 | 1717 |
| Little Waltham, The White Hart | 1021 | 1053 | 1121 | 1153 | 1221 | 1253 | 1321 | 1353 | 1421 | 1453 | 1521 | 1553 | 1619 | 1633 | 1651 | 1709 | 1709 | 1723 |
| Broomfield, Hospital Stand 2 | 1029 | 1106 | 1129 | 1206 | 1229 | 1306 | 1329 | 1406 | 1429 | 1506 | 1529 | 1606 | 1627 | 1646 | 1659 | 1718 | 1718 | 1736 |
| Chelmsford, Skerry Rise | 1036 | 1113 | 1136 | 1213 | 1236 | 1313 | 1336 | 1413 | 1436 | 1513 | 1536 | 1613 | 1634 | 1653 | 1706 | 1725 | 1725 | 1743 |
| Chelmsford, Rail Station Stand 11 | 1044 | - | 1144 | - | 1244 | - | 1344 | - | 1444 | - | 1544 | - | 1642 | - | 1714 | - | - | - |
| Chelmsford, Mildmay Car Park Stop G | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Chelmsford, Bus Station Stand 8 | - | 1121 | - | 1221 | - | 1321 | - | 1421 | - | 1521 | - | 1623 | - | 1703 | - | 1735 | 1735 | 1753 |

| | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 370 | 42B | 370 | 370 | 42B |
|---|------------|------|------|------|------|------|------|------|------|------|------|------|
| | Sch | | | | | | | | | | | |
| Colchester , Osborne Street Stop Ac | 1615 | - | 1630 | - | 1650 | - | 1725 | 1810 | - | 1855 | 1940 | - |
| Lexden , Halstead Road Corner | 1627 | - | 1642 | - | 1702 | - | 1737 | 1822 | - | 1904 | 1949 | - |
| Stanway , Tollgate Centre | 1632 | - | 1647 | - | 1707 | - | 1742 | 1826 | - | 1908 | 1953 | - |
| Halstead , Ramsey School | - | - | - | - | - | - | - | - | 1915 | - | - | 2135 |
| Marks Tey , Rail Station | 1639 | - | 1654 | - | 1714 | - | 1749 | 1833 | - | 1915 | 2000 | - |
| Marks Tey , Domsey Bank | 1642 | - | 1657 | - | 1717 | - | 1752 | 1836 | - | 1918 | 2003 | - |
| Coggeshall , Market Hill | 1653 | - | 1708 | - | 1728 | - | 1803 | 1846 | - | 1928 | 2013 | - |
| Bradwell , The Swan | 1700 | - | 1715 | - | 1735 | - | 1810 | 1853 | - | 1934 | 2019 | - |
| Braintree , Tesco | 1703 | - | 1718 | - | 1738 | - | 1813 | 1856 | - | 1937 | 2022 | - |
| Halstead , High Street | - | - | - | - | - | - | - | - | 1920 | - | - | 2140 |
| Gosfield , Gosfield Corner | - | - | - | - | - | - | - | - | 1926 | - | - | 2146 |
| High Garrett , Four Releet | - | - | - | - | - | - | - | - | 1933 | - | - | 2153 |
| Bocking , Deanery Corner | - | - | - | - | - | - | - | - | 1936 | - | - | 2156 |
| Bocking , Braintree College | - | - | - | - | - | - | - | - | 1938 | - | - | 2158 |
| Braintree , Bus Park Stand 6 | - | 1707 | - | 1732 | - | - | - | - | - | - | - | - |
| Braintree , Bus Park Stand 5 | 1712 | - | 1733 | - | 1753 | - | 1828 | 1906 | 1944 | 1951 | 2030 | 2204 |
| Braintree , Lidl | - | 1712 | - | 1737 | - | 1807 | - | - | - | - | - | - |
| Great Notley , White Court | - | 1718 | 1741 | 1743 | 1801 | 1813 | 1836 | 1913 | 1950 | 1958 | - | 2210 |
| Great Leighs , St Annes Castle | - | 1725 | 1750 | 1752 | 1810 | 1822 | 1845 | 1922 | 1957 | 2005 | - | 2217 |
| Little Waltham , The White Hart | - | 1732 | 1757 | 1759 | 1817 | 1829 | 1851 | 1928 | 2003 | 2011 | - | 2223 |
| Broomfield , Hospital Stand 2 | - | 1740 | 1805 | 1807 | 1825 | 1837 | 1859 | 1936 | 2008 | 2019 | - | 2228 |
| Chelmsford , Skerry Rise | - | 1747 | 1812 | 1814 | 1832 | 1844 | 1906 | 1942 | 2014 | 2025 | - | 2234 |
| Chelmsford , Rail Station Stand 11 | - | 1755 | - | - | - | - | - | - | - | - | - | - |
| Chelmsford , Mildmay Car Park Stop G | - | - | - | - | - | - | - | - | - | - | - | - |
| Chelmsford , Bus Station Stand 8 | - | - | 1820 | 1822 | 1840 | 1852 | 1914 | 1948 | 2020 | 2031 | - | 2240 |

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 42B 70 370 Colchester-Chelmsford

Saturdays from 17 April 2022

| | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 |
|------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Colchester, Osborne Street Stop Ac | 0550 | - | 0645 | - | 0735 | - | 0835 | - | 0930 | - | 1030 | - | 1130 | - | 1230 | - | 1330 | - |
| Lexden, Halstead Road Corner | 0558 | - | 0654 | - | 0745 | - | 0845 | - | 0941 | - | 1041 | - | 1141 | - | 1241 | - | 1341 | - |
| Stanway, Tollgate Centre | 0602 | - | 0658 | - | 0750 | - | 0850 | - | 0946 | - | 1046 | - | 1146 | - | 1246 | - | 1346 | - |
| Marks Tey, Rail Station | 0608 | - | 0705 | - | 0757 | - | 0857 | - | 0953 | - | 1053 | - | 1153 | - | 1253 | - | 1353 | - |
| Marks Tey, Domsey Bank | 0611 | - | 0708 | - | 0800 | - | 0900 | - | 0956 | - | 1056 | - | 1156 | - | 1256 | - | 1356 | - |
| Coggeshall, Market Hill | 0620 | - | 0718 | - | 0810 | - | 0910 | - | 1007 | - | 1107 | - | 1207 | - | 1307 | - | 1407 | - |
| Bradwell, The Swan | 0625 | - | 0724 | - | 0816 | - | 0916 | - | 1014 | - | 1114 | - | 1214 | - | 1314 | - | 1414 | - |
| Braintree, Tesco | 0628 | 0654 | 0727 | 0749 | 0819 | - | 0919 | - | 1017 | - | 1117 | - | 1217 | - | 1317 | - | 1417 | - |
| Halstead, Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Halstead, High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| High Garrett, Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Braintree, Bus Park Stand 6 | - | 0704 | - | 0759 | - | 0857 | - | 0956 | - | 1056 | - | 1156 | - | 1256 | - | 1356 | - | 1456 |
| Braintree, Bus Park Stand 5 | 0637 | - | 0737 | - | 0833 | - | 0933 | - | 1032 | - | 1132 | - | 1232 | - | 1332 | - | 1432 | - |
| Braintree, Lidl | - | 0709 | - | 0804 | - | 0902 | - | 1001 | - | 1101 | - | 1201 | - | 1301 | - | 1401 | - | 1501 |
| Great Notley, White Court | 0645 | 0715 | 0745 | 0810 | 0841 | 0908 | 0941 | 1007 | 1040 | 1107 | 1140 | 1207 | 1240 | 1307 | 1340 | 1407 | 1440 | 1507 |
| Great Leighs, St Annes Castle | 0652 | 0722 | 0752 | 0817 | 0848 | 0915 | 0948 | 1014 | 1047 | 1114 | 1147 | 1214 | 1247 | 1314 | 1347 | 1414 | 1447 | 1514 |
| Little Waltham, The White Hart | 0658 | 0728 | 0758 | 0823 | 0854 | 0921 | 0954 | 1020 | 1053 | 1120 | 1153 | 1220 | 1253 | 1320 | 1353 | 1420 | 1453 | 1520 |
| Broomfield, Hospital Stand 2 | 0706 | 0736 | 0806 | 0831 | 0903 | 0930 | 1003 | 1033 | 1106 | 1133 | 1206 | 1233 | 1306 | 1333 | 1406 | 1433 | 1506 | 1533 |
| Chelmsford, Skerry Rise | 0713 | 0743 | 0813 | 0838 | 0910 | 0937 | 1010 | 1040 | 1113 | 1140 | 1213 | 1240 | 1313 | 1340 | 1413 | 1440 | 1513 | 1540 |
| Chelmsford, Rail Station Stand 11 | - | - | - | 0845 | - | 0945 | - | 1048 | - | 1148 | - | 1248 | - | 1348 | - | 1448 | - | 1548 |
| Chelmsford, Bus Station Stand 8 | 0720 | 0750 | 0820 | - | 0918 | - | 1018 | - | 1121 | - | 1221 | - | 1321 | - | 1421 | - | 1521 | - |

| | 370 | 70 | 370 | 70 | 370 | 370 | 370 | 42B | 370 | 42B |
|------------------------------------|------|------|------|------|------|------|------|------|------|------|
| Colchester, Osborne Street Stop Ac | 1430 | - | 1530 | - | 1630 | - | 1730 | - | 1900 | - |
| Lexden, Halstead Road Corner | 1441 | - | 1541 | - | 1641 | - | 1740 | - | 1909 | - |
| Stanway, Tollgate Centre | 1446 | - | 1546 | - | 1646 | - | 1745 | - | 1913 | - |
| Marks Tey, Rail Station | 1453 | - | 1553 | - | 1653 | - | 1752 | - | 1920 | - |
| Marks Tey, Domsey Bank | 1456 | - | 1556 | - | 1656 | - | 1755 | - | 1923 | - |
| Coggeshall, Market Hill | 1507 | - | 1607 | - | 1707 | - | 1805 | - | 1933 | - |
| Bradwell, The Swan | 1514 | - | 1614 | - | 1714 | - | 1811 | - | 1940 | - |
| Braintree, Tesco | 1517 | - | 1617 | - | 1717 | - | 1814 | - | 1943 | - |
| Halstead, Ramsey School | - | - | - | - | - | - | - | 1915 | - | 2135 |
| Halstead, High Street | - | - | - | - | - | - | - | 1920 | - | 2140 |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | 1926 | - | 2146 |
| High Garrett, Four Releet | - | - | - | - | - | - | - | 1933 | - | 2153 |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | 1936 | - | 2156 |
| Bocking, Braintree College | - | - | - | - | - | - | - | 1938 | - | 2158 |
| Braintree, Bus Park Stand 6 | - | 1556 | - | 1656 | - | - | - | - | - | - |
| Braintree, Bus Park Stand 5 | 1532 | - | 1632 | - | 1732 | 1754 | 1828 | 1944 | 1957 | 2204 |
| Braintree, Lidl | - | 1601 | - | 1701 | - | - | - | - | - | - |
| Great Notley, White Court | 1540 | 1607 | 1640 | 1707 | 1740 | 1802 | 1836 | 1950 | 2005 | 2210 |
| Great Leighs, St Annes Castle | 1547 | 1614 | 1647 | 1714 | 1747 | 1809 | 1843 | 1957 | 2012 | 2217 |
| Little Waltham, The White Hart | 1553 | 1620 | 1653 | 1720 | 1753 | 1815 | 1849 | 2003 | 2018 | 2223 |
| Broomfield, Hospital Stand 2 | 1606 | 1633 | 1706 | 1733 | 1806 | 1828 | 1858 | 2008 | 2026 | 2228 |
| Chelmsford, Skerry Rise | 1613 | 1640 | 1713 | 1740 | 1813 | 1835 | 1905 | 2014 | 2032 | 2234 |
| Chelmsford, Rail Station Stand 11 | - | 1648 | - | 1748 | - | - | - | - | - | - |
| Chelmsford, Bus Station Stand 8 | 1621 | - | 1721 | - | 1821 | 1843 | 1913 | 2020 | 2038 | 2240 |

First 42B 70 370 Colchester-Chelmsford

Sundays and Public Holidays from 17 April 2022

| | 370 | 370 | 42B | 370 | 42B | 370 | 42B | 370 | 42B | 370 | 42B | 370 | 370 |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Colchester, Osborne Street Stop Ac | 0705 | 0805 | - | 1000 | - | 1200 | - | 1400 | - | 1600 | - | 1800 | 1900 |
| Lexden, Halstead Road Corner | 0714 | 0814 | - | 1010 | - | 1210 | - | 1410 | - | 1610 | - | 1809 | 1909 |
| Stanway, Tollgate Centre | 0718 | 0818 | - | 1014 | - | 1214 | - | 1414 | - | 1614 | - | 1813 | 1913 |
| Marks Tey, Rail Station | 0725 | 0825 | - | 1022 | - | 1222 | - | 1422 | - | 1622 | - | 1820 | 1920 |
| Marks Tey, Domsey Bank | 0728 | 0828 | - | 1025 | - | 1225 | - | 1425 | - | 1625 | - | 1823 | 1923 |
| Coggeshall, Market Hill | 0738 | 0838 | - | 1035 | - | | | 1435 | - | 1635 | - | 1833 | 1933 |
| Bradwell, The Swan | 0743 | 0843 | - | 1040 | - | | | 1440 | - | 1640 | - | 1838 | 1938 |
| Braintree, Tesco | 0748 | 0848 | - | 1045 | - | | | 1445 | - | 1645 | - | 1843 | 1943 |
| Halstead, Ramsey School | - | - | 0933 | - | 1133 | - | 1333 | - | 1533 | - | 1733 | - | - |
| Halstead, High Street | - | - | 0938 | - | 1138 | - | 1338 | - | 1538 | - | 1738 | - | - |
| Gosfield, Gosfield Corner | - | - | 0944 | - | 1144 | - | 1344 | - | 1544 | - | 1744 | - | - |
| High Garrett, Four Releet | - | - | 0950 | - | 1150 | - | 1350 | - | 1550 | - | 1750 | - | - |
| Bocking, Deanery Corner | - | - | 0954 | - | 1154 | - | 1354 | - | 1554 | - | 1754 | - | - |
| Bocking, Braintree College | - | - | 0957 | - | 1157 | - | 1357 | - | 1557 | - | 1757 | - | - |
| Braintree, Bus Park Stand 5 | 0756 | 0856 | 1006 | 1054 | 1206 | 1254 | 1406 | 1454 | 1606 | 1654 | 1806 | 1852 | 1952 |
| Great Notley, White Court | 0804 | 0904 | 1014 | 1103 | 1214 | 1303 | 1414 | 1503 | 1614 | 1703 | 1814 | 1900 | 2000 |
| Great Leighs, St Annes Castle | 0810 | 0910 | 1020 | 1109 | 1220 | 1309 | 1420 | 1509 | 1620 | 1709 | 1820 | 1906 | 2006 |
| Little Waltham, The White Hart | 0817 | 0917 | 1027 | 1116 | 1227 | 1316 | 1427 | 1516 | 1627 | 1716 | 1827 | 1912 | 2012 |
| Broomfield, Hospital Stand 2 | 0822 | 0922 | 1035 | 1121 | 1235 | 1321 | 1435 | 1521 | 1635 | 1721 | 1833 | 1917 | 2017 |
| Chelmsford, Skerry Rise | 0828 | 0928 | 1042 | 1127 | 1242 | 1327 | 1442 | 1527 | 1642 | 1727 | 1839 | 1923 | 2023 |
| Chelmsford, Rail Station Stand 11 | - | - | 1052 | - | 1252 | - | 1452 | - | 1652 | - | - | - | - |
| Chelmsford, Mildmay Car Park Stop G | - | - | 1056 | - | 1256 | - | 1456 | - | 1656 | - | - | - | - |
| Chelmsford, Bus Station Stand 8 | 0835 | 0935 | 1100 | 1135 | 1300 | 1335 | 1500 | 1535 | 1700 | 1735 | 1845 | 1930 | 2030 |

First 42B 70 370 Chelmsford-Colchester

Mondays to Fridays from 17 April 2022

| | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 70 | 370 | 370 | 70 | 70 | 370 | 70 | 370 | 70 | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | | | Sch | Sch | NSch | Sch | | Sch | NSch | | | | | | | | | |
| Chelmsford, Rail Station Stand 11 | - | - | - | - | - | - | - | - | - | - | - | - | 0742 | - | 0815 | - | 0846 | - | 0949 |
| Chelmsford, Mildmay Car Park Stop G | - | - | - | - | - | - | - | - | - | - | - | - | 0748 | - | 0821 | - | 0853 | - | 0955 |
| Chelmsford, Bus Station Stand 8 | 0550 | - | 0620 | - | 0640 | 0650 | 0655 | 0700 | 0707 | 0712 | 0725 | 0755 | 0805 | 0829 | 0835 | 0910 | 0935 | 1009 | |
| Chelmsford, Skerry Rise | 0557 | - | 0627 | - | 0647 | 0657 | 0702 | 0707 | 0714 | 0719 | 0732 | 0804 | 0814 | 0838 | 0844 | 0917 | 0942 | 1016 | |
| Broomfield, Hospital Stand 3 | 0603 | - | 0634 | - | 0654 | 0704 | 0712 | 0713 | 0724 | 0725 | 0743 | 0813 | 0825 | 0848 | 0855 | 0926 | 0953 | 1025 | |
| Little Waltham, The White Hart | 0608 | - | 0639 | - | 0700 | 0709 | 0717 | 0718 | 0729 | 0730 | 0748 | 0818 | 0830 | 0853 | 0900 | 0931 | 0958 | 1030 | |
| Great Leighs, St Annes Castle | 0615 | - | 0646 | - | 0707 | 0716 | 0724 | 0725 | 0736 | 0737 | 0755 | 0825 | 0837 | 0900 | 0907 | 0938 | 1005 | 1037 | |
| Great Notley, White Court | 0622 | - | 0653 | - | 0714 | 0722 | 0731 | 0732 | 0743 | 0744 | 0802 | 0832 | 0844 | 0907 | 0914 | 0944 | 1011 | 1043 | |
| Braintree, Bus Park Stand 1 | 0630 | 0633 | 0707 | 0718 | 0728 | 0735 | 0745 | - | 0757 | 0757 | - | - | 0902 | - | 0932 | - | 1025 | - | |
| Braintree, Lidl | - | - | - | - | - | - | - | 0737 | - | - | 0808 | 0838 | - | 0912 | - | 0949 | - | 1048 | |
| Braintree, Blyth's Meadow | - | - | - | - | - | - | - | 0739 | - | - | 0811 | 0841 | - | 0914 | - | 0951 | - | 1050 | |
| Braintree, Bus Park Stand 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Braintree, Tesco | 0637 | 0640 | 0714 | 0725 | 0735 | 0741 | 0752 | - | 0804 | 0804 | - | - | 0908 | - | 0938 | - | 1032 | - | |
| Bradwell, The Swan | - | 0645 | 0720 | 0731 | 0741 | 0746 | 0758 | - | 0810 | 0809 | - | - | 0913 | - | 0943 | - | 1037 | - | |
| Coggeshall, Market Hill | - | 0652 | 0727 | 0738 | 0748 | 0753 | 0805 | - | 0817 | 0816 | - | - | 0920 | - | 0950 | - | 1044 | - | |
| Marks Tey, Domsey Bank | - | 0703 | 0739 | 0749 | 0759 | 0804 | 0816 | - | 0828 | 0827 | - | - | 0931 | - | 1001 | - | 1054 | - | |
| Marks Tey, Rail Station | - | 0706 | 0743 | 0754 | 0804 | 0807 | 0821 | - | 0833 | 0830 | - | - | 0934 | - | 1004 | - | 1057 | - | |
| Stanway, Tollgate Centre | - | 0714 | 0751 | 0803 | 0813 | 0816 | 0830 | - | 0842 | 0839 | - | - | 0943 | - | 1013 | - | 1106 | - | |
| Lexden, Halstead Road Corner | - | 0720 | 0757 | 0808 | 0818 | 0821 | 0835 | - | 0847 | 0845 | - | - | 0948 | - | 1018 | - | 1111 | - | |
| Braintree, Bus Park Stand 6 | - | - | - | - | - | - | - | 0742 | - | - | 0814 | 0844 | - | 0917 | - | 0954 | - | 1053 | |
| Colchester, Osborne Street Stop Ac | - | 0732 | 0809 | 0828 | 0838 | 0835 | 0855 | - | 0907 | 0859 | - | - | 1002 | - | 1032 | - | 1125 | - | |
| Bocking, Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| High Garrett, Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Halstead, High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Halstead, Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

| | | | | | | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford , Rail Station Stand 11 | - | 1049 | - | 1149 | - | 1249 | - | 1349 | - | - | 1449 | - | 1519 | - | - | 1549 | - | - |
| Chelmsford , Mildmay Car Park Stop G | - | 1055 | - | 1155 | - | 1255 | - | 1355 | - | - | 1455 | - | 1525 | - | - | 1555 | - | - |
| Chelmsford , Bus Station Stand 8 | | | | | | | | | | | | | | | | | | |
| Chelmsford , Skerry Rise | | | | | | | | | | | | | | | | | | |
| Broomfield , Hospital Stand 3 | | | | | | | | | | | | | | | | | | |
| Little Waltham , The White Hart | | | | | | | | | | | | | | | | | | |
| Great Leighs , St Annes Castle | | | | | | | | | | | | | | | | | | |
| Great Notley , White Court | | | | | | | | | | | | | | | | | | |
| Braintree , Bus Park Stand 1 | 1125 | - | 1225 | - | 1325 | - | 1425 | - | 1529 | 1549 | - | 1612 | - | 1640 | 1645 | - | - | 1731 |
| Braintree , Lidl | - | 1148 | - | 1248 | - | 1348 | - | 1448 | - | - | 1548 | - | 1620 | - | - | 1650 | 1708 | - |
| Braintree , Blyth's Meadow | - | 1150 | - | 1250 | - | 1350 | - | 1450 | - | - | 1550 | - | 1622 | - | - | 1652 | 1711 | - |
| Braintree , Bus Park Stand 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Braintree , Tesco | 1132 | - | 1232 | - | 1332 | - | 1432 | - | 1535 | 1555 | - | 1620 | - | 1648 | 1653 | - | - | 1738 |
| Bradwell , The Swan | 1137 | - | 1237 | - | 1337 | - | 1437 | - | 1540 | 1600 | - | 1625 | - | 1653 | 1658 | - | - | 1743 |
| Coggeshall , Market Hill | 1144 | - | 1244 | - | 1344 | - | 1444 | - | 1547 | 1607 | - | 1632 | - | 1700 | 1705 | - | - | 1750 |
| Marks Tey , Domsey Bank | 1154 | - | 1254 | - | 1354 | - | 1454 | - | 1558 | 1618 | - | 1643 | - | 1711 | 1716 | - | - | 1800 |
| Marks Tey , Rail Station | 1157 | - | 1257 | - | 1357 | - | 1457 | - | 1601 | 1621 | - | 1647 | - | 1715 | 1720 | - | - | 1803 |
| Stanway , Tollgate Centre | 1206 | - | 1306 | - | 1406 | - | 1506 | - | 1610 | 1630 | - | 1655 | - | 1723 | 1729 | - | - | 1812 |
| Lexden , Halstead Road Corner | 1211 | - | 1311 | - | 1411 | - | 1511 | - | 1615 | 1635 | - | 1701 | - | 1729 | 1735 | - | - | 1817 |
| Braintree , Bus Park Stand 6 | - | 1153 | - | 1253 | - | 1353 | - | 1453 | - | - | 1553 | - | 1625 | - | - | 1655 | 1714 | - |
| Colchester , Osborne Street Stop Ac | 1225 | - | 1325 | - | 1425 | - | 1525 | - | 1629 | 1649 | - | 1715 | - | 1744 | 1750 | - | - | 1831 |
| Bocking , Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking , Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| High Garrett , Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gosfield , Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Halstead , High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Halstead , Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|---|
| Chelmsford , Rail Station Stand 11 | 1644 | - | 1721 | - | - | 1800 | - | - | - | - | - | - | - | - | - | - | - | - |
| Chelmsford , Mildmay Car Park Stop G | 1650 | - | 1727 | - | - | 1804 | - | - | - | - | - | - | - | - | - | - | - | - |
| Chelmsford , Bus Station Stand 8 | 1704 | 1720 | 1741 | 1755 | - | 1810 | 1830 | 1910 | - | 2010 | 2025 | 2253 | | | | | | |
| Chelmsford , Skerry Rise | 1712 | 1728 | 1749 | 1803 | - | 1818 | 1838 | 1917 | - | 2018 | 2031 | 2259 | | | | | | |
| Broomfield , Hospital Stand 3 | 1721 | 1739 | 1758 | 1813 | - | 1827 | 1848 | 1927 | - | 2025 | 2037 | 2305 | | | | | | |
| Little Waltham , The White Hart | 1726 | 1744 | 1803 | 1818 | - | 1832 | 1853 | 1932 | - | 2030 | 2042 | 2310 | | | | | | |
| Great Leighs , St Annes Castle | 1733 | 1752 | 1811 | 1826 | - | 1840 | 1901 | 1939 | - | 2037 | 2048 | 2316 | | | | | | |
| Great Notley , White Court | 1740 | 1800 | 1819 | 1832 | - | 1848 | 1907 | 1945 | - | 2043 | 2054 | 2322 | | | | | | |
| Braintree , Bus Park Stand 1 | - | 1816 | - | 1842 | - | - | 1919 | 1955 | 2035 | 2051 | - | - | | | | | | |
| Braintree , Lidl | 1745 | - | 1825 | - | - | 1854 | - | - | - | - | - | - | | | | | | |
| Braintree , Blyth's Meadow | 1747 | - | 1827 | - | - | 1856 | - | - | - | - | - | 2100 | 2328 | | | | | |
| Braintree , Bus Park Stand 8 | - | - | - | - | 1842 | - | - | - | - | - | - | 2102 | 2330 | | | | | |
| Braintree , Tesco | - | 1823 | - | 1849 | - | - | 1926 | 2002 | 2042 | - | - | - | | | | | | |
| Bradwell , The Swan | - | 1827 | - | 1853 | - | - | - | 2006 | 2046 | - | - | - | | | | | | |
| Coggeshall , Market Hill | - | 1834 | - | 1900 | - | - | - | 2013 | 2053 | - | - | - | | | | | | |
| Marks Tey , Domsey Bank | - | 1844 | - | 1910 | - | - | - | 2023 | 2103 | - | - | - | | | | | | |
| Marks Tey , Rail Station | - | 1847 | - | 1913 | - | - | - | 2026 | 2106 | - | - | - | | | | | | |
| Stanway , Tollgate Centre | - | 1854 | - | 1920 | - | - | - | 2033 | 2113 | - | - | - | | | | | | |
| Lexden , Halstead Road Corner | - | 1858 | - | 1924 | - | - | - | 2037 | 2117 | - | - | - | | | | | | |
| Braintree , Bus Park Stand 6 | 1750 | - | 1830 | - | - | 1859 | - | - | - | - | - | - | | | | | | |
| Colchester , Osborne Street Stop Ac | - | 1909 | - | 1934 | - | - | - | 2047 | 2129 | - | - | - | | | | | | |
| Bocking , Braintree College | - | - | - | - | 1846 | - | - | - | - | - | - | 2106 | 2334 | | | | | |
| Bocking , Deanery Corner | - | - | - | - | 1850 | - | - | - | - | - | - | 2110 | 2338 | | | | | |
| High Garrett , Four Releet | - | - | - | - | 1853 | - | - | - | - | - | - | 2113 | 2341 | | | | | |
| Gosfield , Gosfield Corner | - | - | - | - | 1900 | - | - | - | - | - | - | 2120 | 2347 | | | | | |
| Halstead , High Street | - | - | - | - | 1906 | - | - | - | - | - | - | 2126 | 2353 | | | | | |
| Halstead , Ramsey School | - | - | - | - | 1911 | - | - | - | - | - | - | 2131 | 2357 | | | | | |

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 42B 70 370 Chelmsford-Colchester

Saturdays from 17 April 2022

| | 370 | 370 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 | 370 | 70 |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Rail Station Stand 11 | - | - | - | - | - | 0849 | - | 0949 | - | 1049 | - | 1149 | - | 1249 | - | 1349 | - | 1449 |
| Chelmsford, Mildmay Car Park Stop G | - | - | - | - | - | 0855 | - | 0955 | - | 1055 | - | 1155 | - | 1255 | - | 1355 | - | 1455 |
| Chelmsford, Bus Station Stand 8 | | | | | | | | | | | | | | | | | | |
| Chelmsford, Skerry Rise | | | | | | | | | | | | | | | | | | |
| Broomfield, Hospital Stand 3 | | | | | | | | | | | | | | | | | | |
| Little Waltham, The White Hart | | | | | | | | | | | | | | | | | | |
| Great Leighs, St Annes Castle | | | | | | | | | | | | | | | | | | |
| Great Notley, White Court | | | | | | | | | | | | | | | | | | |
| Braintree, Bus Park Stand 1 | | | | | | | | | | | | | | | | | | |
| Braintree, Lidl | - | - | - | 0846 | - | 0948 | - | 1048 | - | 1148 | - | 1248 | - | 1348 | - | 1448 | - | 1548 |
| Braintree, Blyth's Meadow | - | - | - | 0848 | - | 0950 | - | 1050 | - | 1150 | - | 1250 | - | 1350 | - | 1450 | - | 1550 |
| Braintree, Bus Park Stand 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Braintree, Tesco | 0637 | 0737 | 0832 | - | 0932 | - | 1032 | - | 1132 | - | 1232 | - | 1332 | - | 1432 | - | 1532 | - |
| Bradwell, The Swan | 0642 | 0742 | 0837 | - | 0937 | - | 1037 | - | 1137 | - | 1237 | - | 1337 | - | 1437 | - | 1537 | - |
| Coggeshall, Market Hill | 0649 | 0749 | 0844 | - | 0944 | - | 1044 | - | 1144 | - | 1244 | - | 1344 | - | 1444 | - | 1544 | - |
| Marks Tey, Domsey Bank | 0659 | 0759 | 0854 | - | 0954 | - | 1054 | - | 1154 | - | 1254 | - | 1354 | - | 1454 | - | 1554 | - |
| Marks Tey, Rail Station | 0702 | 0802 | 0857 | - | 0957 | - | 1057 | - | 1157 | - | 1257 | - | 1357 | - | 1457 | - | 1557 | - |
| Stanway, Tollgate Centre | 0710 | 0810 | 0906 | - | 1006 | - | 1106 | - | 1206 | - | 1306 | - | 1406 | - | 1506 | - | 1606 | - |
| Lexden, Halstead Road Corner | 0715 | 0815 | 0911 | - | 1011 | - | 1111 | - | 1211 | - | 1311 | - | 1411 | - | 1511 | - | 1611 | - |
| Braintree, Bus Park Stand 6 | - | - | - | 0851 | - | 0953 | - | 1053 | - | 1153 | - | 1253 | - | 1353 | - | 1453 | - | 1553 |
| Colchester, Osborne Street Stop Ac | 0725 | 0825 | 0925 | - | 1025 | - | 1125 | - | 1225 | - | 1325 | - | 1425 | - | 1525 | - | 1625 | - |
| Bocking, Braintree College | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bocking, Deanery Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| High Garrett, Four Releet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Halstead, High Street | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Halstead, Ramsey School | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| | 370 | 70 | 370 | 70 | 370 | 70 | 42B | 370 | 370 | 42B | 42B |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Chelmsford, Rail Station Stand 11 | - | 1549 | - | 1647 | - | - | - | - | - | - | - |
| Chelmsford, Mildmay Car Park Stop G | - | 1555 | - | 1652 | - | - | - | - | - | - | - |
| Chelmsford, Bus Station Stand 8 | 1535 | 1609 | 1630 | 1703 | 1730 | 1755 | - | 1845 | 1945 | 2025 | 2253 |
| Chelmsford, Skerry Rise | 1542 | 1616 | 1637 | 1710 | 1737 | 1802 | - | 1852 | 1952 | 2031 | 2259 |
| Broomfield, Hospital Stand 3 | 1553 | 1625 | 1648 | 1719 | 1748 | 1813 | - | 1859 | 1959 | 2037 | 2305 |
| Little Waltham, The White Hart | 1558 | 1630 | 1653 | 1724 | 1753 | 1818 | - | 1904 | 2004 | 2042 | 2310 |
| Great Leighs, St Annes Castle | 1605 | 1637 | 1700 | 1731 | 1800 | 1825 | - | 1911 | 2011 | 2048 | 2316 |
| Great Notley, White Court | 1611 | 1643 | 1706 | 1737 | 1806 | 1831 | - | 1917 | 2017 | 2054 | 2322 |
| Braintree, Bus Park Stand 1 | 1625 | - | 1720 | - | 1820 | - | - | 1925 | 2025 | - | - |
| Braintree, Lidl | - | 1648 | - | 1742 | - | 1836 | - | - | - | - | - |
| Braintree, Blyth's Meadow | - | 1650 | - | 1744 | - | 1838 | - | - | - | 2100 | 2328 |
| Braintree, Bus Park Stand 8 | - | - | - | - | - | - | 1842 | - | - | 2102 | 2330 |
| Braintree, Tesco | 1632 | - | 1727 | - | 1827 | - | - | 1932 | 2032 | - | - |
| Bradwell, The Swan | 1637 | - | 1732 | - | 1831 | - | - | - | 2036 | - | - |
| Coggeshall, Market Hill | 1644 | - | 1739 | - | 1838 | - | - | - | 2042 | - | - |
| Marks Tey, Domsey Bank | 1654 | - | 1749 | - | 1848 | - | - | - | 2051 | - | - |
| Marks Tey, Rail Station | 1657 | - | 1752 | - | 1851 | - | - | - | 2054 | - | - |
| Stanway, Tollgate Centre | 1706 | - | 1801 | - | 1900 | - | - | - | 2101 | - | - |
| Lexden, Halstead Road Corner | 1711 | - | 1806 | - | 1905 | - | - | - | 2105 | - | - |
| Braintree, Bus Park Stand 6 | - | 1653 | - | 1747 | - | 1841 | - | - | - | - | - |
| Colchester, Osborne Street Stop Ac | 1725 | - | 1820 | - | 1915 | - | - | - | 2115 | - | - |
| Bocking, Braintree College | - | - | - | - | - | - | 1846 | - | - | 2106 | 2334 |
| Bocking, Deanery Corner | - | - | - | - | - | - | 1850 | - | - | 2110 | 2338 |
| High Garrett, Four Releet | - | - | - | - | - | - | 1853 | - | - | 2113 | 2341 |
| Gosfield, Gosfield Corner | - | - | - | - | - | - | 1900 | - | - | 2120 | 2347 |
| Halstead, High Street | - | - | - | - | - | - | 1906 | - | - | 2126 | 2353 |
| Halstead, Ramsey School | - | - | - | - | - | - | 1911 | - | - | 2131 | 2357 |

First 42B 70 370 Chelmsford-Colchester

Sundays and Public Holidays from 17 April 2022

370 42B 370 42B 370 42B 370 42B 370 42B 370 42B 370 370

Chelmsford, Bus Station Stand 8

Chelmsford, Skerry Rise

Broomfield, Hospital Stand 3

Little Waltham, The White Hart

Great Leighs, St Annes Castle

Great Notley, White Court 0756 0846 0948 1041 1148 1241 1348 1441 1548 1641 1748 1846 1916 2116

Braintree, Bus Park Stand 1 0806 - 0958 - 1158 - 1358 - 1558 - 1758 - 1926 2126

Braintree, Blyth's Meadow - 0853 - 1048 - 1248 - 1448 - 1648 - 1853 - -

Braintree, Bus Park Stand 8 - 0857 - 1056 - 1256 - 1456 - 1656 - 1857 - -

Braintree, Tesco 0811 - 1004 - 1204 - 1404 - 1604 - 1804 - 1932 2132

Bradwell, The Swan 0816 - 1009 - 1209 - 1409 - 1609 - 1809 - 1937 2137

Coggeshall, Market Hill 0821 - 1015 - 1215 - 1415 - 1615 - 1815 - 1943 2143

Marks Tey, Domsey Bank 0831 - 1025 - 1225 - 1425 - 1625 - 1825 - 1953 2153

Marks Tey, Rail Station 0834 - 1028 - 1228 - 1428 - 1628 - 1828 - 1956 2156

Stanway, Tollgate Centre 0841 - 1036 - 1236 - 1436 - 1636 - 1835 - 2004 2204

Lexden, Halstead Road Corner 0845 - 1040 - 1240 - 1440 - 1640 - 1839 - 2008 2208

Colchester, Osborne Street Stop Ac 0855 - 1052 - 1252 - 1452 - 1652 - 1849 - 2020 2220

Bocking, Braintree College - 0904 - 1103 - 1303 - 1503 - 1703 - 1904 - -

Bocking, Deanery Corner - 0906 - 1105 - 1305 - 1505 - 1705 - 1906 - -

High Garrett, Four Releet - 0910 - 1109 - 1309 - 1509 - 1709 - 1910 - -

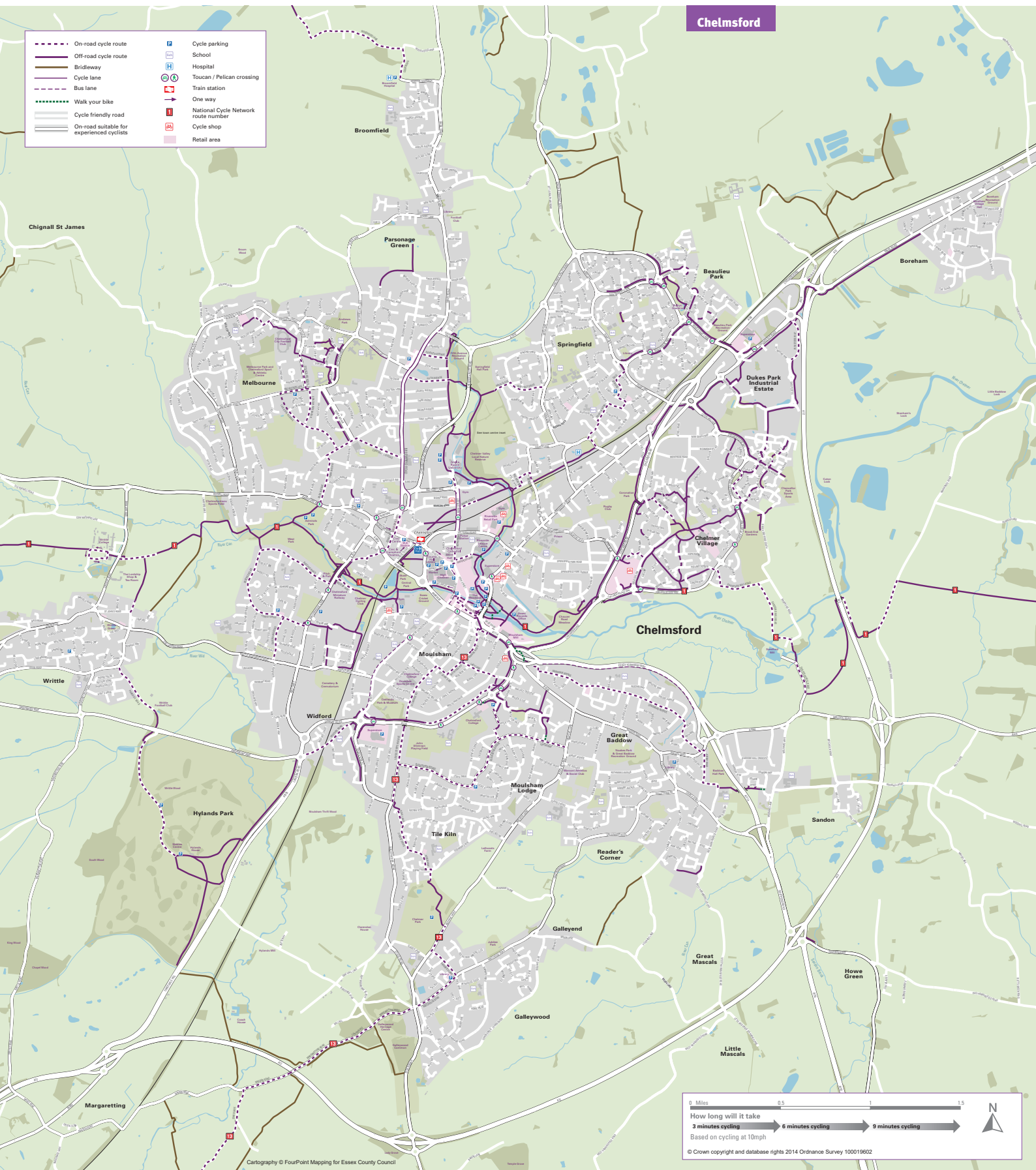
Gosfield, Gosfield Corner - 0917 - 1116 - 1316 - 1516 - 1716 - 1917 - -

Halstead, High Street - 0923 - 1122 - 1322 - 1522 - 1722 - 1923 - -

Halstead, Ramsey School - 0928 - 1127 - 1327 - 1527 - 1727 - 1928 - -



Appendix 5
Chelmsford Cycle Map



Chelmsford

- - - - - On-road cycle route
- - - - - Off-road cycle route
- Bridleway
- Cycle lane
- Bus lane
- - - - - Walk your bike
- Cycle friendly road
- On-road suitable for experienced cyclists
- P Cycle parking
- H School
- H Hospital
- T Toucan / Pelican crossing
- T Train station
- One way
- N National Cycle Network route number
- S Cycle shop
- Retail area

0 Miles 0.5 1 1.5

How long will it take
 3 minutes cycling → 6 minutes cycling → 9 minutes cycling →

Based on cycling at 10mph

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Cartography © FourPoint Mapping for Essex County Council



Chelmsford cycling map

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By email:
contact@essex.gov.uk

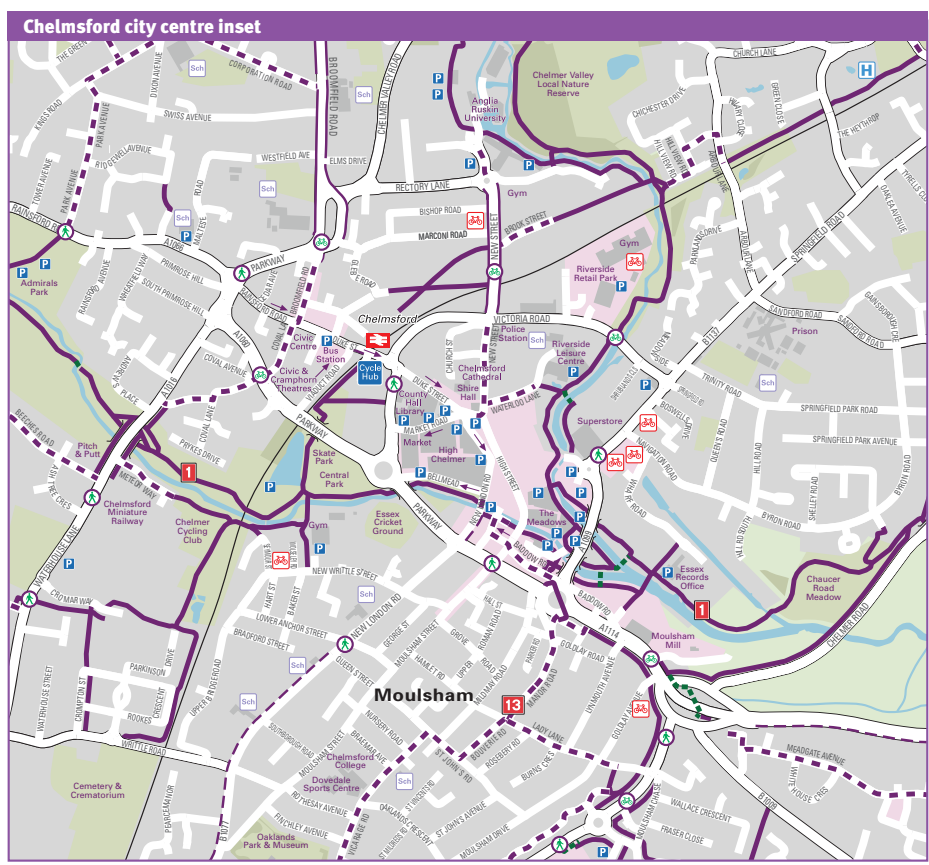
Visit our website:
essex.gov.uk/cycling

By telephone:
0845 603 7631

By post:
Essex County Council
Highways
County Hall
Chelmsford
Essex CM1 1QH

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Published October 2014



Why cycle?

It's good for your health:
Cycling can be easily incorporated into your daily routine and brings you and your family closer to recommended daily activity targets.

It's good for your wallet:
With the cost of fuel rising ever higher, think how much you'll save if you make some journeys by bike.

It's good for the environment:
Cycling is almost carbon neutral, so there's no need to worry about the impact your journeys are having on the environment.

It's good for the city:
Cycling helps to reduce congestion, one car space could provide parking for 5-10 bikes. Cyclists also tend to visit local shops more frequently than motorists, which helps to support the local economy.



Common signs

A few other signs you may see when out cycling, and what they mean...

- Cycle route
- Shared route for pedestrians / cyclists
- Segregated route for pedestrians / cyclists
- Bus Lane (bicycles allowed)
- No entry (including bicycles)
- No cycling

Always cycle safely and respect other road and path users.

Key

- On-road cycle route
- Off-road cycle route
- Bridleway
- Cycle lane
- Bus lane
- Walk your bike
- Cycle friendly road
- On-road suitable for experienced cyclists
- Cycle parking
- School
- Hospital
- Toucan crossing
- Pelican crossing
- Train station
- One way
- National Cycle Network route number
- Cycle shop
- Retail area



Cycling times between major destinations

| Numbers indicate:
Miles
(Minutes based on 10mph) | City Centre | Anglia Ruskin University | Boreham | Broomfield Hospital | Chelmer Village (centre) | Dukes Park Industrial Estate | Galleywood | Great Baddow | Hylands Park | Melbourne | Moulsham Lodge | Springfield | Wildford Industrial Estate | Writtle |
|--|-------------|--------------------------|-----------|---------------------|--------------------------|------------------------------|------------|--------------|--------------|-----------|----------------|-------------|----------------------------|-----------|
| City Centre | | 0.5
3 | 4
24 | 3.2
19 | 1.8
11 | 2
12 | 2.8
17 | 1.7
10 | 2.4
14 | 1.6
10 | 1.5
9 | 2.1
13 | 1.6
10 | 2.5
15 |
| Anglia Ruskin University | 0.5
3 | | 3.8
23 | 2.7
16 | 1.9
11 | 1.9
11 | 3.6
22 | 2.5
15 | 3.2
19 | 1.6
10 | 1.2
7 | 1.8
11 | 5.7
34 | 2.9
17 |
| Boreham | 4
24 | 3.8
23 | | 5.6
34 | 2.5
15 | 2
12 | 6.2
37 | 5.2
31 | 6.7
40 | 5.3
32 | 4.6
28 | 2.1
13 | 5.4
32 | 6.4
38 |
| Broomfield Hospital | 3.2
19 | 2.7
16 | 5.6
34 | | 4.1
25 | 3.9
23 | 6.3
38 | 5.2
31 | 5.9
35 | 2.7
16 | 3.0
20 | 3.4
20 | 3.7
22 | 5
30 |
| Chelmer Village (centre) | 1.8
11 | 1.9
11 | 2.5
15 | 4.1
25 | | 0.5
3 | 3.9
23 | 2.9
17 | 4
24 | 2.9
17 | 2.3
14 | 1.8
11 | 3.2
19 | 4.6
28 |
| Dukes Park Industrial Estate | 2
12 | 1.9
11 | 2
12 | 3.9
23 | 0.5
3 | | 4.4
26 | 3.4
20 | 4.5
27 | 3.4
20 | 2.8
17 | 0.9
5 | 3.7
22 | 4.8
29 |
| Galleywood | 2.8
17 | 3.6
22 | 6.2
37 | 6.3
38 | 3.9
23 | 4.4
26 | | 1.9
11 | 3.2
19 | 4.7
28 | 1.6
10 | 5.1
31 | 2.8
17 | 3.8
23 |
| Great Baddow | 1.7
10 | 2.5
15 | 5.2
31 | 5.2
31 | 2.9
17 | 3.4
20 | 1.9
11 | | 4.1
25 | 3.6
22 | 1.5
9 | 4.1
25 | 3.2
19 | 2.5
15 |
| Hylands Park | 2.4
14 | 3.2
19 | 6.7
40 | 5.9
35 | 4
24 | 4.5
27 | 3.2
19 | 4.1
25 | | 3.7
22 | 2.6
16 | 4.8
29 | 1.2
7 | 1.4
8 |
| Melbourne | 1.6
10 | 1.6
10 | 5.3
32 | 5.3
32 | 2.9
17 | 3.4
20 | 4.7
28 | 3.6
22 | 3.7
22 | | 3.4
20 | 2.8
17 | 2.5
15 | 2.6
16 |
| Moulsham Lodge | 1.5
9 | 2
12 | 4.6
28 | 5
30 | 2.3
14 | 2.8
17 | 1.6
10 | 1.5
9 | 2.6
16 | 3.4
20 | | 3.6
22 | 1.7
10 | 1.6
10 |
| Springfield | 2.1
13 | 1.8
11 | 2.1
13 | 3.4
20 | 1.8
11 | 0.9
5 | 5.1
31 | 4.1
25 | 4.8
29 | 2.8
17 | 3.6
22 | | 3.7
22 | 4.6
28 |
| Wildford Industrial Estate | 1.6
10 | 5.7
34 | 5.4
32 | 3.7
22 | 3.2
19 | 3.7
22 | 2.8
17 | 3.2
19 | 1.2
7 | 1.7
10 | 3.7
22 | | | 1
6 |
| Writtle | 2.5
15 | 2.9
17 | 6.4
38 | 5
30 | 4.6
28 | 4.8
29 | 3.8
23 | 4.2
25 | 1.4
8 | 2.6
16 | 1.6
10 | 4.6
28 | | 1
6 |

Be safe, be seen

Ensure you are visible to others. Wear fluorescent items in the daytime and reflective at night. The extra visibility given by these materials can give a driver those extra seconds of 'reaction time'.

When cycling at night you must have a white front light, red back light and reflector – all in good working order. Apart from the safety risks, it is a legal offence to cycle at night without lights and reflectors.

Keep all lights and reflectors clean and clear of obstruction. You can also use spoke and pedal reflectors with most types of wheels and pedals.

Road position can also make a huge difference to your visibility whilst cycling, ride at least 1m from the kerb and consider taking the primary position (in the centre of the carriageway) at junctions and pinch points, especially in low light conditions.

Why not cycle to...

Chelmsford is England's newest city and is a great place to explore by bike, with over 30 miles of dedicated cycle routes and some great places to cycle to.

Central Park
At the heart of Chelmsford City Centre and criss-crossed with some of the best used cycle tracks in Essex, Central Park is a destination in its own right and a great way to get away from the hustle and bustle of city life. With plenty of open space, colourful planting schemes and a café from which to admire swans in the lake.

Chelmsford Museum
Tells the story of Chelmsford from the Ice Age to present day. With a variety of events and activities taking place throughout the year, there is something for all the family to enjoy, including the ever popular live beehive. At Sandford Mill the industrial heritage collection is on display and can be viewed at one of the regular open days. For more information visit www.chelmsford.gov.uk/museums

Writtle College
Established in 1893, Writtle College is one of the oldest and largest specialist colleges supporting careers focused on Business and the "Green Industries". The college is also available for private functions and offers accommodation throughout the summer months. For more information visit www.writtle.ac.uk

Share the space

Whether you cycle on the road or on designated cycle paths you will have to share the space.

On shared off-road facilities please remember:

- Pedestrians are more vulnerable than a cyclist
- Keep an appropriate speed for the type of track you are using and the amount of other users – if you want to speed along please use the road
- Lights are still required at night – other users need to see you and you need to see where you're going



On the road:

- We all have an equal right to the road space whether on two wheels or four
- Be decisive and hold your line
- Cycling and cyclists benefit everybody by reducing congestion and maximising road capacity
- Jumping red lights and riding on pavements is not only illegal it is also dangerous and reinforces negative attitudes about cycling
- Advance stop lines and cycle lanes are for cyclists' safety
- As a driver, look out for cyclists and give them lots of room
- HGV and cyclists need to both take special care – don't filter up the inside of large vehicles; they may not see you



Cyclists' training

Cyclist Training is widely available throughout the county to cyclists of all ages and abilities.

Whilst it is offered to all primary schools in Essex for year 6 pupils either as part of the Essex Cyclist Training Scheme or the new National Standards 'Bikeability' Training, older children and adults can also take part as individuals.

Both schemes will provide training in real on-road situations with a hazard awareness approach.

If you are interested in finding out more about the training that is available please contact roadsafety@essex.gov.uk or telephone Essex County Council Road Safety Team on 0845 603 7631.

Hylands Park

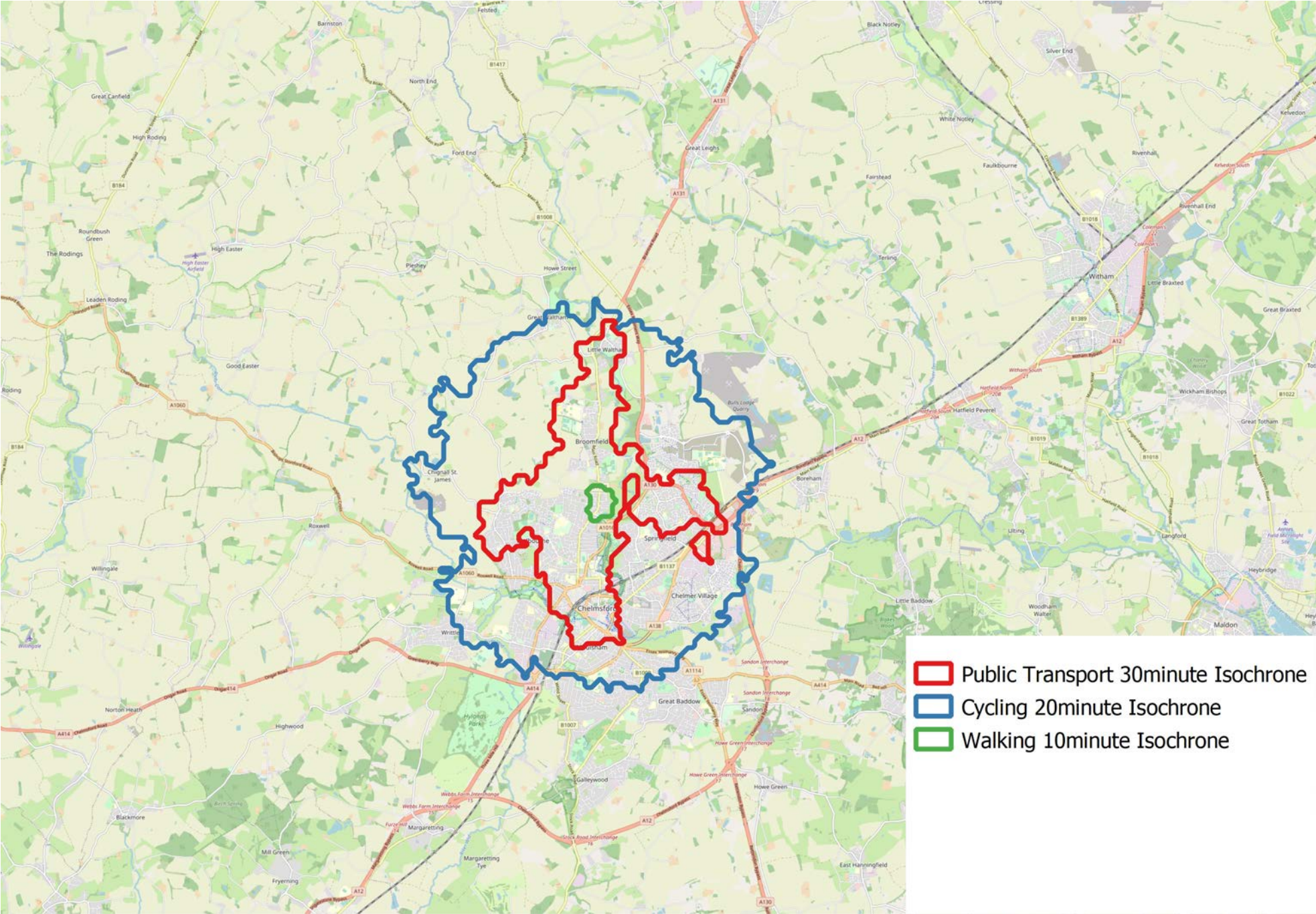
A beautiful Grade II listed neo-classical villa, set in over 500 acres of parkland, including an ancient woodland, grassland, ponds, lakes, formal gardens and a very popular Adventure Castle play area to the north of the estate. Inside, rooms restored to their appearance during the Georgian and early Victorian periods may be viewed.

A full programme of events takes place in the House and adjacent Pleasure Gardens. Hylands Park is the perfect backdrop for the renowned 'V' concerts that have provided the best of contemporary rock and pop music live over one weekend in August each year since 1996.



Appendix 6
Site Accessibility Plan

Campions Farm - Accessibility Plan



Appendix 7 – Post Pre-submission Consultation Modifications

The table below sets out the changes made to the Neighbourhood Plan following the Regulation 14 Pre-Submission Consultation and the reasons for the modifications. Changes subsequent to the deletion of paragraphs or policies are not identified in this schedule.

Deletions are struck through eg ~~deletion~~ Additions are underlined eg addition

In this table, deletions are shown struck through - ~~deletion~~ and insertions are shown underlines – insertion

| Page | Para/Policy number | Modification | Reason |
|-------|-----------------------------|--|------------------------------|
| Cover | | Amend as follows:

Pre-Submission Draft Plan – November-January 2024 | To bring the Plan up-to-date |
| 2 | First paragraph | Amend as follows:

This draft Plan, if agreed, will guide how our village may change <u>in the period to 2036</u> over the next 14 years - and which aspects should remain unchanged. | To bring the Plan up-to-date |
| 2 | Third and fourth paragraphs | Amend as follows:

We now have a draft Plan ready to show you. So it is over to you, the residents and other stakeholders, to tell us if you think we have it broadly right. We will carefully consider every comment we get and make amendments where necessary. We consulted in the Draft Plan at the end of 2022 and have now considered all the comments and, where necessary, made changes to the Plan.

<u>There will be further opportunities to have your say over the next few months. This version of the Plan is now subject to further consultation prior to it being assessed by an Independent Examiner and culminating in a local parish referendum, before the Plan can be officially agreed. So please get involved at each stage – it is your village, have your say. We want to hear from you.</u> | To bring the Plan up-to-date |

| Page | Para/Policy number | Modification | Reason |
|------|-------------------------------|--|------------------------------|
| 7 | 1.5 | Amend Overarching Neighbourhood Plan Objective as follows:

To set out a suite of planning policies, in general conformity with the strategic policies of the Chelmsford Local Plan, <u>the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan</u> that address the particular planning issues which apply in Broomfield | In response to comments |
| 8 | Traffic and Travel Objectives | Amend bullet 2 as follows:

To encourage cycling and walking by creating new safe cycle <u>routes (cycle paths)</u> and footpaths; and by protecting existing <u>footways (pavements)</u> , <u>cycle routes (cycle paths)</u> , footpaths and public rights of way | In response to comments |
| 8 | Traffic and Travel Objectives | Amend bullet 3 as follows:

To promote measures to improve <u>highway</u> safety and to reduce the impact of traffic. | In response to comments |
| 11 | 2.15 | Amend paragraph as follows:

The Neighbourhood Plan has now reached the formal pre-submission stage of preparation. It is the first <u>provides a further opportunity</u> to comment on the complete Draft Neighbourhood Plan. Once that consultation is complete, the Plan will pass through the remaining stages, as illustrated in the diagram below: | To bring the Plan up-to-date |
| 11 | Flow diagram | Amend to reflect that Plan is now at Submission stage and update the dates of the remaining stages | To bring the Plan up-to-date |
| 15 | 4.2 | Amend first sentence as follows:

In December 2023 <u>July 2024</u> , the Government published a Revised NPPF and the Neighbourhood Plan has been prepared within the context of that version. | To bring the Plan up-to-date |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|---|------------------------------|
| 15 | 4.4 | <p>Amend paragraph by adding the following to the end:</p> <p><u>In Autumn 2022 the City Council consulted on Issues and Options for the review of the adopted Local Plan. It is intended that this will extend the Local Plan period to 2041 and, at the time of the consultation, it was anticipated that the new Local Plan would be adopted in Spring 2025.</u></p> | To bring the Plan up-to-date |
| 15 | 4.5 | <p>Amend final sentence of third bullet point as follows:</p> <p><u>At the time of preparing the Neighbourhood Plan, the City Council had resolved to grant outline planning permission with a number of planning conditions and subject to the signing of a Section 106 Planning Agreement</u> Outline planning permission has been granted, subject to various conditions</p> | In response to comments |
| 16 | 4.7 | <p>Amend paragraph as follows:</p> <p>At a county level, other relevant policy documents include the Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017). Much of the Neighbourhood Area is within a Sand and Gravel Safeguarding Area, as identified in the Minerals Local Plan. Where a planning application is made within a Minerals Safeguarding Area, the City Council as the local planning authority must formally consult the County Council for its views before making a planning decision about the proposal and must subsequently take these views into account.</p> <p><u>Essex County Council is the Minerals and Waste Authority for the Plan area and is responsible for the production of mineral and waste local plans. The Development Plan in Broomfield therefore also comprises of the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.</u></p> | In response to comments |

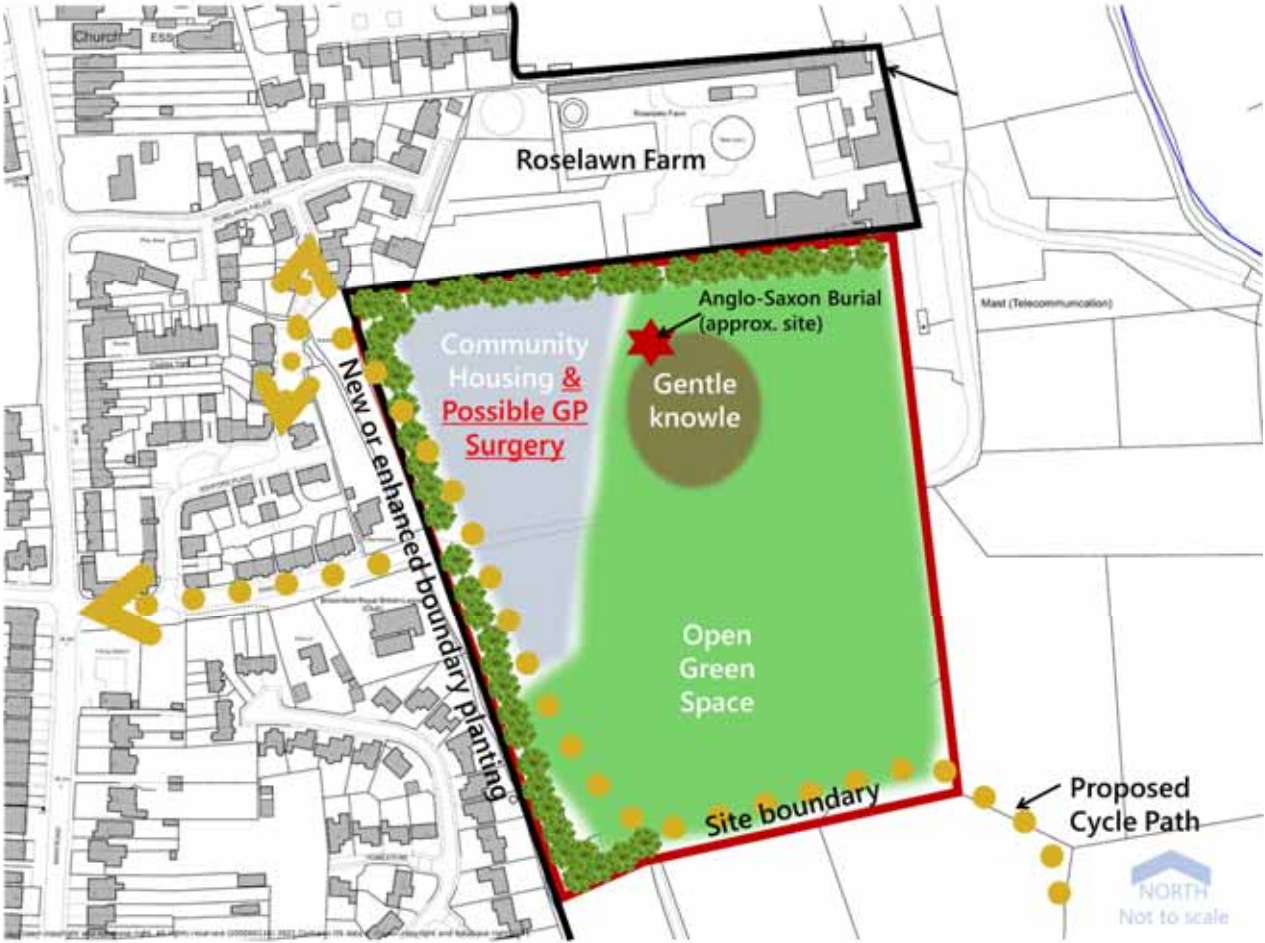
| Page | Para/Policy number | Modification | Reason |
|------|----------------------|---|---|
| 22 | Area F | <p>Under "Sensitivity / Capacity" amend final sentence as follows:</p> <p>Furthermore, consideration should be given to the designation of Night Pasture and Broom Pightle as areas of Open <u>Local</u> Green Space in light of their importance historically and in association with the Conservation Area.</p> | In response to comments |
| 24 | BFD1 | <p>Amend policy as follows:</p> <p>Land between Main Road and Patching Hall Lane, as shown in <u>on</u> Map 4, is identified as a Settlement Buffer to maintain the separation between the urban area of Chelmsford and Broomfield village.</p> <p>Proposals should, proportionate to the scale of the development, be accompanied by a Landscape and Visual Impact Assessment, or other appropriate and proportionate evidence, that demonstrates that there would be no harmful impact on the open character and landscape of the Settlement Buffer. Development proposals in the Settlement Buffer should be accompanied by a professional assessment that demonstrates the proposal would not have a harmful impact on the open character and landscape of the Settlement Buffer. Proposals will only be supported where they <u>Development in the Settlement Buffer will only be supported where it is in accordance with national and district level policies and</u> conserve or, where possible enhance the openness and landscape character of the Settlement Buffer and will not result in an unacceptable reduction in the physical or visual gap between the settlements or otherwise undermine their distinct and separate identities.</p> | In response to comments |
| 24 | Community Action CA1 | <p>Amend first bullet point as follows:</p> <ul style="list-style-type: none"> • further enhance the visual impact of the strategic gap <u>settlement buffer</u>; and | In response to comments |
| 26 | BFD2 | <p>Amend policy as follows:</p> | In response to comments and the findings of the |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|---|--|
| | | <p>Proposals for development outside the Settlement Boundary will be required to be accompanied by a Landscape Visual Impact Appraisal <u>Assessment</u> or other appropriate and proportionate <u>evidence proportionate to the scale of the proposal</u>, that demonstrates how the proposal:</p> <p>i. can be accommodated in the countryside without having a significant detrimental impact, by reason of the development's scale, materials and location, on the character and appearance of the countryside and its <u>tranquillity and</u> distinction from the main built-up areas; and</p> <p>ii. conserves and enhances the unique landscape and scenic beauty within the Parish, having regard to the Neighbourhood Plan Landscape Appraisal and Neighbourhood Plan Review of Local Green Space, Valued Landscape and Key Views <u>and the Valued Landscape identified on Map 5 and Important Views on Map 6.</u></p> | Broomfield NP Strategic Environmental Assessment |
| 29 | 6.7 | <p>Amend first sentence as follows:</p> <p>Essex County Council, in conjunction with Chelmsford City Council and other local authorities in Essex has <u>have</u> prepared the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) which has been adopted as a Supplementary Planning Document (SPD) by the City Council</p> | In response to comments |
| 30 | BFD3 | <p>Amend first sentence as follows:</p> <p>All <u>Where appropriate,</u> residential development within the zones of influence of European Sites should make an appropriate <u>a</u> financial contribution towards mitigation measures, as detailed in the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document, to avoid adverse in-combination recreational disturbance effects on European Sites.</p> | In response to comments |
| 30 | BFD4 | Amend second paragraph of policy as follows: | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|--|-------------------------|
| | | Where new access is created, or an existing access is widened, through an existing hedgerow, a new replacement hedgerow of native species shall be planted on the splay returns into the site <u>a minimum of 1m behind the visibility splays</u> to maintain the appearance and continuity of hedgerows in the vicinity. | |
| 32 | BFD5 | <p>Amend as follows:</p> <p>Where development is proposed on Grade 2 <u>agricultural land</u>, as defined in the Natural England Agricultural Land Classification Maps, <u>and outside the Broomfield Settlement Boundary or Chelmsford Urban Area Boundary</u>, proposals will be supported if <u>where</u> they are:</p> <ul style="list-style-type: none"> i. <u>replacements for existing buildings or structures; or</u> ii. <u>previously developed land; or</u> iii. are <u>essential to support an existing agriculture, forestry, equestrian or other land-based rural business;</u> <p>and</p> <ul style="list-style-type: none"> iv. <u>supported by evidence is provided</u>, to the satisfaction of the <u>Local</u> Planning Authority, that the proposed development cannot reasonably be accommodated on other land <u>other than Grade 2 agricultural land</u>. | In response to comments |
| 42 | 7.8 | <p>Amend paragraph as follows:</p> <p>An Affordable Housing Needs Survey will be <u>was</u> conducted alongside the Regulation 14 Consultation for this Plan to provide further detail about the affordability pressures that the AECOM study has identified. <u>The results will be used by the Parish Council to inform initiatives to deliver affordable housing to meet local needs.</u></p> | In response to comments |
| 43 | 7.9 | Amend first sentence as follows: | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|---|-------------------------|
| | | In the <u>household</u> questionnaire, residents were asked for their views about the types of housing most needed in Broomfield. | |
| 45 | BFD9 | <p>Amend policy as follows:</p> <p>Proposals for new dwellings that are designed to be accessible and inclusive, including meeting Building Regulations M4 (2) standards, will be supported.</p> <p>Layouts that make positive provision for the needs of home working, including facilitating access to high speed communications technology and the potential for office space will be supported. <u>Proposals for new developments or expansion of existing properties should be capable of receiving high speed and reliable mobile and broadband connectivity. Where connectivity is not currently available suitable ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.</u></p> | In response to comments |
| 49 | 7.33 | <p>Amend paragraph by inserting the following at the end:</p> <p><u>The development should include initiatives to enhance, interpret and celebrate the significance of the site, i.e. through information boards, public art and community involvement.</u></p> | In response to comments |
| 49 | BFD10 | <p>Amend policy as follows:</p> <p>A site of 5.3 hectares is identified on the Figure 22 for:</p> <ul style="list-style-type: none"> • community open space, cycle paths and footpaths; • community affordable housing to meet the specific needs of local people in Broomfield; | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|--|---------------------|
| | | <ul style="list-style-type: none"> • a GP surgery <u>should the Mid and South Essex Integrated Care Board provide evidence that the surgery is required and deliverable at the time a planning application for the development is submitted.</u> <p>The site layout should have regard to the Site Concept Diagram in Figure 22 <u>and paragraphs 7.32 to 7.34.</u></p> <p><u>A Written Scheme of Archaeological Investigation will be required prior to development commencing.</u></p> <p>The community housing will only come forward alongside the use of the whole site for community open space, cycle paths and footpaths and only if it is:</p> <ul style="list-style-type: none"> i. delivered and managed through a Community Land Trust or similar body; and ii. offered, in the first instance, to people with a demonstrated local connection with the Parish of Broomfield who are unable to buy or rent properties in the village at open-market prices. | |
| 49 | Figure 22 | Amend Figure 22 – Site Concept Diagram, to identify that the GP surgery would also be located in the area currently reserved for community housing. | To clarify the Plan |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|--|------------------|
| | | <p style="text-align: center;">Revised Site Concept Diagram</p>  <p>The diagram illustrates a site plan with various zones and features. A red line marks the 'Site boundary'. Inside, there is a green area for 'Open Green Space' and a brown circle for 'Gentle knowle'. A red star indicates the 'Anglo-Saxon Burial (approx. site)'. A blue area is designated for 'Community Housing & Possible GP Surgery'. A black line shows 'New or enhanced boundary planting' along the western side. A 'Proposed Cycle Path' is shown at the bottom right, and a 'Mast (Telecommunication)' is located to the east. The surrounding area includes 'Roselawn Farm' and a 'Church'. A north arrow and 'Not to scale' note are at the bottom right.</p> | |
| 51 | Title | Amend title to: | To correct error |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|---|-------------------------|
| | | <u>Development Design</u> | |
| 53 | 8.14 | <p>Amend paragraph as follows:</p> <p>A Village Design Statement (VDS) for Broomfield was adopted as Supplementary Planning Guidance by Chelmsford City Council in 2011 <u>and is available to view on the City Council's website</u>, with a printed version published in 2012 by the Parish Council. It can be accessed on the City Council and Parish Council websites and contains guidance both at the village-wide level and for 11 specific character areas. <u>The Neighbourhood Plan supersedes the VDS.</u></p> | In response to comments |
| 54 | BFD11 | <p>Amend second paragraph as follows:</p> <p>All planning applications should, as appropriate to the proposal, demonstrate how they <u>have regard to take account of the Essex Design Guide and the Broomfield Neighbourhood Plan Design Guidelines (April 2020) and, as part of the Design and Access Statement submitted with the planning application, satisfy the requirements of the Development Design Checklist in Appendix 2 of this Plan.</u></p> <p>Amend criterion ii as follows:</p> <p>ii. Traditional materials should be used for exterior walls and <u>roofs</u> fencing, e.g., Essex or London stock brick, plain or pargetted rendering, flint, decorative brick coursing, <u>clay plain tiles at steep pitches, slate at lower pitches</u>;</p> <p>Amend criterion iii as follows:</p> | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|--------------------|--|-------------------------|
| | | <p>iii. Boundary treatments, <u>including fencing</u>, should be in keeping with <u>complementary to</u> neighbouring buildings and boundary features;</p> <p>Amend criterion v as follows:</p> <p>v. Cycling should be encouraged by introducing cycle paths <u>routes (cycle paths)</u> and providing bicycle parking and storage where appropriate.</p> | |
| 55 | BFD12 | <p>Amend first paragraph as follows:</p> <p>Proposals that incorporate current best practice in energy conservation <u>and sustainable construction</u> will be supported where such measures are designed to be integral to the building design and minimise any detrimental impact on the building or its surroundings. Examples could include:</p> <p>Amend criterion c as follows:</p> <p>c. <u>installing renewable heating technology;</u> avoiding the installation of fossil fuel based heating systems;
and</p> <p>Amend criterion d as follows:</p> <p>d. incorporating sustainable <u>building design and construction measures which minimise waste reduction, re-use and recycle minerals, and use sustainable materials, including in relation to their procurement and energy and water efficiency measures such as ground/ air source heat pumps, solar panels and greywater recycling/rainwater and stormwater harvesting;</u> <u>and</u></p> | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|-----------------------|--|-------------------------|
| | | <p>Insert new criterion e as follows:</p> <p>e. <u>where it possible to do so, adapt and reuse structures already on the development site.</u></p> | |
| 58 | 9.12 | <p>Amend second sentence as follows:</p> <p>So, for any proposals to be progressed, funding streams (such as <u>the National Lottery Heritage Fund Heritage Lottery Funding</u> or Community Infrastructure Levy) will need to be investigated.</p> | In response to comments |
| 59 | Community Action CA11 | <p>Amend second sentence as follows:</p> <p>As appropriate, the <u>Parish</u> Council will seek to bring forward a feasible scheme to enhance the Conservation Area, taking into account the views of Church Green residents.</p> | In response to comments |
| 65 | BFD14 | <p>Amend first sentence as follows:</p> <p>A site of 2.57 hectares south and west of Broomfield Place, identified on Figure 13, is allocated for non-residential day facilities, associated community uses and local/informal green space <u>to be accessed off Main Road.</u></p> <p>Amend criterion ii as follows:</p> <p>ii. <u>Provide a green space layout developed through a community-led masterplan and landscape strategy that minimises the visual impact of the development on the open nature of the land to the west of the site; and</u></p> <p>Amend criterion iii as follows:</p> | In response to comments |

| Page | Para/Policy number | Modification | Reason |
|------|-----------------------|--|-------------------------|
| | | <p>iii. <u>Through the preparation and submission of a Heritage Statement, demonstrate how the proposal will preserve</u> Preserve and where appropriate enhance the setting of Grade II listed Broomfield Place; and</p> | |
| 67 | 11.4 | <p>Amend paragraph as follows:</p> <p>There has been discussion about re-establishing the B1008's original function of serving the communities along the corridor (eg <u>as identified in Chelmsford's Future Transport Network Study (CFTN) in the ECC/Mouchel study in 2007</u>) but to date, there has been little progress.</p> | In response to comments |
| 72 | BFD15 | <p>Amend policy as follows:</p> <p>Proposals shall safeguard all public rights of way <u>identified on the Definitive Rights of Way Map</u> including footpaths, bridleways, <u>and byways, and where possible, informal routes on green lanes, and</u> and unclassified county roads, <u>and local paths</u>.</p> <p>Proposals will not be permitted <u>supported</u> which:</p> <ul style="list-style-type: none"> i. adversely affect any existing public right of way <u>or informal route</u>, and the public's enjoyment of it; or ii. detract from the character of any existing right of way <u>or informal route</u>, including the urbanisation of it; or iii. do not accord with the need to improve and provide access to the countryside for the disabled. Only in exceptional circumstances will proposals that would result in the diversion of the route of an existing right of way be acceptable. | In response to comments |
| 72 | Community Action CA14 | Amend as follows: | In response to comments |

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| | | <p>Working with Essex Highways, the City Council, interested residents and others, the Parish Council will:</p> <p>Cycling</p> <p>Seek to achieve a network of safe cycle routes <u>paths</u>, as indicated in Fig. 14. The first priority will be to create north/south routes that will link with existing paths <u>routes (cycle paths)</u> into the City Centre.</p> <p>Investigate and (where appropriate) implement other measures to encourage cycling, such as an affordable cycle hire scheme, provision of more cycle racks where necessary and a re-charging base for e-scooters at the Village Hall.</p> <p>Walking</p> <p>Encourage walking by:</p> <ul style="list-style-type: none"> • carrying out an audit of pavements <u>footways (pavements)</u> and where necessary, submitting bids to the Local Highways Partnership (LHP) for widening, improving, installing better lighting etc • where parking on pavements <u>footways (pavements)</u> is a persistent problem, installing notices to discourage it • working with schools to support initiatives such as the Walking Bus • installing a footpath or steps from the northern end of Vellacotts to Ashford Place/Main Road, subject to landowners' agreement • investigating the possibility of a new crossing near the Main Road/Court Road junction, to encourage safe walking to Chelmer Valley High School, and at other points on Main Road • setting up air quality monitoring points along Main Road and, where problems are identified, campaign for improvements. <p>(Further suggestions from residents are welcomed through the Neighbourhood Plan consultation process).</p> <p>Encourage Bus Use</p> | |

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| | | <p>Work with the 'Smarter Choices Campaign' to ensure that local residents get the greatest possible benefit from it (eg by running awareness campaigns in the Broomfield Times and on the Parish website; seeking to extend the area of benefit to include the southern part of the Parish).</p> <p>Work with the Broomfield Hospital transport co-ordinator to increase the number of Hospital-related journeys made by bus or other forms of sustainable transport. Install a new bus shelter at the northbound Erick Avenue stop (opposite Clobbs Yard).</p> | |
| 73 | 11.34 | <p>Amend paragraph as follows:</p> <p>There is therefore a need for a flexible traffic reduction strategy and an ongoing dialogue with Essex Highways and relevant stakeholders to ensure that all opportunities to mitigate the impact of through traffic are taken. <u>Chelmsford's Future Transport Network Study looks to reduce traffic along Broomfield Road and encourage sustainable transport use. The permitted Chelmsford North-East Bypass (CNEB) will enable strategic transport movements to be made via that route, enabling the reclassification of A130 Essex Regiment Way as a sustainable transport corridor for local and city centre bound traffic. This subsequently encourages removal of city centre bound traffic from using Broomfield Road, thereby reducing traffic levels along the corridor for local residents and hospital users.</u></p> | In response to comments |
| 74 | 11.39 | <p>Amend paragraph as follows:</p> <p>Finally, the long-awaited village gateway near Hospital Approach needs to be implemented. And , and support maintained for the proposed new Hospital Access Road to be open to all Hospital-related traffic and so reduce the pressure on Hospital Approach and its junction with Main Road. and, following the decision to scrap the new Hospital Access Road, pressure should be maintained for the money saved to be spent on local sustainable transport infrastructure instead.</p> | To correct error |

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| 74 | 11.43 | Amend second sentence as follows:

So, <u>at a future date</u> , the Parish Council will invite residents who would like their roads to be considered for 20mph zones or home zones to put their road forward. | In response to comments |
| 80 | Figure 15 | Add <u>Source: Environment Agency</u> after title | In response to comments |
| 80 | Figure 16 | Add <u>Source: Environment Agency</u> after title | In response to comments |
| 81 | Figure 17 | Add <u>Source: Essex County Council</u> after title | In response to comments |
| 82 | BFD16 | Amend policy as follows:

In addition to the requirements of the Chelmsford Local Plan (2020), proposals for development in or which are likely to have an impact on the Critical Drainage Areas as identified on Figure <u>17 24</u> should, where appropriate and through the use of Sustainable Urban Drainage Systems and/or storm water harvesting and recycling, result in a surface water run-off rate equal or better <u>than the 1 year to an equivalent</u> greenfield surface water run-off rate for that Area. <u>The design of Sustainable Urban Drainage Systems should have regard to the standards set out in the Essex SUDS Design Guide.</u> | In response to comments |
| 89 | Appendix 3 | Amend layout of final three bullet points in the list of Buildings of Local Value as below:

• Pillboxes;

west of the river Chelmer: East of Butlers Farm (Grid References: TL 7120 1126, TL 7129 1119 and TL 7131 1090);

north and south of Broomfield Mill (TL 7134 1036, TL 7139 1011, TL 7132 1006 and TL 7137 0993); | To correct errors |

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| | | south-east of Roselawn Farm (TL 7153 0947) and;
east and south of Campions Farm (TL 7148 0921 and TL 7124 0900) | |