



Rayne Village

# Design Statement



# The Capel Helmet



Sir Giles Capel wore the helmet when he jousted in feats of arms as a knight of King Henry VIII. In his will Sir Giles directed that his best helmet and arming sword should be set above his "funerals" and for nearly 300 years the helmet hung on an iron bar over his altar-shaped tomb in All Saints Church. When the church was pulled down in 1840 all the Capel tombs were destroyed and the helmet was removed by the builder. It is currently on display in the Metropolitan Museum of New York.



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# 1 Introduction



Rayne (UK) is a pleasant village of three thousand residents, located in the Braintree District of rural North West Essex; approximately two miles to the east is the historic market town of Braintree.

The road system provides easy access to Colchester, Chelmsford, Cambridge and

London and trains to London Liverpool Street and Norwich via Witham, with access to international destinations via Stansted airport, 16 miles to the west.

Records indicate that the settlement is on the line of the old Roman Road known as Stane Street. It was at one time an important stopping point for travellers on their way to the garrison at Colchester from St. Albans and is now by passed by the new A120. The village is rich in history with several farms listed in the Domesday Book. Rayne Hall and All Saints Church (1199), with its Tudor tower, built in 1510 by a member of the Capel family, is a fine example of Tudor brickwork with an original wooden clock face hidden behind the present one. Both are important landmarks within the village. The railway was built in the nineteenth century and enabled some industrial expansion in the form of the foundry and agricultural engineering, which has now ceased. A full history of the Village can be found on the Web site ([www.rayne-info.org.uk/](http://www.rayne-info.org.uk/)), which has links to other local organisations.

## 1.1 Scope and Purpose of the Village Design Statement (VDS)

This Village Design Statement is a guide to help ensure that development in the village is acceptable in relation to all aspects of the environment and demonstrates best practice in both design and quality. It has been prepared following consultation with the community. It is

important that the design and density of development, which is likely to be mainly the re-development of Brownfield sites and small infill sites within the village, reflects a clear understanding of the vision of residents and follows the guidelines that are described in this statement.

In addition the Village Design Statement is intended to help promote a sustainable approach to the shaping of Rayne in the future which will enable the community to satisfy its own needs and enjoy a better quality of life, without compromising the quality of life of future generations.

Therefore the VDS is intended to:

- manage change but not prevent it;
- promote sustainable development;
- assist property owners and developers in adopting designs which are acceptable to the local community;
- help protect visually important buildings and their settings and promote the use of appropriate building materials;
- improve and protect the local character and appearance particularly the use of open spaces and the street scene;
- enhance development in rural areas;
- ensure that the valued physical qualities and characteristics of the village and its surroundings are conserved and protected;
- assist the local planning authority in their determination of planning applications.

## 1.2 Preparation of the VDS

Rayne Parish Council instigated the preparation of the VDS in September 2004 at a public meeting that was held to discuss the production of a Village questionnaire, which was to gather the views of the residents. From this meeting a sub committee was formed to start the process and form a committee, whose objectives were to formulate a VDS in full consultation with the residents of the village and produce a document reflecting their collective views.

The process has involved:

- Workshop Evening when villagers were invited in groups to 'brain storm' their likes and dislikes of the village, and arrange accordingly by putting these into similar subject groups.
- A comprehensive questionnaire delivered to every home in the village produced a 54% response.
- A display of both the aims of a VDS, and photographs of various aspects of the village at a Parish Council Meeting.
- A Workshop Evening to gather information on the distinct areas of the village and the residents' evaluation of those areas to draw up a description of them.
- A full Consultation at the Village fete in July 2007.
- Submission of a draft VDS to Braintree District Council.



The VDS builds upon objectives, and rural environmental policies of the Development Plan for the District. It also takes account of the Essex Design Guide, which has been adopted by local authorities as Supplementary Planning Guidance. This should be followed to promote good design using traditional styles and materials within the village context.

## 2 The Natural Environment

The Parish Plan of 2005, with a 53.7% response, highlighted just how important the natural environment is to the residents of Rayne. 98% of residents considered the surrounding countryside as important. 15.6% of residents also gave the love of country life as the reason they chose to live in Rayne.

The Flich Way, a disused railway line owned by Essex County Council, passes through the village. It is managed by County Rangers aided by a volunteer group, the Friends of the Flich Way. This group has charitable status and has over 100 members. Only 5% of residents said they did not use the Flich Way. The most popular use was walking 50%, followed by cycling 26%, travel 11%, jogging 6% and horse riding 2%.

Country footpaths also showed considerable use - 53% used them daily, weekly or monthly, only 2% did not use them at all. When asked whether the plants and wildlife along these paths was important to them 94% replied very or quite important.

All the above responses indicate that the majority of residents consider the natural environment important and also that they use and respect that environment.

To the east of the village is Oak Meadow, part of which was purchased for the village sports field. The remaining part has been in permanent grass and is let for cattle grazing. This is an attractive area between the village and the parish boundary with Braintree. It is to be hoped that the present low-density ribbon development along the B1256 from our boundary with Braintree will remain, so as to keep Rayne as a separate entity from its much larger neighbour.

To the north and north east of Rayne village there are large open arable fields. These stretch in the northeast to the Springwood Industrial Estate and Panfield Wood, which is part of Rayne parish. The Pods Brook valley to the north that we share with

Panfield Parish is shown in the current Braintree District Development Plan as a Special Landscape Area. The considerable field amalgamations during the last half of the 20th century have provided an open view of the valley and Panfield on the opposite side of the valley.

To the northwest and west of Rayne village the parish consists mostly of arable fields with Rumley and Golden Grove woods and several small newly planted copses.

To the south the landscape is split by the new A120, which also incorporates the old Rayne bypass. The only links over the bypass linking the area of the parish to the south are the Flich Way Bridleway Bridge and Century Road Bridge on School Road. Just outside the parish is a further bridleway and footpath link over the bridge at Lakes Farm that leads to the Braintree Discovery Park. The area to the south of the A120 is farmland but the area between the village and the bypass is a mix of low-density housing and farmland.

The parish has two areas of allotments and all plots are in use. A wildlife survey of the churchyard was carried out in 1997 and a management plan written that allows the native flora to continue to flourish whilst not compromising the main purpose of the churchyard. This management plan is regularly updated.



## Guidance

- Rayne is mostly a compact village except for the south. The open countryside to the north and west should be preserved, though some tree and shrub planting should be encouraged in the form of small copses and hedgerows to link existing natural features.
- The Flich Way has changed from open grassland with some excellent flora, mainly due to its management when it was a railway line, to linear secondary woodland. A more diversified management should be encouraged to allow a mixed habitat to develop which would have more wildlife benefits.
- Pods Lane to the west of the village has Protected Lane status. The present single lane should be retained though construction of suitable passing areas could be considered so long as the present hedge lines are not removed.
- There is one area on the north side of Dunmow Road that is designated a Protected Roadside verge because a rare plant the Lesser Calamint is growing on it. The signs marking this verge should be renewed and then maintained. The Parish Council is trying to get two further verges designated because of their rich flora. This needs to be pursued so that the Parish can carry out suitable management to protect them.
- There are a number of significant trees that impact on the landscape. These should be identified and if necessary, protection and management agreed with the owners. Trees belonging to the Parish Council should have a plan agreed for their management.



# 3 General Guidelines for Development



One of the features that make the village unique is the diversity of its many buildings - styles and types - creating a harmonious blend with their surroundings. New buildings should respect the scale, form and design of the adjacent properties, and should respect the use of a variety of traditional building materials and the scale, form and design of the surrounding properties.

Spaces between settlements are vital in preserving the special identity of the local communities - particularly the open aspect to the built-up area of Braintree and important spaces between houses should be retained to reflect the character of the village and evolution of the settlement pattern. The village since its inception has contained within its boundaries a significant amount of open undeveloped land, including large gardens and paddocks attached to some of the older properties. Much of this land has been built on over the past 30 years; therefore further loss of this open land should be resisted.



Developers, landowners and householders are encouraged to protect existing wildlife habitat and create new wherever possible.

## Guidance

- New development should respect the character of the countryside.
- Should generally be single or two storey (not higher than surrounding buildings) and face onto the road.
- The planning policies currently in the Braintree District Plan Review adopted in 2005, should be applied throughout the parish.
- Conservatories should be designed and located with particular care, and not used for side or front extensions.
- Should aim to maintain suitable existing trees and hedges.
- Other designations designed to protect special characteristics in the parish should be strictly observed.
- Land uses, which have an urbanising influence on the character of the landscape, are not appropriate within the parish.
- Neither new developments nor extensions should obstruct existing publicly accessible views into or out of the settlements or affect views from local rights of way.
- Potential impacts of development on distant views (e.g. large windows which reflect the light, prominent roofs on the skyline, isolated buildings amidst fields) should be avoided.
- Matching bricks, render or appropriate materials should be employed for extensions.
- Materials should be of adequate quality to remain visually acceptable in the long term.

### 3.1 Doors and Windows

Traditionally windows to older properties had substantial timber or stone sills and this is to be encouraged with replacement and new build.

#### Guidance

- The pattern and style of windows and doors should be replicated in extensions to properties.
- In semi-detached and terraced houses, windows and doors should aim to achieve unity in the design of the whole building.
- In areas such as the Conservation Area, an Article 4 Direction should be sought -where there is a specific threat to the character of the area. (An Article 4 Direction is a direction that a Local Planning Authority can make to remove certain permitted development rights in a designated area e.g. ban porches on the front of a house).
- Timber doors, frames and windows are essential in such areas to preserve the historic core of the village.
- New and replacement windows to brick faced properties built after the early 18th Century, should be set back from the external face of the wall to provide a 100mm reveal.



### 3.2 Roofs

It is important, in the Conservation Area and other areas where there are older buildings that roofs are retained in their current form. Any alterations or repairs should use second hand or compatible materials, as modern alternatives look out of place.



#### Guidance

- Chimneystacks should be retained.
- New roofs should be pitched.
- Matching materials in terms of colour, texture and style for new roofs must be employed.
- It is important that rainwater goods reflect the colour, shape and form of the original, and where new, respect those of the surrounding materials.
- New dormers should generally be above the gutter line and to the same pitch as the main roof.
- Dormers of traditional style construction should be encouraged particularly to the front elevation.
- Hipped roofs should be considered as appropriate for extensions to soften the effect on the skyline and minimise loss of light.
- Modern alternatives for slate, particularly concrete tiles are to be discouraged, not only can they damage buildings in overloading the rafters, but are also often inappropriate for the pitch.



### 3.4 Boundary Treatments



#### Guidance

- Traditional low fencing and railings are appropriate within areas such as The Green.
- Open plan fronts should be retained.
- Where there are hedges, these should be retained as far as practicable. Planting of hedges of indigenous species should be encouraged.
- Conifers and particularly Leyland cypress are not suitable for boundary treatment and should be discouraged.
- Where new walls are constructed their size, materials and design should accord with the surrounding built environment. Particular care should be taken over bonding, corners, joints and capping.
- Where boundaries constitute an important part of the street scene, the removal of such boundaries for the purpose of allowing off-street parking should be discouraged.



### 3.5 Driveways and Garages

There is a variety of materials available for garages, hard standings and drives which can improve or detract from the appearance of the dwelling and the street scene. In domestic driveways consideration should be given to the use of alternative materials (e.g. block paving or shingle instead of concrete or tarmac)



#### Guidance

- Large areas of uniform hard standing in front of dwellings should be avoided or at least interspersed with planting.
- New garages should match the existing materials of the host dwelling and surroundings and as a general rule should not be built in front of the building line.
- Pitched roofs for new garages will be encouraged.
- Materials should be chosen to positively influence the environment.

# 4 The Village's Defined Settlement Area

The Village has been divided into what was considered to be seven fairly distinct areas as they represented both the architecture and development of the settlement throughout its history.

## 4.1 The Conservation Area - The Street (part), The Gore, Gore Road, Gore Terrace, Shalford Road (part) & The Green.

The Gore - Has a unique rural character with its winding unmade lane, lack of street signs and predominance of old cottages varying in both size and styles. There are a small number of 1990's houses at the southern end, which back onto the Flich Way, and two 1970/80's detached houses at the northern end where it joins the Street.



Gore Road - Forms the eastern boundary to the built up area of this part of the village, with the Western side consisting of terraced cottages opposite the Village Hall. A small development of large 1970/80 detached houses on the northern end.



The Street - Original shops and businesses have been converted, although some remain in a new guise - a former antique shop is now an Indian restaurant. On the north side, after a small modern grocery store, there are a number of distinctive detached houses, all listed. Turners dates back to the 15th century, with three storey Rayne Place, built in the 18th century at the eastern end. To the rear of properties on the southern side, a discreet development of large detached homes in Barnards Orchard has recently been added. Until the 1980's the Street was part of the A120 trunk road and some of its former characteristics remain: large lighting columns and a profusion of telegraph and power poles lining both sides of the road. As with the western end of The Street, these are not in keeping with a rural village.



The Green has an open spacious character and with its low density of development echoes what would have been the predominant characteristic of much of the original settlement of the village. The buildings surrounding the Green are some of the oldest in the village, including the Swan public house and many fine thatched cottages, the Old School Room (used until the 1890's) and the village lock-up, built in 1819, which is behind Mary's Cottage.

The fine Grade 1 listed Church, founded in 1199, with its 16th century Tudor





tower, is to be found past the War Memorial, and adjacent to Rayne Hall. Distinctive features include chimneys of both cottages and houses. The village pump has survived and can be found beside the Green amongst the historic cottages and the old farm with its extensive barns and outbuildings, some of which are now used as a business area.

The area of historic cottages and premises around the Green should be retained and not redeveloped.

## Guidance

- Layout, design and materials need to be sympathetic to the surrounding built environment.
- The restoration of buildings in poor repair, such as dilapidated barns, should be actively encouraged and if appropriate, suitable change of use considered.
- The street scene of this area is of paramount importance and front extensions should not be permitted where they detract from the character of the property itself, or with neighbouring properties or with the street scene.
- Infilling and back land development should be resisted, as the open character would be lost.
- UPVC or aluminium windows and doors in the modern style are not appropriate and traditional materials and designs should be employed, or copied.
- It is essential to the village heritage that the Conservation Area is not blighted by the proliferation of aerials, utility cables, inappropriate signs, street furniture and the like.
- Reduction of overhead utility services and environmental clutter must be given priority.
- Air conditioning units, wind turbines etc. should not be visible from the street.

- External satellite dishes should be unobtrusive and where possible not visible from the street.
- Removal or alteration to chimneys in the area must be resisted.
- Skylights other than traditional dormers should not alter the appearance of the roofline.
- It is important that rainwater goods reflect the colour, shape and form of the original.
- Important features such as pumps should be retained.

## 4.2 The Maltings, Brunwin Road (East), Smiths Field, Philips Road & Philips Close.

The area was developed during the 1960's and the 1980's and is an established development of 3/5 bedrooomed detached family housing. These are in a combination of various styles ranging from substantive large detached to smaller chalet houses. All properties are set back from the highway, with open plan front gardens and enclosed rear gardens, double garaging and driveways. These developments have been constructed using a mixture of brick colours and have pitched tiled roofs and chimneys.

There are some maturing trees, which give added value, however the existing over ground telephone wires detract from a visually pleasant residential area. A footpath, bordered by a mature hedge, connects Philips Road to The Street.

There is a small shopping parade in Brunwin Road comprising a Hairdresser and a Kitchen display and fitting centre.





Brunwin Road to Capel Road can be found a number of original larger local authority housing. Shalford Road is a long stretch of highway with grass verges and trees, with all properties set back from the footpath. The gardens along this road are enclosed with a variety of walls, hedges and picket fencing, with some taking advantage of natural slopes.

## Guidance

- The open plan front gardens add to the open aspect of the developments. These should be retained and enclosure discouraged.
- The design of extensions should be subservient to the host property. Any extension should be staggered in design and set back to avoid lineation or a terracing effect.
- Front Extensions to properties should be in proportion to the host building and not an overbearing effect on adjacent properties.
- Dormer windows to front second storey roof space development should be avoided to protect unnecessary disruption of the area's skyline.
- Conservatories should be designed and located with particular care, and not used for side or front extensions



There is a profusion of overhead cables, both telephone and power along Shalford Road, with modern street lighting. The houses along the northern side of the road enjoy an excellent view across the valley towards Braintree and Panfield; this open aspect is considered very important to the village identity.



### 4.3 Shalford Road and Capel Close

Shalford Road on the northern side of the village consists of a wide variety of properties, all in groups of development that have evolved over a period of time. Opposite the allotments is a mixture of original cottages, followed by semi-detached houses and large detached houses, with a few newer detached houses on the southern side. Over the brook bungalows continue to the end with a fine listed cottage in between. Beyond

Capel Close is an original Local Authority development split evenly between retirement bungalows and family semi-detached houses, a number of which have passed into private ownership. The entrance from Capel Road has a good-sized greensward and a number of mature trees.



extensions either over or in place of these. Where there is no provision for parking many cars are left on the road or on the pavement. A small number of houses can be found off Brunwin Road with pedestrian access only and these have their own separate garage block. Leyside is made up of semi-detached bungalows, with garages and drives to enable off street parking. There is a mixture of concrete and metal lampposts, and overhead telephone cables.

## Guidance

- Any development should respect the surrounding trees and new planting should be encouraged.
- Shalford Road allotments should be retained as they provide an important social and visual amenity to the area.
- The grass verges and greensward should be retained and protected from damage.
- Development should not be permitted beyond the existing building line, and alterations should be of a size to complement neighbouring properties.
- Extensions of current or previous local authority houses should be made to the side or rear.



### 4.4 Capel Road, Leyside, Brunwin Road (West) and Elm Walk

The majority of properties in Capel Road, Brunwin and Elm Walk are three bedroomed semi-detached houses or chalet style bungalows, built in the 1960's, and with shallow pitched roofs and flat roofed garages. There is a mixture of brick, rendered and boarded finishes to the front, with porches added to some; they are built parallel to the road and all have open plan gardens to the front. A number have converted garages into additional living accommodation, and some have





## Guidance

- The open plan front gardens add to the open aspect of the estate. These should be retained and enclosure discouraged.
- The design of side extensions should be subservient to the host property and staggered or setback to avoid a terracing effect.
- If the opportunity arises, the improvement of the garage block should be encouraged.
- When possible, safety improvements such as re-surfacing and lighting of the footpath connecting Elm Walk to the Street should be sought.

### 4.5 The Street, Station Road, Station and Employment



The Street - the western end of the street is fronted mainly by period housing, with attractive developments replacing disused buildings behind. Most houses have retained the character of the area with use of correct materials and design. There are several terraces of cottages or converted shops, whose appearance is in keeping with their age. Houses on the street close to the pavement are good examples of original fencing, walls, railings and hedges can be seen; as can many examples of chimneys, only a few premises have porches. As this was a trunk road the large lighting columns remain and as with the adjoining conservation area, is no longer in keeping with a rural village.



The Street remains well planted with a number of large trees and fine hedges, especially as you enter the village from the west. Speed prevention measures are in place throughout the whole length of the road, with a pedestrian crossing and parking restrictions outside the Post Office. A walkway leads to the estate on Capel Road through Barrack Yard, which gives access to homes for senior citizens on one side and to a recent development of detached houses in Bay Tree Close. A bus shelter with a bench is positioned near Barrack Yard and bus stops on both sides are found in various locations.

The village Crest is on the greensward beside the entrance to Medley Road.



Station Road - a well-balanced mixture of properties ranging from 60's style semi-detached houses to a detached bungalow set back from the road. The more recent builds having open plan gardens and the original homes retaining boundary fencing. Provision for parking is available to all properties with a car park available in the old station; there is no pavement and no street lighting except at the far end, which gives pedestrian access to School Road over the Flich Way. The



Scout hut is located in the old station yard.

The Station - which first opened in 1869 for passengers between Braintree and Bishops Stortford until 1952. It continued as a freight line, and was finally closed in 1964, when the sugar beet factory at Felsted ceased operating. It has been refurbished and is part of The Flich Way, which is a linear country park and part of the Sustrans national cycleway. This is also used towards the west as a bridleway, and as a footpath and cycleway to Braintree on an all weather surface.

There is one remaining employer in this location.



## Guidance

- Layout, design and materials need to be sympathetic to the surrounding built environment.
- The restoration of buildings in poor repair, such as the foundry, should be actively encouraged and if appropriate, suitable change of use considered.
- Any future lighting columns and lanterns should reflect the rural location, including replacement of the existing examples in The Street.
- Unnecessary street furniture should be removed and additional furniture/equipment only added if fitting with the street scene or deemed necessary.

## 4.6 Knights Development (Rayne Foundry Site)

Knights Developments purchased the old foundry building and site for residential development in late 2007; this had been abandoned for a number of years. This area is accessible from both The Street and Brunwin Road, with only foot and cycle ways between the two.

Planning permission was granted in April 2008 for 82 dwellings and 2 small offices to face on to The Street. Despite strong objection by both the Parish Council and residents to the 3-storey element within the site, particularly the office/retail fronting The Street, permission was granted

## 4.7 Elms Estate - Medley Road, Hance Lane, Makemores, Kidder Road, Vaughan Close & Symmons Close

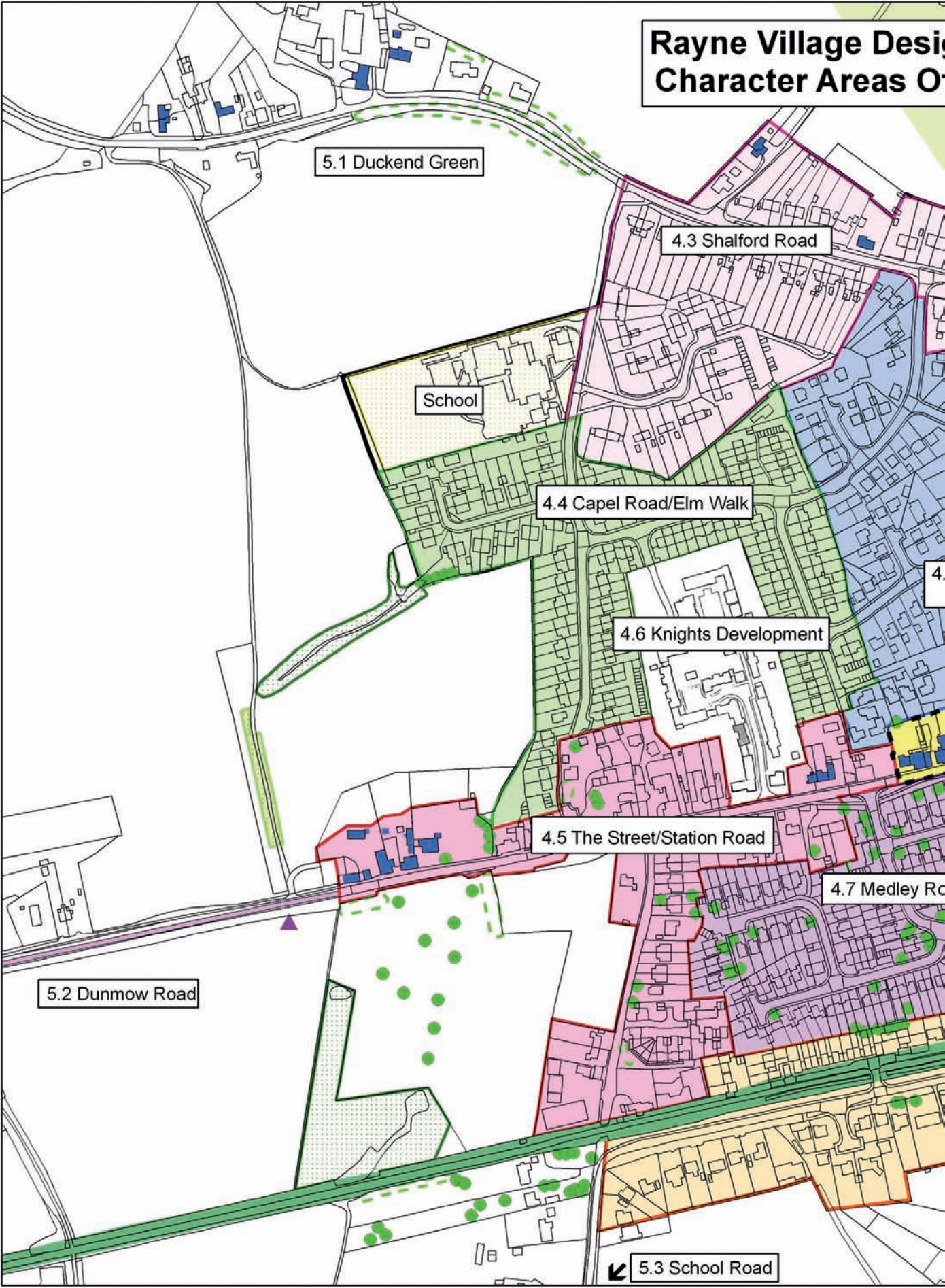
All areas of this 1970's development mainly comprise of semi-detached family housing, built adjacent to the road with open plan gardens to the front. All are two storey of red brick construction with low-pitched clay tile roofs; original window and doors have been replaced with UPVC on most. Makemores, Symmons Close and some properties in Medley Road have garage blocks with the remainder of the estate having both garages and driveways for one or two cars.

There are some maturing trees in the open space between Hance Lane and Makemores with a number of maturing trees and a footpath through to Medley Road from The Street and on to The Flichway. The roads and lampposts are of concrete construction with power and telephone cables below ground.





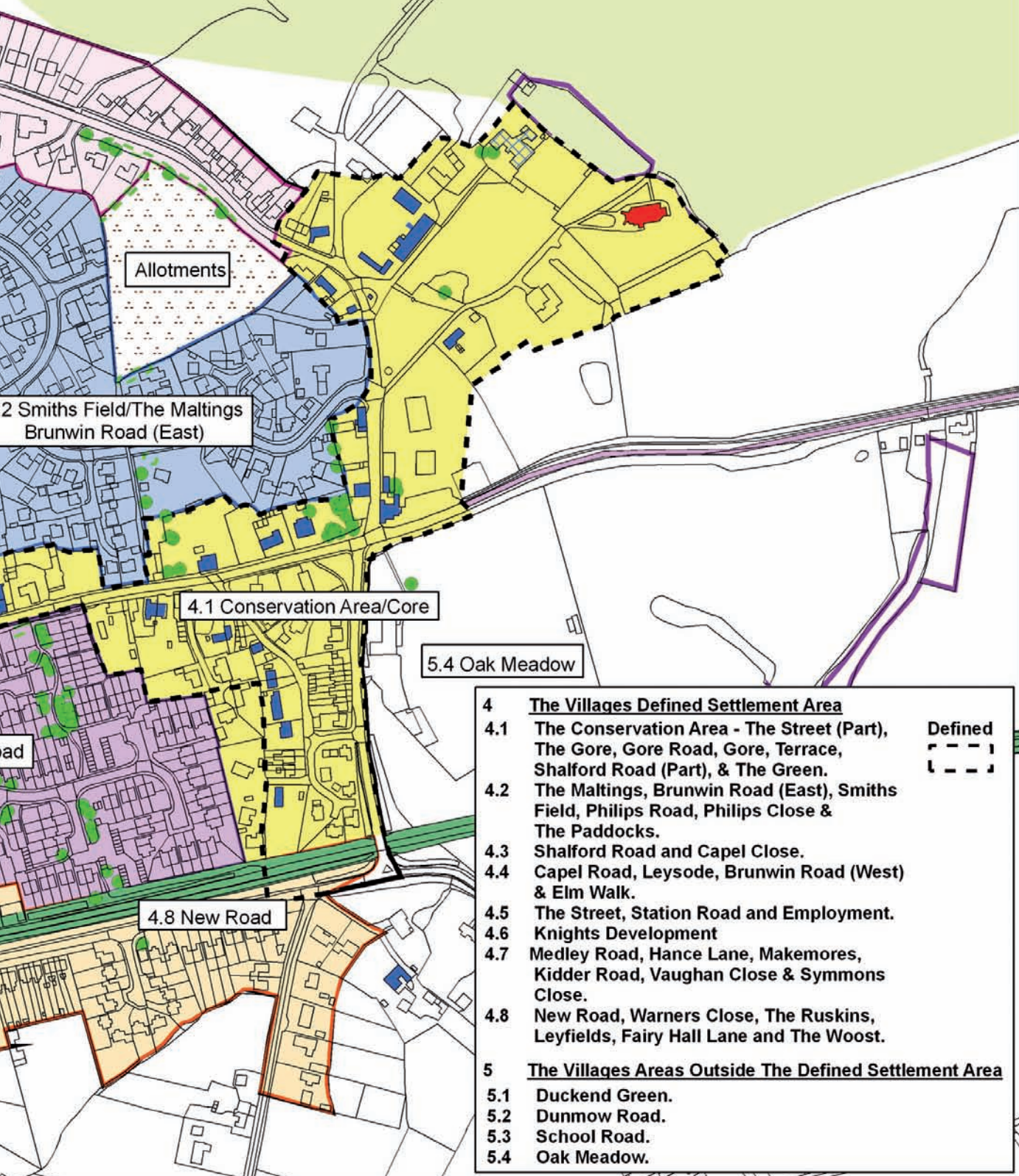
# Rayne Village Design Statement Character Areas O



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# Design Statement of The Village



Allotments

2 Smiths Field/The Maltings  
Brunwin Road (East)

4.1 Conservation Area/Core

5.4 Oak Meadow

4.8 New Road

- |          |                                                                                                                   |                   |
|----------|-------------------------------------------------------------------------------------------------------------------|-------------------|
| <b>4</b> | <b><u>The Villages Defined Settlement Area</u></b>                                                                |                   |
| 4.1      | The Conservation Area - The Street (Part), The Gore, Gore Road, Gore, Terrace, Shalford Road (Part), & The Green. | Defined [ - - - ] |
| 4.2      | The Maltings, Brunwin Road (East), Smiths Field, Philips Road, Philips Close & The Paddocks.                      |                   |
| 4.3      | Shalford Road and Capel Close.                                                                                    |                   |
| 4.4      | Capel Road, Leysode, Brunwin Road (West) & Elm Walk.                                                              |                   |
| 4.5      | The Street, Station Road and Employment.                                                                          |                   |
| 4.6      | Knights Development                                                                                               |                   |
| 4.7      | Medley Road, Hance Lane, Makemores, Kidder Road, Vaughan Close & Symmons Close.                                   |                   |
| 4.8      | New Road, Warners Close, The Ruskins, Leyfields, Fairy Hall Lane and The Woost.                                   |                   |
| <b>5</b> | <b><u>The Villages Areas Outside The Defined Settlement Area</u></b>                                              |                   |
| 5.1      | Duckend Green.                                                                                                    |                   |
| 5.2      | Dunmow Road.                                                                                                      |                   |
| 5.3      | School Road.                                                                                                      |                   |
| 5.4      | Oak Meadow.                                                                                                       |                   |



## Guidance

- The area of greensward in Hance Lane and Makemores should be retained.
- If the opportunity arises, the improvement of the garage blocks should be encouraged.
- The open plan front gardens add to the open aspect of the estate. These should be retained and enclosure discouraged.
- The design of side extensions should be subservient to the host property and staggered or setback to avoid a terracing effect.
- Extension to properties should be to the side or rear only.

### 4.8 New Road, Warner Close, The Ruskins, Leyfields, Fairy Hall Lane and The Woost



This area of the village has a wide variety of development going back over a very long period.

New Road - a long stretch of straight road that is built up on its southern side. The old railway line used to run parallel with it on the northern side and is now part of the Flich Way. Warner Close is the only development to the north, which was built in the 1990's occupying the old railway goods yard. This is constructed as a two-storey mews type terrace in mixture of yellow stock brick and weatherboard. They have pitched roofs and occasional second storey dormer windows, with arched carports and some on-site parking.



To the middle of New Road is a Victorian terrace of workers cottages, with shallow front gardens, therefore little or no off-road parking. Roofs are pitched with large chimneys and some have lower bay windows and porches.

The eastern end consists of a mixture of semi and detached 60's/ 70's houses set well back from the road with long open fronted gardens. Construction is of brick and first floor weather-board fascias, and shallow wide span roofs. All have garages and a number have converted their garden into additional parking space. At the western end of this road a number of detached brick bungalows, some with dormers, can be found. Most have enclosed front gardens, and a deep grass verge to the road. A paved footpath runs the whole length of the northern side of the road, with overhead cables to the south.

Both Leyfields and The Ruskins are small closes of approx. 10 larger detached family homes built in brick in the 70's, some with projecting gables. Most with Georgian style windows and porches. All have garages, driveway parking and open front gardens.

From the front most of the homes look on to the Flich Way and its wide variety of trees and shrubbery, and to the rear open land.



Fairy Hall Lane - is once again a mixture of old cottages with a few infill plots of both nicely designed family houses, bungalows and plenty of open space to the rear.



## Guidance

- Dormer windows to front second storey roof space development should be avoided.
- The retention of front hedgerows in conjunction with on-site parking areas should be encouraged.
- Front porch and side extensions should be in scale with and designed sympathetically with the host dwelling.
- Where new walls are constructed their size, materials and design should accord with the surrounding built.

# 5 The Village's Settlement Areas Outside the Defined Settlement Area



## 5.1 Duckend Green

Duckend Green is a small hamlet of 13 dwellings on Shalford Road, to the northwest of Rayne. It is separated from the village by arable fields.

Goulds Farmhouse dating from C17 or earlier and the nearby granary are listed Grade 11. The rendered barn, originally weatherboard, to the west and forming part of Goulds farmyard is also listed and dates from C16/C17.

There are two more recent buildings on the north of Shalford Road one dating from 1966 and one from the 1990's. On the West side of the entrance to Gould's Farm is 'Martens', a timber-framed house with rendering and a tiled roof. Formerly it was a thatched workhouse with six female residents. There is a pair of semi-detached 'Royal Cottages', possibly built at the time of Queen Victoria's Golden Jubilee.

Proceeding further West along Shalford Road is a detached and tiled Walnut Tree Cottage (alas now no Walnut Tree), timber-framed with dormer windows listed Grade 11 and dated 16C/17 C, followed by a row of four farm workers cottages, now converted into two dwellings. Adjacent to these are a pair of semi-detached, timber framed, weather boarded, thatched cottages, 'Easter' and



'Endley'. Both are again listed Grade 11 and dated 16C/17C. There is only one house on the South side of Duckend Green: 'The Cottage'. This dates from early 18C, and is of timber-frame and originally wattle and daub, now lathe and plaster. The roof is of combed wheat-reed thatch and there are rendered brick and tiled extensions.

## 5.2 Dunmow Road

This extends to the west of the village and was formally the old A120 trunk road. It was also part of the original Roman road known as Stane Street, and therefore is straight. There is a mixture of properties along this highway including cottages, bungalows, farmhouses and businesses premises. A disused collection of barns has been converted into residential use just beyond the village development area.

## 5.3 School Road

School Road is the route out of the village to the south, and like Dummow Road has a variety of properties and business premises. As its name implies the first village School was located here, which has been converted into residential use.



## 5.4 Oak Meadow

The Village Hall and playing fields are to the east of Rayne and form an important open space between Braintree and the village. It is hoped that the remaining land that makes up this area can be acquired for additional sporting and recreational facilities. This would also ensure that the village is not 'urbanised' by being merged with the town, although a small part could be considered for Social Housing.

# 6 Recreation, Community, Social & Business

## 6.1 Sports & Recreation

The village has a range of football clubs, that provides for a wide range of ages, both male and female. Rayne Cricket Club runs three senior sides and a youth section. All of these teams use Oak Meadow for playing fixtures as well as training sessions.



The Village Hall is used for changing and showering by all clubs; the Cricket Club also has a rudimentary pavilion for games. The pavilion has an adjoining storage shed in which all maintenance equipment for the upkeep of the field is housed.

In addition to the cricket & football clubs the Village Hall is also home to the Table Tennis Club, which fields seven teams in the Braintree League and one in Colchester. There are two riding centres in the village, offering a wide range of equestrian services.

## 6.2 Shopping Facilities and Business

The number of village shops has waned over the years, and those remaining are the Post Office, which also incorporates a newsagency, Nasda stores, a general grocery shop, and Headmasters hairdressers. In addition to these there are also two retail businesses open to the general public;

they are Kings Tree Nursery, and Traditional Woodcraft who sell kitchens. A variety of businesses operate in or around the village, both from their original sites, home based and from redundant farm buildings.



Facilities for community social events include the Village Hall and the Church owned Old School Room. Both of these are available for hire for private functions and are also used by a number of local clubs such as; Carpet Bowls, Karate, Line Dancing, Ballet School, Brownies and Rainbows. The Scouts have their own headquarters in Station Road that is used for Scouts, Guides, Cubs and Beavers. The Church use the School Room for their Sunday School (Sunday Fun Club), Men’s Breakfast, and Coffee Mornings. It is also used after some Church services. The Church, with its historic yard and burial ground, is located off Shalford Road and holds one service every Sunday, and shares a Rector with Panfield, although he is based within the Village.

**6.3 Community & Social**

The village still boasts three pubs, all of which are situated on The Street. Working from west to east these are; The Cock, Welsh Princess (Free house) and The Swan. All three are quite different establishments with the one common theme being that all partake in a local pub sports league, including darts and petanque. All three have their own car parks.



**6.4 Schools**

The Village Primary School has a Nursery on site, and provides education for over 300 children. The present school was built in the mid 1970’s, with two additional classrooms being added in the 1980’s. Recently a substantial extension added three new classrooms, a new Hall and kitchens, allowing improved staff and office space with a new I.T. suite and library.



The Old School Room houses the local pre-school that operates six hours a day, five days per week.

The Parish Council and the School encourage parents to walk with children to school. Within the village no child has to walk more than 10 - 15 minutes to school.



# 7 The Rural Environment

## 7.1 New Agricultural Buildings

### Guidance

- In order to protect the skyline view, particular attention should be paid to siting, scale, design, materials and screening of any new agricultural buildings.

### Guidance

- The continued improvement of play areas, planting and amenity areas is essential and should be considered under any planning agreements relating to enhanced community facilities.
- Improvement to the Village Hall and sporting facilities should be encouraged as both are considered to be inadequate.
- Any new build would be expected to be sustainable and incorporate all available techniques.
- Due to the increased demand for football the provision of changing facilities is now both insufficient and inadequate therefore the provision of additional modern facilities is required.
- In respect of the Public Houses a change of use would be considered acceptable, if in keeping with a community facility.
- The extension of the burial ground is urgent and is being considered by the Parish Council. In light of global warming a Green burial ground would also be an option that would be favourably received.

## 7.2 Farm Diversification

Reference has been made in the previous section in respect of surplus farm buildings being used for light commercial and office business; these operate harmoniously with their neighbours complying with agreed hours of operation.

### Guidance

- The reuse of suitable, traditional, agricultural buildings should be encouraged for light commercial use.
- Historic barns, no longer suitable for commercial use should be converted appropriately.
- Adequate measures should be taken to control the use and to screen ancillary facilities, such as car parks, to protect the visual impact on the countryside.
- The introduction of new stables and equestrian facilities such as arenas or menage should be controlled to ensure that they are in sympathy with the surrounding landscape and buildings, regarding siting, design and materials.

### 7.3 New Country Houses

The building of new houses in the countryside will only be permitted by Braintree District Council to support agriculture, forestry or other rural uses, or where these are affordable houses on sites adjacent to the village envelope.

#### Guidance

- Construction of New Country Houses are against Braintree District Council policies.

### 7.4 Public Rights of Way and Permissive Footpaths

Our network of public footpaths and bridleways link local areas and those of neighbouring villages and are frequently used by residents and others.

The village is fortunate to have the Flich Way running through the village with the associated advantages it offers.

Existing footways are generally considered appropriate for the locality with a standard of upkeep that could improve by both local landowners and the Parish Council. Adequate signage both from the highway and en route through the countryside exists. However these may not follow the definitive map, as landowners are at times not adverse to additional paths or deviation.



#### Guidance

- Diversion or extinguishments of public rights of way, where it would adversely affect the use and appearance of the countryside, should be strongly discouraged.
- Ensure the preservation of the character of footpaths and bridleways.
- Improvement in maintenance is to be encouraged.
- The Parish Council intends to maintain the countryside footpaths. These footpaths need adequate way marking and their links with paths in adjoining parishes should be maintained by dialogue with surrounding Parish Councils and possibly joint maintenance of certain paths.
- Some footpaths need diversion because of field boundary changes, but extinguishments of public rights of way should be discouraged. As most of our footpaths are now recreational this would allow more attractive walking routes to be agreed with property owners and hopefully would lead to an increase in the total footpath length.
- The Flich Way to the west of Rayne Station has permissive use by walkers, cyclists and horse riders and to the east walkers and cyclists. This should continue as allowing horse riders on the Flich Way to the west prevents the inevitable conflict that would arise if they were allowed on the section more heavily used by walkers from Rayne to Braintree.
- Bridleways are the responsibility of the highways authority, they should be encouraged to protect and maintain them in partnership with the community. The bridleway network should be improved to provide riders with a safe environment away from traffic.



## 7.5 Extension of Gardens

There is pressure to extend gardens into the open country that alters its appearance in urbanising the land.

### Guidance

- The extension of gardens into agricultural land should be resisted.



## 7.6 Garden Centres and Nurseries

### Guidance

- The expansion of nurseries and garden centres must be controlled to avoid inappropriate commercial use and adverse effects on the surrounding countryside and road network.

## 7.7 Trees and Hedgerows

Reference has already been made to trees and hedges in relation to building developments, as both are important elements in their own right and contribute significantly to the local character and environment. Trees provide a number of important local landmarks and it is almost possible to navigate by using trees alone. There are a number of trees, hedgerows and wooded areas that are particularly visually important.

It is important to encourage the retention and management of historic or visually important hedgerows in the parish.



### Guidance

- a record of visually significant trees, groups of trees, hedgerows and woodland areas should be maintained and reviewed regularly by the Parish Tree Warden.
- visually significant trees, hedgerows and wooded areas in public spaces should be cared for, conserved and, in due course, suitably replaced if required.
- where visually significant trees or hedgerows are on private land, owners should be encouraged to care for them appropriately.
- the removal of hedgerows should be resisted.
- new planting should use native species.
- local Tree Preservation Orders should be reviewed and updated.

## 7.8 Woodland and Forests

Management and stewardship of existing farmland, woodland and wildlife habitats must be actively encouraged, including the planting of new trees of appropriate species.

## 8 Entrances to the Village



### Guidance

- The main road entrances to the Village should be carefully designed to make them more distinctive as well as helping to slow traffic; they could incorporate 'gating' using brick plinths, or carved/painted boards, or pargetted scenes of the local features, all with appropriate planting.

## 9 Highways and Infrastructure

### 9.1 Current position

The main road (The Street) in the Village is the B1256 (the former A120), which runs through the centre and is the busiest road. There are four horizontal traffic-calming sites, two of which are in less than satisfactory condition, as they are high and long which has little effect at speed. The footpaths are generally narrow and pedestrians often feel that they are forced to walk very close to traffic, which they find intimidating, albeit there are now few large vehicles using the road.

The principal junction is at The Swan crossroads, which is controlled by traffic signals. As well as regulating traffic, the signals have a limited pedestrian phase that is extremely important, as the junction is adjacent to Oak Meadow and the children's play area and therefore needs improving to include other crossing points.

From this junction, to the south, is Gore Road, which leads to New Road and Queenborough Lane. The latter has become increasingly busy due to development at Great Notley. To the north is Shalford Road from which is the access to virtually all the residential areas to the north of The Street. The first part of Shalford Road has no footpath and can at times be difficult to negotiate for both pedestrians and vehicles due to parked cars. At certain times of the day, Shalford Road has heavy traffic use; surveys have shown this road to be as busy as The Street, principally at school opening/closing times.

The four principal roads in the Village - The Street, Shalford Road, Queenborough Lane and New Road/School Road have all seen a significant increase in traffic since the opening of the Braintree Bypass as traffic seeks alternative routes to avoid the problems at Galleys Roundabout.

A 7.5 tonne weight limit is in force throughout the Village, other than for access.

The whole of the main part of the Village is covered by a 30 mph speed limit. The approaches



to the Village have a mixture of 40 mph and 50 mph limits, or are derestricted.

## Guidance

- The traffic calming schemes should be modernised and consideration given to a combination of vertical and horizontal features.
- Either at the same time or separately, the junction of The Street and Medley Road should be redesigned to incorporate a mini-roundabout.
- An additional pedestrian phase on traffic signals at The Swan junction should be urgently provided to enable those walking from the south side of The Street to Oak Meadow to cross Gore Road safely.
- To avoid the appearance of urbanisation, kerbs, street lights and other infrastructure appropriate to a rural locality should be used and when old infrastructure is due for replacement/repair, this should be done to rural standards.
- As part of improved traffic calming in The Street, footpaths should be widened to a standard that enables people to pass without having to step into the carriageway.
- Investigations should take place to establish ways of discouraging the village as a through route to the North West and Braintree with the relevant authorities.
- A 20 mph speed limit should be introduced on all the residential roads (all except The Street, Gore Road, New Road, Shalford Road, Dunmow Road).
- Signs informing drivers of the weight limit through the village should be improved at the Springwood junction and Jones (Perkins) roundabout.

## 9.2 Parking

Within the residential roads, especially Shalford Road and New Road, traffic speed is an issue for residents. In other roads, there are problems with

parked vehicles although most residents have off street parking. This is a particular problem in some of the residential roads where vehicles are parked on the footpath to avoid obstructing the road.

## Guidance

- All new development must have adequate off street parking provided. (Min. two vehicles)
- Parking on the footpaths is to be discouraged, to avoid damage and impeding pedestrians.

## 9.3 Street furniture

Street furniture falls into a number of categories. The first are signs related to the highway such as speed limits, weight limits and advisory signs. The second are the street light columns. The third being those used by the telephone and electricity utilities companies. Another increasing irritation reported by a number of residents was that of increasing light pollution caused by bright external lights on individual properties. Glare can spoil the aesthetic appearance of rural settings and light pollution can lead to creeping sub urbanisation. Finally a wide variety of items such as seats, bollards, telephone kiosks and bus shelters.

## Guidance

- The harsh orange lighting should be replaced with lower light polluting designs.
- The old A120 style lighting columns should be replaced with designs more suited to a rural location.
- The signs on the highways within the Village should be rationalised and any unnecessary signs removed.
- The proliferation of roadside advertising signs in relation to existing and proposed commercial development must be resisted and strictly controlled.

- Developers and utility companies should be encouraged to place all statutory services underground especially within the Conservation Area and beyond where possible.
- The siting and design of telecom masts needs to be very carefully considered and the sharing of facilities by telecom companies must be encouraged.
- Externally located illuminated signs should be discouraged, particularly in the Conservation Area.
- Lighting should be limited to the minimum required for security and working purposes and should minimise pollution from glow and spillage.

#### 9.4 Pedestrians, cycling and public transport

Most of the residential areas have adequate footpaths, the exception being the junction of The Street, parts of Shalford Road, Queenborough Lane and the junction of Gore Road/ New Road.

The residential roads are all suitable for cycling, as are some of the inter-linking footpaths. The only designated cycle path is the Flich Way which links Rayne with Braintree to the east and Dunmow to the west. The Flich Way provides an attractive alternative cycle and footway between Rayne and Braintree, and is part of the Sustrans national cycle network.

The Village is fortunate to have a regular public transport service to Braintree and to Dunmow and Stansted Airport.



#### Guidance

- The footway in The Street should be widened where necessary to enable pedestrians to pass without stepping into the carriageway.
- Where it is practical to do so, the footways linking residential areas should be designated as dual use (for pedestrians and cycles).
- The use of the Flich Way as a walking and cycling route into Braintree should be encouraged, by amongst other things keeping the vegetation trimmed.
- Every endeavour should be made to encourage the use of the local bus service, and to ensure that it is maintained at least to the current level

#### 9.5 Surface treatments

General condition of both roads and footpaths is considered to be average to poor; with the ever-increasing weight of vehicles taking their toll of all surfaces. The persistent use of footpaths, especially heavy delivery vehicles have contributed to this situation.

#### Guidance

- The type of surface employed for the repair and creation of new footways should be sympathetic, in terms of the colour and texture to the area.
- Within the Conservation Area it is important that more sympathetic road and footway surfacing is employed.
- Resurfacing within the built up areas of the village with noise-reducing material.
- Goods vehicles should not mount pavements to avoid damage.
- Damage caused to pavements through work to properties will be repaired at a charge to the householder.



# 10 Future Development

It is considered essential that the open aspect between the Parish of Rayne and Braintree is maintained.

It is inevitable that the village will have some new development. There must be a balance to achieve the provision of housing to supply local needs and the preservation and enhancement of our environment. The village over recent years has provided a high number of additional dwellings and further in-filling and back land development would require further consultation.

However in terms of the type of new dwellings, Rayne does need additional accommodation for first time buyers (low cost /affordable housing) and the elderly. Recent developments within the village have mainly been in the form of family and executive style dwellings, but there has been little new accommodation for first time buyers or any new development specifically designed for the elderly.

## Guidance

- Development should be confined to within the 'Defined Settlement Boundary', unless there is a benefit to the whole community.
- PPG3 Housing recommends that densities should be increased. This has to be in balance with the characteristics and the merits of the particular site, the street scene and the natural environment.
- Consideration should be given to the primary health care and other infrastructure requirements (e.g. schools, shopping and community facilities) within the village should any significant housing development be planned for the future.
- All new development should be in keeping in terms of scale, design and materials and respect the integrity of the village.

- Appropriate landscaping and open space will be essential as part of any housing scheme.
- The parish would support some new housing, comprising 2 or 3 bedroom family/starter homes, and would resist large detached dwellings on unsuitable sized plots.
- Village homes need to be provided for village people - limited affordable housing for local needs should be considered where possible, to include rented and shared ownership, to ensure adequate provision of affordable housing and a balanced housing market.
- Provision of affordable housing should be based on needs and community benefit, particularly if an exceptional site was to be considered adjoining the current Village Envelope.
- Whilst it is recognized that transport planning is a matter to be dealt with through the Local Transport Plan, it is imperative that any development undertaken within the parish recognises the historical aspects of the village and the need to ensure the safety of the villagers and their daily needs.
- The use of S106/5278 Agreements can be pursued in appropriate circumstances in order to improve the village infrastructure and minimize loss of facilities.
- Consideration of large-scale schemes outside the Parish boundary must take account of the short and long term impact of traffic through the village.
- Any new build would be expected to be sustainable, incorporate all available techniques, and provide facilities for recycling storage.

# 11 Your Considerations

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If you are considering alterations to the exterior of your own property, anywhere in the village, there are a number of aspects you should consider. These may be significant changes such as replacement windows or doors or seemingly less important items such as paintwork, signs, boundary walls, gates, hedges or removal of a tree.

However, all alterations affect the building and its surroundings as well as the overall look of the village so please make your own assessment by studying each visible elevation of your property including the rear elevation, where visible, prior to alteration and ask yourself:

- What are the distinctive features of the property and area?
- Are any of these features out of character with the property or with the adjacent properties or with the design guidelines in this Design Statement?
- Think about the alterations you are considering. How do they affect the positive distinctive features of your property? Do they complement the character of the local area? If not, how could you change them so that they do? Alternatively is there the opportunity to remove any uncharacteristic features?
- Contact Braintree District Council to establish if planning permission or building regulations permissions are required for your proposal; and your property is not listed or within the conservation area.
- Check also if there are any other restrictions on the development of your property. Is it a listed building that is subject to much stricter control? In conservation areas, amongst other restrictions, this means you will need permission to cut down or significantly reduce the size of trees. Please note that most works to a listed building will require listed building consent. Permission is also required for demolition within conservation areas.
- Check if any trees on your property are listed or protected by a Tree Protection Order (TPO) or if you are within the Conservation Area, where trees are also protected.
- If you are in doubt, employ an architect or seek professional advice on your proposals. The local planning authority is also happy to provide advice prior to the submission of an application.
- The Development Boundary (Village Envelope) and Conservation Area Boundary are identified on the Local Plan Review Inset Map for Rayne, which is on the Local Plan Review section of the planning policy web site.
- The Council's website planning policy page contains further information on Conservation Areas.  
(Website: [www.braintree.gov.uk](http://www.braintree.gov.uk))



## Useful Contacts:

**The Development/Environment Director  
Braintree District Council**

(Planning & Building Regulations)

Tel. 01376 552525

Fax. 01376 557787

E-mail: [planning@braintree.gov.uk](mailto:planning@braintree.gov.uk)

Website: [www.braintree.gov.uk](http://www.braintree.gov.uk)

Or

**Customer Service Centre**

[csc@braintree.gov.uk](mailto:csc@braintree.gov.uk)

**Rayne Parish Council**

Community Information Point

Rayne Village Hall

Gore Road

Rayne

CM77 6TU

Tel: 01376 552489

E-mail: [clerk@rayne-essex.gov.uk](mailto:clerk@rayne-essex.gov.uk)

Website: [www.rayne-essex.gov.uk](http://www.rayne-essex.gov.uk)

**Rayne Village Information Website**

[www.rayne-info.org.uk](http://www.rayne-info.org.uk)

**Essex County Council**

**Listed Buildings Officer**

Tel. 01245 437337

**Essex County Council**

**Highways (Road Conditions, Traffic Management)**

Tel. 01245 240186

E-mail: [highways-midarea@essex.gov.uk](mailto:highways-midarea@essex.gov.uk)

# 12

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