



Kelvedon

Neighbourhood Plan

2017-2033



Adopted July 2022



1 INTRODUCTION	6
2 COMMUNITY ENGAGEMENT IN THE NEIGHBOURHOOD PLAN PROCESS	8
3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM	12
4 KELVEDON TODAY	14
5 THE VISION FOR KELVEDON	15
6 THE OBJECTIVES	16
7 HOUSING POLICIES	18
8 DESIGN	30
9 MOVING AROUND POLICIES	34
10 HEALTH AND SOCIAL CARE POLICIES	41
11 EDUCATION POLICIES	47
12 HISTORIC ENVIRONMENT POLICIES	52
13 NATURAL ENVIRONMENT POLICIES	58
14 BUSINESS AND RETAIL POLICIES	77
15 DEVELOPER CONTRIBUTION POLICY	90
16 MONITORING AND REVIEW	92
17 COMMUNITY ACTIONS	93

18 ASPIRATION SITES	99
19 ACKNOWLEDGEMENTS	103
Map & Appendices	105
Appendices Volume 2	116
Appendix A - Local Green Spaces	116
Appendix B - Design Guide	116
Appendix C - Built Character Assessment	116
Appendix D - Key Views Methodology and Assessment	116
Appendix E - Preventing Pollution	116
Appendix F - Flood Prevention	116

Policies

Policy HO 1 NEW HOUSING AND ASSOCIATED INFRASTRUCTURE	19
Policy HO 2 PHASING OF NEW HOMES OVER THE PERIOD 2017 TO 2033	20
Policy HO 3 DEVELOPMENT BRIEFS AND COMMUNITY CONSULTATION	21
Policy HO 4 MIX OF HOUSING TYPES	23
Policy HO 5 AFFORDABLE HOUSING	25
Policy HO 6 MINIMUM GARDEN SIZES	27

Policy HO 7 REPLACEMENT DWELLINGS AND EXTENSIONS	27
Policy HO 8 HOUSING DEVELOPMENT ON PREVIOUSLY-DEVELOPED SITES WITHIN THE VILLAGE DEVELOPMENT BOUNDARY	28
Policy DE 1 DESIGN OF NEW DEVELOPMENT	30
Policy DE 2 HIGH QUALITY BUILDING AND DESIGN	30
Policy DE 3 WELL DESIGNED ENERGY EFFICIENT BUILDINGS AND PLACES	33
Policy MA 1 TRAFFIC CONGESTION AND PARKING STRESS	35
Policy MA 2 TRAFFIC CALMING	36
Policy MA 3 TRANSPORT AND ACCESS	38
Policy MA 4 PARKING PROVISION	39
Policy MA 5 CREATION OF FOOTPATHS/BRIDLEWAYS ALONGSIDE THE RIVER BLACKWATER	39
Policy HSC 1 HEALTHCARE FACILITIES	42
Policy ED 1 THE PROVISION OF NURSERY DAY CARE	48
Policy ED 2 THE PROVISION OF PRESCHOOL EDUCATION	48
Policy ED 3 THE PROVISION OF PRIMARY SCHOOL EDUCATION	51
Policy HE 1 THE HIGH STREET	53
Policy HE 2 NEW BURIAL GROUND	56
Policy HE 3 NON-DESIGNATED HERITAGE ASSETS	56
Policy NE 1 EXISTING PUBLIC OPEN SPACES	60
Policy NE 2 THE PROVISION OF NEW RECREATIONAL AND PLAY SPACES	60

Policy NE 3 PROTECTION OF GREEN INFRASTRUCTURE AND BIODIVERSITY	61
Policy NE 4 DESIGNATION OF LOCAL GREEN SPACES	64
Policy NE 5 PROTECTION OF INDICATIVE KEY VIEWS	66
Policy NE 6 ALLOTMENT SITES	70
Policy NE 7 POLLUTION	72
Policy NE 8 FLOOD PREVENTION	75
Policy BR 1 SUPPORT FOR LOCAL BUSINESSES	78
Policy BR 2 WORKING FROM HOME	79
Policy BR 3 LIVE WORK UNITS	80
Policy BR 4 BROADBAND & MOBILE CONNECTIVITY	83
Policy BR 5 PROTECTION OF BUSINESS USES	84
Policy BR 6 COMMERCIAL ZONES	84
Policy BR 7 COMMUNITY FACILITIES	87
Policy BR 8 SHOP FRONTS AND ADVERTISEMENTS	88
Policy BR 9 BUSINESS DEVELOPMENT IN THE COUNTRYSIDE/FARM DIVERSIFICATION	89
Policy DC 1 DEVELOPER CONTRIBUTIONS	91

Maps

Map 1 Kelvedon Neighbourhood Area	7
Map 2 Transport Map	37
Map 3 Healthcare and Social Care	44
Map 4 Community Assets	50
Map 5 High Street Issues	55

Map 6 Open Spaces in Kelvedon	59
Map 7 Proposed Local Green Spaces	65
Map 8 Key Views	69
Map 9 Allotment Sites	71
Map 10 Dark Skies	74
Map 11 Distribution of Retail and Commercial Properties	82
Map 12 Distribution of Commercial Zones in the Parish and the Village	86
Map 7.1 Local Green Space 1	105
Map 7.2 Local Green Space 2	106
Map 7.3 Local Green Space 3	107
Map 7.4 Local Green Space 4	108
Map 7.5 Local Green Space 5	109
Map 7.6 Local Green Space 6	110
Map 7.7 Local Green Space 7	111
Map 7.8 Local Green Space 8	112
Map 7.9 Local Green Space 9	113
Map 7.10 Local Green Space 10	114
Map 7.11 Local Green Space 11	115



1 INTRODUCTION

1.1 The Kelvedon Neighbourhood Plan is a planning document, produced by the Parish Council and a group of volunteers. New powers for local planning were introduced by The Localism Act 2011, as part of a government initiative, to give local people more say about what goes on in their area.

1.2 The Kelvedon Neighbourhood Plan secured a ‘yes’ vote at the local referendum on 3rd March 2022, and has been adopted by Braintree District Council (BDC). This means it is a plan which must be used in law, to determine planning applications in the Parish. So, the Neighbourhood Plan is part of the Development Plan, alongside BDC’s Local Plan.



1.3 The Kelvedon Neighbourhood Plan provides the local community with a powerful tool to guide the long-term future of Kelvedon, for the period 2017 to 2033. The Plan includes a vision for the future of Kelvedon and sets out clear planning policies to realise this vision.

1.4 Kelvedon Parish Council (KPC), were the qualifying body, responsible for leading the Kelvedon Neighbourhood Plan. In March 2015, it set up a Kelvedon

Neighbourhood Plan team made up of local volunteers, who worked together with the Parish Council, engaged with the community, gathered evidence, and produced the Plan.

1.5 Some of the Neighbourhood Plan policies are general and apply throughout the Parish, others are site or area specific and apply as illustrated on the relevant maps. The Parish Council and BDC will apply all relevant policies of the Plan when considering planning applications.

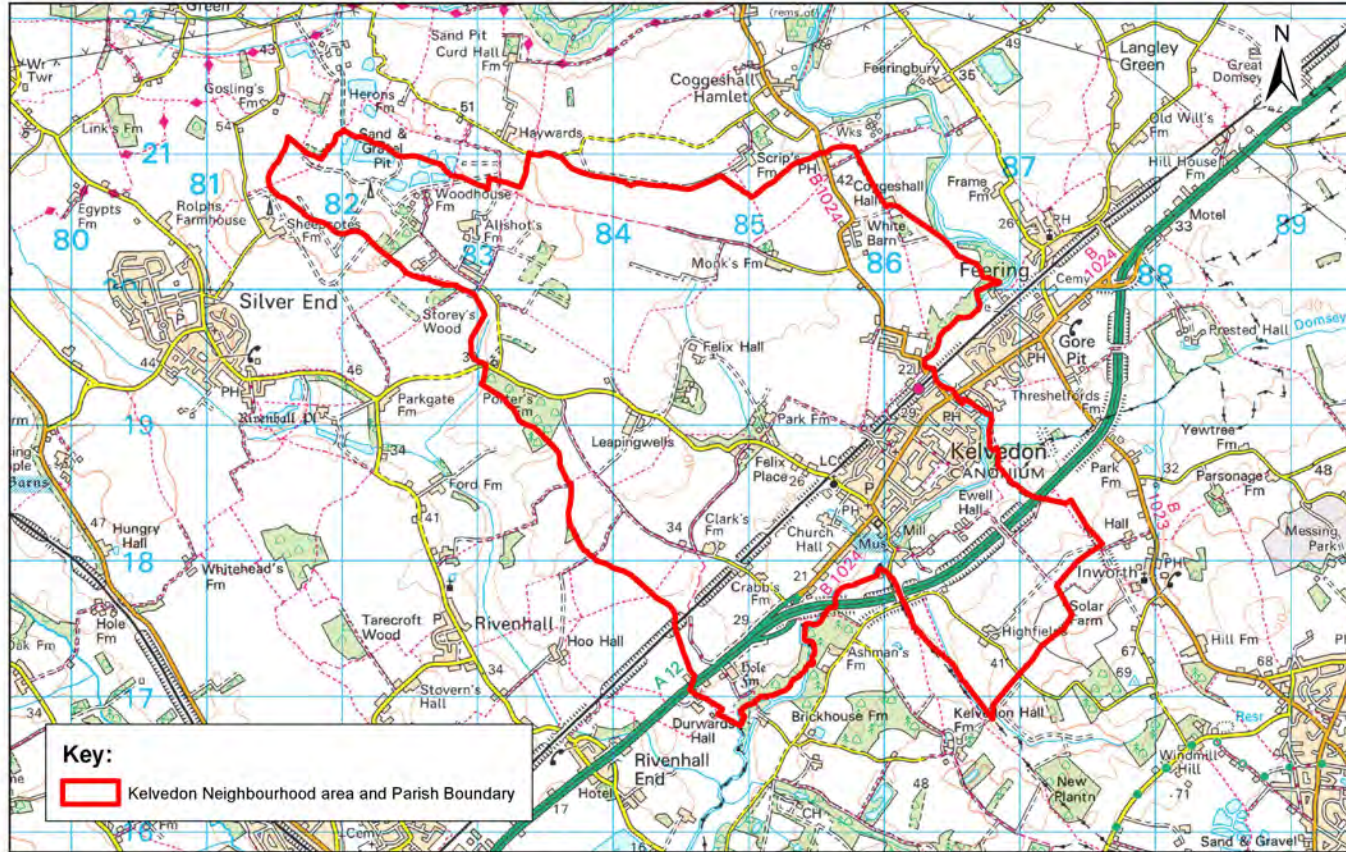
1.6 The Kelvedon Neighbourhood Plan is presented in two volumes. This is to enable the documents to be more ‘user friendly’. The Plan should be read in conjunction with the National Planning Policy Framework 2021 (NPPF), the BDC emerging Local Plan and the supporting documents detailed in the Basic Conditions and Consultation statements.

1.7 Volume 1 of the Plan contains the planning policies and their supporting texts. Volume 2 contains the appendices to support the policies, including methodologies for Local Green Space and Key Views assessments and the Design Guide.

Which area does the Neighbourhood Plan cover?

1.8 The Kelvedon Neighbourhood Plan covers Kelvedon Parish. This is shown in Map 1 – Kelvedon Neighbourhood Plan Area. An application for Neighbourhood Plan designation was approved by BDC on 30 March 2015. In preparing the Plan, the team cooperated with Feering, Coggeshall, and Tiptree Neighbourhood Plan Groups, as well as Braintree District Council.

Kelvedon Neighbourhood Plan and Parish Boundary



1:35,000

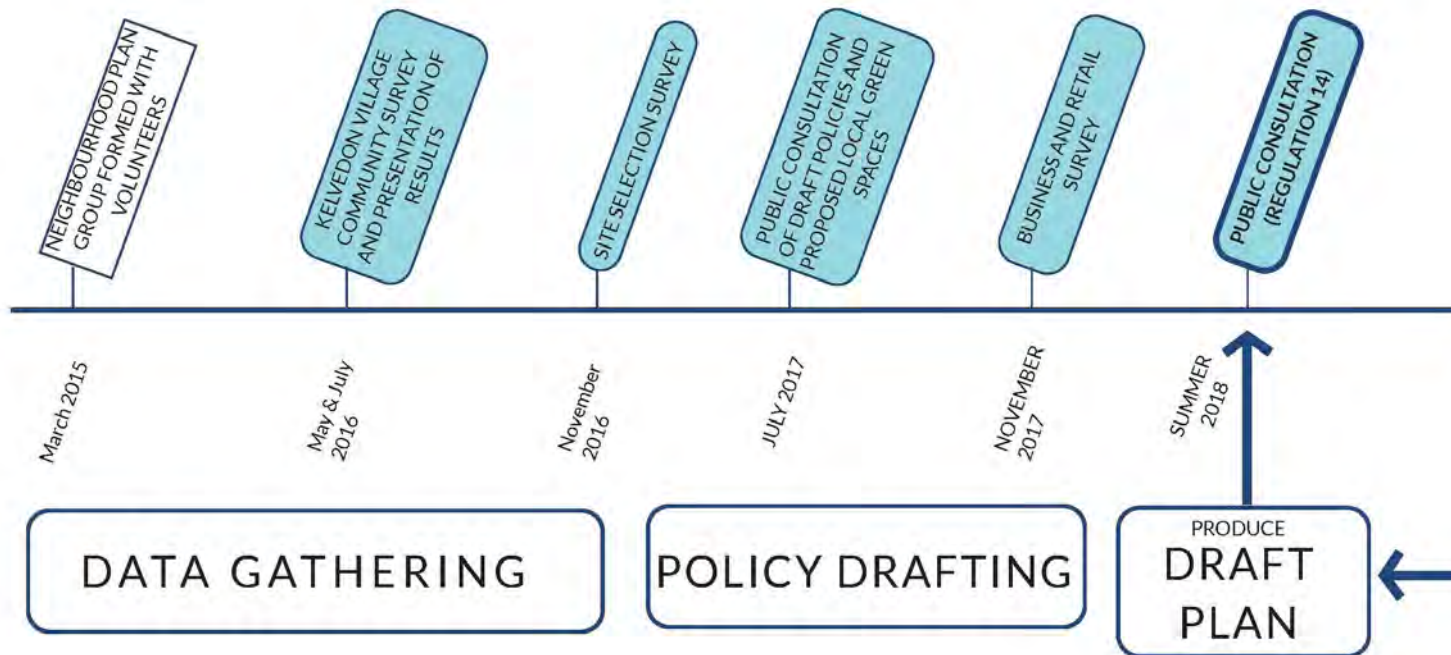
*Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Baintree District Council O/S Licence No. LA 100018490 2021

Map 1 Kelvedon Neighbourhood Area

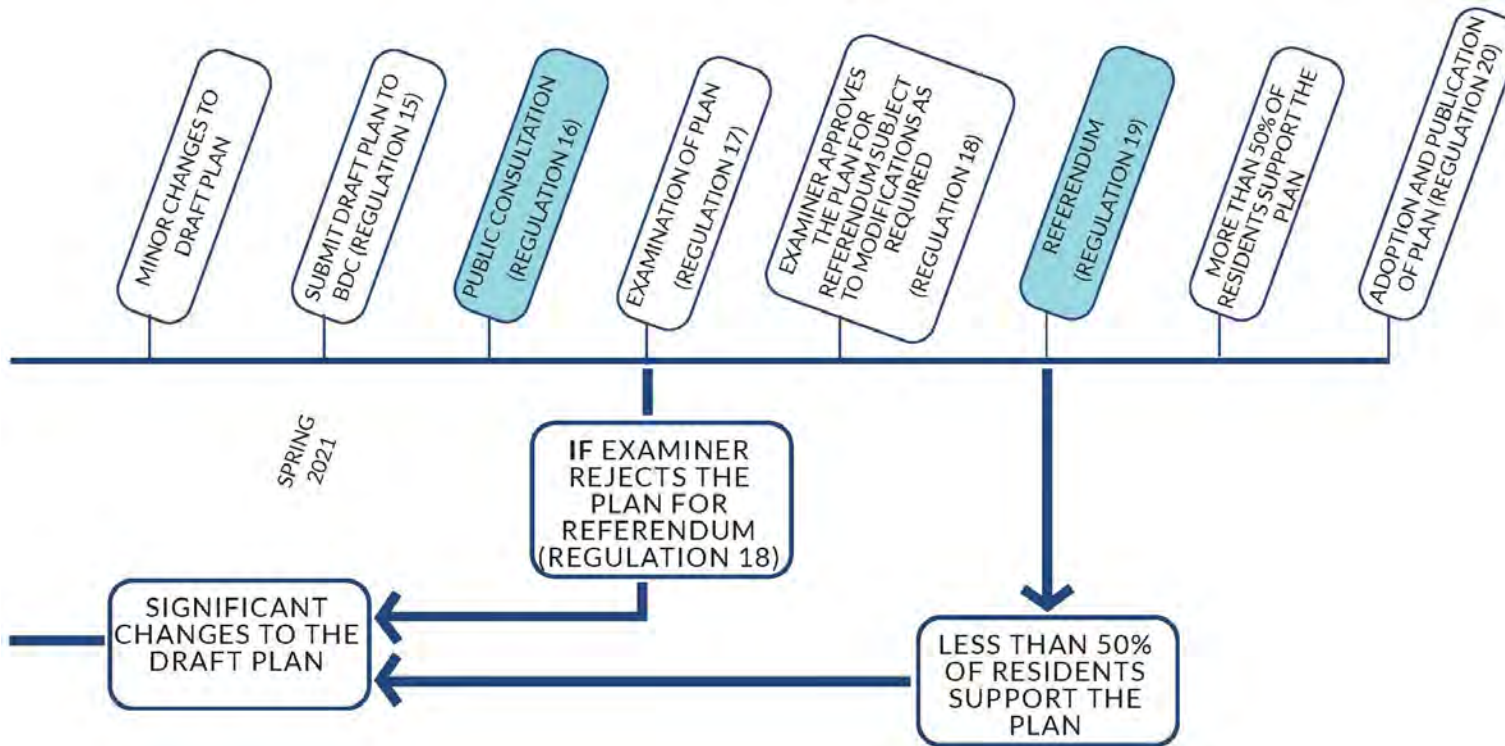
2 COMMUNITY ENGAGEMENT IN THE NEIGHBOURHOOD PLAN PROCESS

2.1 The Parish and District Councils followed the necessary legal steps to create the Neighbourhood Plan. This included a Community Engagement Action Plan to ensure that the whole community became involved, as well as others with an interest in the area.

2.2 The time line below illustrates the various stages in the process of developing the Neighbourhood Plan, see Figure 1 – Kelvedon Neighbourhood Plan Process. The opportunities which were given for local involvement, are highlighted in blue.



2.3 A summary of events can be found on the following page.



2.4 Consultation events included:

- A community wide data gathering survey in May 2016, delivered to each household and available online;
- Consultation events in July 2016, offering a total of 30 hours of face to face time in nine locations, covering 6am to 8pm on varying days, including weekends, to provide residents with the results of the community survey and to obtain their comments and feedback;
- A site selection survey in November 2016, delivered to each household and available online;
- A public consultation event in July 2017 on draft Policies and also available online;
- A Business and Retail Survey delivered to over 60 Kelvedon businesses, in November 2017;
- A Regulation 14 consultation over the Summer of 2018 until 14th September 2018
- A Regulation 16 consultation held by Braintree District Council between 4th June and 16th July 2022

2.5 Reports on surveys and details of consultations have been produced and are available to download from the Neighbourhood Plan website at:

www.kelvedon-np.co.uk.

Regulation 14 Consultation

2.6 As outlined in figure 1 above, the Neighbourhood Planning (General) Regulations 2012 (as amended) required the draft Neighbourhood Plan to be subject to public consultation (Regulation 14)

before the Plan was submitted to the Local Planning Authority, Braintree District Council, for examination (Regulation 16). This Plan has been subject to Regulation 14 consultation and minor amendments have been made as requested by local residents and statutory consultees. Copies of the Policies contained within the Regulation 14 consultation draft and a questionnaire were distributed to every household and to the list of statutory consultees provided by Braintree District Council. From 1500 households, 321 responses were received; over 69% supported every policy.

2.7 In accordance with Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended), the Neighbourhood Plan was formally submitted to Braintree District Council in February 2021.

Regulation 16 Consultation, Examination and Referendum

2.8 Braintree District Council published the Kelvedon Neighbourhood Plan for public consultation (Regulation 16) between 4th June and 16th July 2021. The plan was then forwarded to the appointed examiner in August 2021 and following consideration by written representations the examiners report was received in November 2021. A referendum of the Kelvedon Neighbourhood Plan was held on 3rd March 2022 where the vote was in favour of using the plan.

2.9 The Parish Council and the Neighbourhood Plan team would like to thank the whole community for participating in the process and for coming together to support the Neighbourhood Plan over the development of the plan.

2.10 The following have given up their time to develop the Plan and supporting evidence base:

Jean Anderson	James Astley	John Benson
Margaret Bignell	Amanda Button	Bill Clarke
Kate Crofts	Lindsey Cornes	Frankie De-Young
Carol East	Liz Gee	Daniel Grimes
Diane Hagger	Jill Hinds	The late Tony Hinds
Helen Hughes	David Jayatillake	India Jayatillake
Nicky Joshua	Geraldine Kennedy	Rob Lancashire
Elizabeth Maxted	Laurie Maxted	Ian Menzies
Caroline Moran	Sharon Perry	Mike Pilbeam
Luke Roberts	Geraldine Rowan	Alison Rowe
Nathan Rowe	Rebecca Saunders	Sandra Tingley
Anne Tremain	Gillian Westall	

Community Actions

2.11 During the development of the Plan, a number of issues were raised through community consultation events concerning the current fabric of the village. These issues do not all fall within the remit of the Plan and cannot be resolved through the following policies. nonetheless,

Kelvedon Neighbourhood Plan Steering Group (KNPSG) have recorded these issues as 'Community Actions' within a new chapter within Volume 1, under Chapter 17. KPC propose to pursue these Community Actions in partnership with BDC, Essex County Council and other neighbouring parishes as appropriate. It is intended that the Community Actions would be financed where necessary by Section 106 or Community Infrastructure Levy (CIL) monies as appropriate.

3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

3.1 Neighbourhood Planning enables local people to decide what goes on in their Parish under the Localism Act 2011, which sets out a number of basic conditions for all Neighbourhood Plans to meet. As such, Kelvedon Neighbourhood Plan will:

- Have regard to national policy and advice
- Contribute to the achievement of sustainable development
- Be in conformity with the strategic policies of the adopted BDC Local Plan
- Will not breach, and will otherwise be compatible with European Union obligations
- Meet the prescribed conditions of a Neighbourhood Plan including the proposals within it.

3.2 As a made Plan, the Neighbourhood Plan will form part of the development plan with Braintree District Council's adopted Local Plan. It will also be read in conjunction with Braintree District Council's emerging Local Plan. Essex County Council (ECC) are the authority responsible for waste management, mineral extraction and the local flood authority. As such, planning issues concerning the Integrated Waste Management site and mineral extraction, both located on the northwest boundary of the parish near Bradwell village, remain the remit of ECC.



The Red House, Church Street.

How the neighbourhood plan fits into the planning system

3.3 Although housing is a large part of Neighbourhood Planning, it is about much more than that. The Plan is for Kelvedon Parish as a whole and looks at a wide range of issues, including:

- Achieving high quality development which fits in well with the location;

- Maintaining the heritage and character of Kelvedon High Street and other historic areas;
- Protecting open space within the Village and the surrounding countryside, including the landscape, views and habitats;
- Meeting local housing needs;
- Promoting local businesses;
- Local infrastructure and transport proposals, including the maintenance and enhancement of public rights of way, footways and cycle paths;
- Ensure adequate provision and sustainable growth of local schools;
- Protect and enhance open spaces and community facilities.

What period does the Neighbourhood Plan cover?

3.4 The Kelvedon Neighbourhood Plan generally aligns with the strategic policies of the Braintree District Local Plan for the period 2017-2033. These dates were selected to align with the periods of the emerging Braintree Local Plan. Although it is recognised that the Neighbourhood Plan has to be in general conformity with the strategic policies of the adopted Local Plan Review, BDC are preparing a new Local Plan that will cover the period to 2033. Throughout the preparation of the Plan, close attention has been paid to the policies in the emerging Local Plan and liaison has taken place with BDC to ensure that two emerging plans are compatible.

4 KELVEDON TODAY

4.1 Kelvedon today has been moulded by its history dating from Roman times when a staging post developed on the Roman road (the old A12) now the High Street in the centre of the current village. Originally an agricultural village, its importance grew in the Eighteen Century during a period of boom in agriculture and with its key position as a coaching stop on the London to Norwich Road. The importance of this through-route and the need to provide accommodation, facilities and services to road users led to the linear development of the village.

4.2 With the coming of the mainline railway to London, it has become an important commuter hub for residents of Kelvedon and surrounding villages. The recent expansion of Stansted Airport, the imminent opening of the new Crossrail route, and the proposed improvement schemes for the A12, A120 and the London to Norwich mainline will add to the attraction of Kelvedon as a commuter centre.

4.3 Kelvedon Parish Council was formed by The Local Government Act 1894. The Parish Council has been campaigning since the very early years, to control the speed and volume of traffic through the Village, with the first speed limits being introduced in 1914.



Prior to the A12 By-pass being built in 1965, Kelvedon High Street suffered long tailbacks, especially in the summer.

4.4 In the 1950s, the Recreation Ground was purchased, and in the 1970s the Parish Council designated the Brockwell Meadows as a Local Nature Reserve. In 2006, an acquisition of land was completed to create the High Street Car Park.

4.5 The main issues today, as highlighted by residents, relate to congestion and traffic volumes, healthcare, and the provision of smaller houses. The traffic issues are a consequence of the Village's excellent location and its good transport links to London and local towns, whilst others are as a result of under investment in the past and lack of supply.



Parking outside the Conservative Club on the High Street causes congestion

4.6 These issues and others have been identified from research and raised by residents in the community surveys and at various consultation events that have been held. The background reports used to help prepare the Neighbourhood Plan are available on the Kelvedon Neighbourhood Plan website:

<http://kelvedon-np.co.uk/category/surveys-consultation/>

5 THE VISION FOR KELVEDON

5.1 The Vision for Kelvedon looks forward over the next 15 years, and has been derived from public opinion received via our surveys and consultations:

“Kelvedon will continue to be a rural village, proud of its heritage and conserving the natural habitat for the benefit of the whole community. Our growth will be sustainable, both environmentally and socially, ensuring new development is built in line with the government’s targets for reducing climate change. New development will be well designed and attractive, so that the village remains a friendly, safe and tranquil place to live, with easy access to places of work and leisure for everyone.”

6 THE OBJECTIVES

6.1 From the Vision Statement above, the planning policy objectives have been developed for each policy area. These objectives are the guiding principles for the policies. The objectives are repeated within each policy section for ease of reference.

HOUSING OBJECTIVES

- To enable local people to stay in the village throughout their lifetime, as their needs change.
- To ensure an adequate supply of affordable housing to meet the needs of the Parish.
- To maintain a strong community by ensuring a mix of home types and integration between different types and tenures of housing within the village.
- Blend new housing into Kelvedon and ensure that the design and style of the new development reflects or improves upon the character of the local housing.
- Provide new housing as required by the Braintree Local Plan.

MOVING AROUND OBJECTIVES

- Support measures to reduce traffic and congestion.
- Reduce commuter parking within existing residential roads and proposed developments
- Make better use of the River Blackwater as a leisure resource whilst conserving and protecting the wildlife habitats.

HEALTH AND SOCIAL CARE OBJECTIVES

- Kelvedon will have healthcare facilities which are of a sufficient standard and capacity to cater comprehensively for the needs of its existing and future populations.
- It must also be recognised and planned for, that a large part of the population are either ageing adults or younger children, which will place age-related needs on local healthcare delivery and care-giving facilities.
- The facilities will be accessible, local and adequately arranged to provide primary healthcare to a population whose demography is both growing in size and age.



EDUCATION OBJECTIVES

- Education provision to be in step with housing provision.
- Education provision to continue to be of good quality, appropriate for both the needs and location of the village.

HISTORIC ENVIRONMENT OBJECTIVES

- Maintain the character of Kelvedon and enhance the setting of the Conservation area and listed buildings through high quality design of the public realm along the High Street.
- Ensure that new development proposals reflect the local vernacular for layout, street scene and house styles.
- Recognise the importance of Local Heritage Assets to Kelvedon.
- Support a new burial ground for the village

NATURAL ENVIRONMENT OBJECTIVES

- To protect and enhance the various green spaces within and around the village.
- Allow for new open spaces to be created to meet the requirements of the village.
- That new development is well designed and integrated into existing green infrastructure.
- To ensure key views are respected.
- Protect the provision of allotments within the village.



Junction of the High Street and Station Road

BUSINESS AND RETAIL OBJECTIVES

- To maintain and support strong economic and social activity for Kelvedon.
- To sustain economic growth by enhancing employment opportunities in the Parish; having a thriving retail core and increased options for home working.
- To support ultrafast broadband and excellent mobile telephone provision, available to all residents and businesses.
- Ensure any development of business premises is done in an environmentally sensitive way.
- To support and retain the number and mix of independent shops in the village High Street.

BDC Emerging Policies

6.2 A list of all the relevant BDC Emerging Local Plan policies is contained within Chapter 21.

7 HOUSING POLICIES

INTRODUCTION

7.1 Braintree District Council's Emerging Local Plan indicates that the minimum number of new homes to be built in Kelvedon in the period 2017 to 2033 will be 291-300.

7.2 As the population in the country grows, the gap between the number of households forming and the number of new homes being built continues to grow. There is a danger that young people will not be able to find suitable affordable homes in our village.

7.3 Statistics show that Kelvedon has an above average number of detached and semi-detached houses and four bed properties. It also has a below average number of terraced houses and purpose-built flats which means that there are not enough starter homes to help people obtain their first foot on the property ladder.

7.4 In the 10 years from 2001-2011, there was an increase of 82 dwellings in Kelvedon, which is an increase of 5.7%, compared with an increase of 6,816 dwellings in Braintree District (12.187%), and an increase of 1,781,272 dwellings in England (8.3774%). This shows that Braintree District has seen a higher rate of increase in property numbers when compared to the rest of England, but the increase in Kelvedon is below that of the rest of England by around 2.7%.

7.5 During the above stated period, development in Kelvedon has taken place on sites inside the Village Development Boundary. Land is finite in this area due to the proximity of the A12 and the railway line.

The preferred site selected by BDC in their Local Plan, is outside the Village Development Boundary and represents a significant expansion, especially when looked at in conjunction with proposed development in Feering.

7.6 Also of note in Kelvedon is under occupancy. In 2011, a majority of properties (62.9%) consist of only 1-2 people due to an aging population. Older people are more likely to under-occupy housing and be reluctant - or unable to move to homes that might better suit their needs. This imbalance needs to be addressed with suitable properties being built to accommodate these needs.

7.7 It is clear from the research that has been undertaken, that the housing supply for young families and for older people, is insufficient. There is less of a desire within the community for developments that predominantly include large 4/5-bedroom 'executive type' homes. These do not meet current local needs but tend to attract people moving in from outside the area to take advantage of the excellent commuting and transport links.

7.8 As of March 2019, the site which is the preferred option under BDC's Emerging Local Plan, Monks Farm, has been granted outline planning permission. A second site, Watering Farm, has subsequently been granted Outline planning approval. Another two sites, which are not included within the BDC's Emerging Local Plan, are currently under consideration for outline permission. During the summer of 2019 following the re-examination of BDC's Sustainability Appraisal for its Local Plan, a further 5000 homes, associated schools and other facilities were proposed by Parker Strategic Land, on land to the west of the village known as Kings Dene. Finally, during the winter of 2019/2020,

proposals have also emerged to develop the Deals Garage site on Station Road to provide apartments, commuter parking and a retail outlet. If any of these additional sites are granted permission, Kelvedon's allocation of new homes put forward by BDC will be exceeded by a significant number.

7.9 The following policies will help ensure that all development will focus on community needs first.

HOUSING OBJECTIVES

1. To enable local people to stay in the village throughout their lifetime, as their needs change.
2. To ensure an adequate supply of affordable housing to meet the needs of the parish.
3. To maintain a strong community by ensuring a mix of home types and integration between different types and tenures of housing within the village.
4. Blend new housing into Kelvedon and ensure that the design and style of the new development reflects or improves upon the character of the local housing.
5. Provide new housing as required by the Braintree District Local Plan.

HOUSING POLICIES

Policy HO 1

NEW HOUSING AND ASSOCIATED INFRASTRUCTURE

Further new residential development above Local Plan housing requirements will be supported where it is demonstrated that the provision of necessary infrastructure can be achieved in a timely and phased manner with no significant adverse impacts upon the natural environment.

JUSTIFICATION

7.10 Taking into consideration sub-national population increases ⁽¹⁾ and based on the 2011 census data, it can be ascertained that the population of Kelvedon will potentially increase by 676 over the next 21 years. This would indicate that an additional 280 dwellings would need to be built in the parish over this period, to accommodate this population increase.

7.11 BDC's Emerging Local Plan requirement is 4% higher than this, which is in keeping with their contingency level. BDC's Emerging Local Plan allocates Kelvedon's additional housing based on its assessment as a sustainable location for growth, due to its services and facilities. However, BDC have stated that the original allocations of 300 dwellings

1 Greater Essex Demographic Forecasts 2013-2037

in Kelvedon and up to 1000 dwellings in Feering were not possible concurrently, due to the current infrastructure being inadequate for both developments to be brought forward at the same time.

7.12 Residents of Kelvedon have stated that there are urgent and critical infrastructure requirements which need to be addressed. These include the Health Centre being overcapacity, with building and service improvements required, insufficient primary and pre-school places, traffic and transport issues through the High Street, in particular, at the junction with Station Road. This junction in particular will be put under further strain by any developments which are located too far away from the railway station to be within walking distance, which will encourage the use of cars instead.



Policy HO 2

PHASING OF NEW HOMES OVER THE PERIOD 2017 TO 2033

Development proposals for 10 or more homes should be supported by a phasing plan for the delivery of new homes and infrastructure where necessary.

JUSTIFICATION

7.13 Solving the housing crisis is about much more than simply house building; it is about creating successful places and communities in which people want to live. For an existing community to grow in a socially and economically sustainable manner, a continuous supply of new homes should be available. New residents should be integrated into the village over a period of time, with services, facilities, transport, and employment opportunities developing to match the growth. This policy therefore aspires to even out growth in new homes across the Plan period, giving the community time to adapt and grow its facilities, welcome and integrate the new residents.

7.14 However, in view of the large number of dwellings put forward by BDC, and the number of further housing developments proposed, it is important that these are phased to identify and enable delivery of the necessary infrastructure. This includes, but is not limited to, highways and transport, sewerage, healthcare, education, community services and formal recreational space. This is in line with BDC's Vision Statement, as set out in their Local Plan. Policy HO2, therefore,

strengthens and promotes the Planning Authority's role in monitoring and coordinating the timing of delivery of homes, across developments of 10 or more homes in Kelvedon, over the Plan period. The phasing proposals must demonstrate how the infrastructure improvements and amenities will be delivered, in advance of each phase of the development being occupied. In setting the size threshold for this policy, consideration has been given to the size of recent sites in our area and the effect this number can have on the already struggling infrastructure in the village. Para 74 of the NPPF supports a trajectory illustrating the expected rate of housing delivery over the plan period.

7.15 By way of precedent for an evenly paced rate of growth, Cuckfield Neighbourhood Plan includes a trajectory for phasing housing at a sustainable pace.

7.16 Ten (10) or more dwellings constitutes a major development as stated in the glossary of the NPPF and as such has been chosen as the recognisable threshold throughout this Neighbourhood Plan. "Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more". Policy RLP2 of the Braintree Local Plan⁽²⁾ sets out development boundaries.

Policy HO 3

DEVELOPMENT BRIEFS AND COMMUNITY CONSULTATION

Where appropriate, planning applications for major housing development should be supported by a Development Brief and Statement of Community Consultation as set out in Appendices A and B. Early engagement and pre-application discussion is encouraged for all applications.

JUSTIFICATION

7.17 There is strong support for ensuring that future housing development delivers a wider mix of housing types than has been the case in recent years. The provision of appropriate and necessary infrastructure and community amenities is also a priority. It is the wish of residents to have greater involvement and influence on proposals for developing these larger sites, and the NPPF para 132 states that "*early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community.*" A Development Brief is a very useful tool to achieve this goal. Developers can set out their proposals for new housing development schemes with sufficient detail to allow the local community to understand what is being

2 <http://www.planvu.co.uk/bdc/written/cpt3.htm#rlp2>

proposed and be able to engage in a meaningful consultation process. Local views can then be incorporated into the evolution of the design of the development. It must be stated that, although intended for larger housing developments, it is good practice for community consultation to have a role in all planning applications where practicable. The Parish Council is in support of Development Briefs becoming a part of the planning process for Kelvedon, to help raise the standard of development and engagement with the community. The NPPF para 126 further supports this by saying that *“Being clear about design expectations, and how these will be tested is essential... So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”* In setting the size threshold for this policy, consideration has been given to the size of recent sites in the area and the impact they can have on local character. The village will therefore have a great insight into what will be well considered proposals and be able to influence ideas to overcome issues that may arise from increased development.

7.18 A Development Brief should include all relevant information needed to facilitate an informed and effective consultation, including but not limited to:

- a. A site map showing the site's location and its context within its immediate neighbourhood – including any areas of Local Green Space, flood zones, the location of any SSSIs, SPAs, SACs, LNR, LWSs and Listed Buildings, Local Heritage Assets, landmark buildings or Key Views.
- b. An illustrative layout that shows how the proposed development could be accommodated on the site.
- c. Density, mass and height of buildings.

- d. Mix of dwelling types and tenure.
- e. Design style and guidelines.
- f. Proposed improvements to infrastructure, community benefits and facilities to be provided, subject to S106/CIL agreements.
- g. Access, parking, cycle and pedestrian ways and any required traffic congestion and parking assessments.
- h. Landscaping and publicly accessible open spaces.
- i. The location of trees and an accompanying arboriculturalist's report shall be submitted detailing any that may be affected by the development and proposals to mitigate.
- j. An assessment of the site's water bodies, including all ditches, streams and rivers and seasonally local areas of flooding and proposals for SUDS.
- k. Phase 1 Habitat Surveys shall be complete and have been undertaken at species appropriate times of the year. The master plan shall show how it has taken account of the ecological requirements of the site, including mitigation measures as required.
- l. Indicative timing and phasing of the proposed development.
- m. An analysis of how the development proposals comply with the whole policy framework, including the Neighbourhood Plan.

7.19 An underlying principle in this Neighbourhood Plan is the active involvement of local people in ongoing consultations for important planning issues. Many of the policies expressly call for community involvement designed to understand local views about development proposals before planning applications are submitted.

7.20 Where a Statement of Community Consultation is provided this should include the following:

- a. An explanation of how a broad cross-section of local people, both in the immediate area likely to be affected by the development proposals and in the wider neighbourhood, were consulted on the development proposals in a timely fashion.
- b. The means used to involve and engage with local people in consultation, using a range of ways in which input and comments could be provided. For example, a variety of publicity and the opportunity to provide web-based comments as well as attending events in person.
- c. A record of the views expressed by local people and the Parish Council.
- d. An explanation of how the proposals being submitted following this Consultation have addressed the views of and any issues or concerns raised by local people and the Parish Council.

Policy HO 4

MIX OF HOUSING TYPES

Development proposals for new dwellings which improve the mix of housing types and sizes in the Parish will be supported.

Major residential development should include evidence demonstrating the mix of dwelling types and sizes is appropriate to the area taking into account the most recent Strategic Housing Market Assessment and other relevant evidence.

JUSTIFICATION

7.21 Recent new developments of market housing in Kelvedon have generally provided for the higher end of the market i.e. larger four and 5 bedroom detached houses (The recent Grangewood Development 15/01498/FUL in Kelvedon currently being built, is a development of 25 homes, of which 11 – 44% are 4 or 5 bedroom homes). With existing houses being extended, this is leading to an imbalance in housing provision, with the loss of two and three bedroom houses, as a result. In the Kelvedon Community Survey Report, local residents indicated the wish to see more houses built ‘that our children could afford’, i.e. starter and smaller homes, and also a more adequate supply of new homes for older people who are wishing to downsize. Under-occupied family homes would then become more readily available. The Plan intends to deliver more terraced and semi-detached homes, as well as bungalows and flats to balance against the over-abundance of four and five bedroom detached homes in the parish (although BDC shows a mix of 4% one bedroom, 31% two bedroom, 45% three bedroom and 20% four bedroom homes⁽³⁾, the evidence for Kelvedon, gathered from both national statistics data and the local community, supports a slightly different mix).

7.22 The SHMA 2014 encourages the development of “policies for market housing so that new stock meets local demand not addressed by existing stock turnover to provide a more balanced housing stock”. It further goes on to state that “Developers are expected to bring forward proposals which reflect demand in order to sustain mixed communities ...70% one and two bedroom properties to meet the needs of single, couple and small family households.”

3 BDC Local Plan Housing Mix and Density para 6.107

7.23 It is with this in mind and thorough research of the needs of the community of Kelvedon that has shaped the requirements as set out in Policy HO5. A growing population impacts on the types of housing needed and the needs of the different groups in the community, including families with children and older people, and all these needs have been addressed in the above policy.

EVIDENCE

7.24 Changes in population structure is impacting on demand for different house types and tenures. National statistics data for 2011⁽⁴⁾, for Kelvedon, shows that the number of three bedroom properties in Kelvedon is nearly 11% lower than that found in both Braintree District and in England, whereas Kelvedon has an above average number of four bedroom homes (12-15.3%) and five plus bedroom homes (0.7-1.7%). The recent Kelvedon Community Survey Report 2016 also indicated that residents were predominantly in favour of one, two and three bedroom properties, and opposed to the building of additional four plus bedroom properties. Since the census in 2011, Kelvedon has seen a loss of 21 three bedroom properties within the village, through conversion, mostly to four bedroom properties (data up to October 2017)⁽⁵⁾. The national statistics data⁽⁶⁾ also indicates that the majority of homes in Kelvedon (62.9%), consist of one to two people. From this it can be concluded that a considerable number of homes are under-occupied. Further data⁽⁷⁾ also shows that the number of one resident households, family households over 65, amounts to 20.9% of

the Kelvedon populace. With an ageing population, this proportion will increase and future provision needs to be made. The Kelvedon Community Survey Report 2016 showed that 69% of respondents (368) stated that there is a need for bungalows in Kelvedon. At present there are 144 (44 detached, 83 semi-detached and 17 terraced) bungalows in Kelvedon. Of these, 107 are owned by Greenfields Community Housing, which leaves 37 available on the private market. The Kelvedon Community Survey Report 2016 showed that 111 residents need to move in the next five years. Of these, 38% indicated that they would require a bungalow, which would require the provision of at least 42 new bungalows in the parish, this figures equates to the 17% requirement cited in Policy HO5. Brandon Lewis MP, Minister for Housing and Planning in August 2014, and Nicky Morgan MP, Treasury Select Committee Chairman in November 2017, called for more measures to be put in place to require developers to build more bungalows, which people can move into in later life. Figures for 2014 show that only 2% of English homes were bungalows at that time, which demonstrates that these are in very short supply.

7.25 Market pressures and the changing demographic profile of an ageing population in Kelvedon, indicates that allowing for an increase in smaller one, two or three bedroom dwellings and building more homes for older people, such as bungalows, will provide for a much needed wider choice of housing in Kelvedon. Most people who live in Kelvedon wish to stay here, whether it is a first time buyer moving out of the family home, or older people downsizing from their larger family homes. Allowing

4 Number of bedrooms National Statistics 2011

5 BDC Planning Applications 2011-October 2017

6 Household Size and Household Composition National Statistics 2011

7 Household Size and Household Composition National Statistics 2011

for the provision of all of these types of dwellings gives a more diverse and much needed range of properties in Kelvedon and also allows the re-release back into the market of the larger four bedroom family homes which Kelvedon already has.

Policy HO 5

AFFORDABLE HOUSING

Development proposals which make provision for affordable housing that demonstrate it meets local needs will be supported. The location, layout and design of affordable housing should create an inclusive environment and be externally indistinguishable from other housing provided on the same site.

JUSTIFICATION

7.26 The government defines affordable housing as:

“Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a. *Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the*

landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

- b. *Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.*
- c. *Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.*
- d. *Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households,*

or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement."

7.27 Social sustainability is about building communities. A thriving community relies upon a mix of ages and skills to be sustainable. There is not a large pool of affordable private sector rented accommodation in Kelvedon, and there are a percentage of young people who want to stay in the village but are unable to do so because of the lack of affordable housing. Those living away and wishing to be nearer to family in Kelvedon, need access to high quality affordable options as well as people employed in the village, who need the option of living here, to reduce car journeys to work, carbon emissions and to help maintain their life/work balance. A range of options, including, for example, shared ownership, and affordable rental units is preferred.

7.28 BDC policy requires a residential development of 11 or more dwellings, which complies with the Written Ministerial Statement aimed at reducing the burden on smaller housebuilders, to provide 40% as affordable homes. Figures from Stat-nav between April 2009 and March 2016 showed that there were 385 bids for properties in Kelvedon. As at July 2016, there were 33 households in Kelvedon waiting for housing association homes, with a total of 59 from Kelvedon and surrounding villages (Feering, Bradwell and Rivenhall). This need strengthens the case for first occupation for people with a local connection. Evidence from the Kelvedon Community Survey Report 2016 shows that 84% (459) of respondents agree that affordable housing must be offered, at first occupation, only to people with a local connection.

7.29 Although these statistics show that there is a clear need for more social housing in Kelvedon, changes in policy from Government mean that subsidies for housing on social rent have been curtailed, making it very difficult to ask for in negotiations at planning stage. The current BDC figures suggest of affordable housing, that the requirement is for 70% affordable rented and 30% intermediate housing. The Kelvedon Community Survey Report 2016 showed that residents have a greater need for intermediate housing, at 9% (10 residents), compared to affordable rent, at 4% (4), but there was a larger requirement for housing association rental accommodation, at 15% (16), which, if these figures are combined, show that the 70/30 split is suitable for Kelvedon's needs.



Brockwell lane



ABODE development, Cambridge

7.30 Integration of affordable housing within new developments is essential. It should be distributed throughout the developments and use the same design and building materials as the market housing, so that they are indistinguishable. They should not be hidden from view.

Policy HO 6

MINIMUM GARDEN SIZES

Development proposals for new dwellings should have regard to the Essex Design Guide in determining the appropriate minimum private garden size.

JUSTIFICATION

7.31 The village is valued for its rural setting. Not everyone wants a large garden, but high density build with small amenity spaces gives rise to a cramped and closed environment. Gardens are important for many reasons, especially for health and mental well-being. Access to fresh air, a safe place for families to play, a place for tranquillity and relaxation, exercise, gardening, growing food, wildlife habitats, education and outside living space are all important for a good quality of life. Family sized dwellings should provide sufficient private garden amenity space to meet typical household recreational needs. Gardens are an important feature of the Parish, contributing to its character and appeal, which needs to be retained. All garden space should reflect the area and be appropriate in relation to topography and privacy. (Please refer to the Built Character Assessment and Design Guide in Volume 2)

7.32 The Kelvedon Community Survey Report 2016 showed that 78% (433) agreed that minimum garden size should be offered, and the Essex Design Guide has recommended minimum garden sizes of 100m² as a requirement of most new housing types, since 1973. This size has been

found to provide an acceptable and workable minimum standard to accommodate most household activities and offer an area for private relaxation. However, within the Essex Design Guide, reference is made to private amenity space, which allows for a smaller area to be provided for new dwellings. Even though this Guide is used by BDC to inform its policies on minimum garden sizes, this reduced provision is not preferred.

Policy HO 7

REPLACEMENT DWELLINGS AND EXTENSIONS

The replacement of existing dwellings and the building of extensions within the Village Development Boundary, will be supported where it meets the following criteria:

- a. There should be no over-development of the plot, taking into account the existing footprint of the dwelling and the relationship to plot boundaries; AND
- b. It incorporates good quality design, which maintains or enhances the character and appearance of existing buildings, the street scene and surroundings; AND
- c. It does not have an unacceptable impact on the amenities of neighbouring occupiers or impact significantly on the landscape setting, Conservation Area, or listed buildings.

Specifically, proposals should provide and maintain adequate:

- Private amenity and utility space.
- Access and parking.

- Materials compatible with the materials of the existing building.
- Boundary treatments traditional to the area.
- Privacy, daylight, sunlight and outlook of adjoining residents.

JUSTIFICATION

7.33 The rising market value of large dwellings in the Parish has driven a high rate of extensions to smaller properties, to add further bedrooms and living space. This results in a corresponding loss of smaller and more affordable dwellings, to the detriment of locally employed people and the characteristics of the local landscape. This policy seeks to retain an appropriate mix in the size of housing stock in the rural areas. Since the census in 2011, a loss in Kelvedon of 21 three bedroom properties and eight two bedroom properties has been observed within the village, through conversion, mostly to four bedroom properties (data up to October 2017).

7.34 Inappropriate extensions or alterations of existing dwellings in built up areas can have a detrimental effect on the openness and rural character of the countryside, and in particular, villages such as Kelvedon wherein the main High Street is in a Conservation Area. Proposals which result in a dwelling which is considerably larger than an adjoining dwelling, or which results in a cramped or over-developed plot compared with the characteristics of the surrounding development, will not be acceptable. Listed buildings or buildings within the Conservation Area are, of course, subject to further controls. Proposals should also be mindful of Flood Prevention - Policy NE8.

Policy HO 8

HOUSING DEVELOPMENT ON PREVIOUSLY-DEVELOPED SITES WITHIN THE VILLAGE DEVELOPMENT BOUNDARY

The Plan supports the development of small development sites within the current Village Development Boundary proposed for 5 or less dwellings, that would develop currently derelict or brownfield sites, providing that the development:

- Respects the Conservation Area and any other nationally listed or undesignated heritage asset.
- Adequate mitigation is provided where appropriate for the loss of wildlife habitat.
- Is able to demonstrate suitable off-street parking facilities, and;
- Has regard to the Kelvedon Design Guide.

JUSTIFICATION

7.35 Currently (as of March 2019) there are a number of small sites within the Village Development Boundary that are derelict or under-utilised for their intended purpose. In the recent past, developers have applied for development on some of these sites, but they weren't successful for a variety of site specific reasons. Alternative plans might be more successful in the future. Other sites have been identified through the village character assessment as having potential for re-development as they are derelict or no longer fully utilised for their intended purpose.

7.36 Derelict sites often encourage antisocial behaviour as well as representing a wasted opportunity to utilise land more efficiently without developing 'greenfield land' further. Appropriate re-development of these areas would be welcomed, providing they comply with the relevant policies.

8 DESIGN

Policy DE 1

DESIGN OF NEW DEVELOPMENT

All new developments should, where appropriate, ensure that:

- a. The scale, height and massing fits unobtrusively with the existing building, (or in the case of new dwellings, the curtilage), and the local character of the street scene,
- b. The development makes a positive contribution to the local character and scale of the area,
- c. The spacing between buildings respects the character of the street scene,
- d. The gaps which provide views out of the village to surrounding countryside are maintained,
- e. The materials are compatible with the materials of the existing building,
- f. The traditional boundary treatment of an area is retained, and where feasible, reinforced, and
- g. The privacy, daylight, sunlight and outlook of adjoining residents, are safeguarded.

Development proposals should have regard to the Kelvedon Design Guide and where a Design and Access Statement is provided it should demonstrate how this has influenced proposals.

JUSTIFICATION

8.1 The trend has been for new developments to be built to a much higher density and much closer together than in previous years. This results in a loss of green frontage, loss of privacy to surrounding properties and a negative impact to the overall street-scape, and both the built and natural environment. The bulk and scale of houses in new developments, both in the village centre and in the residential neighbourhood around it, has, on occasion, been much greater than the properties they border, so that they stand out unpleasingly from their surroundings. Increased density also adds to the problems of traffic congestion and parking. Any new development should respond to the local character and history of the surrounding area and the immediate neighbouring properties. They should be sensitively positioned in their plots and not dominate, in height or bulk, the streetscape or the neighbouring properties. New development must positively contribute through sympathetic, visually attractive design and landscaping. Developers are reminded to reference the KNP Design Guide in Volume 2 when undertaking any development in Kelvedon.

Policy DE 2

HIGH QUALITY BUILDING AND DESIGN

All new developments should demonstrate good quality design, respect the character and appearance of the surrounding area, recognising and reinforcing Kelvedon's vernacular architectural heritage, through choice of materials, height, space, layout and orientation. A positive contribution should be made to the street

scene, where choice of materials complements those buildings nearby and by being of a height and scale that is in keeping with the neighbouring buildings.

Development that fails to take the opportunities available for enhancing the local character and quality of the area will not be permitted. Development proposals should respond to and integrate with local surroundings and landscape context, as well as the built environment through:

- a. Using good quality materials which complement the existing palette of materials used in the area,
- b. Using green hedging and/or trees for highway boundaries wherever possible and in keeping with the street-scape,
- c. Adopting the best practice principles of sustainable urban drainage where appropriate including the re-use of water within the property and incorporating sustainable drainage systems (SuDs) that fulfil both green and blue infrastructure where required with a preference for natural flood management techniques,
- d. Ensuring safe access for pedestrians, suitable for those using a pushchair, wheelchair, mobility scooter, walking stick or other walking aid. For cyclists, safe and attractive cycle routes to link up, where practical, with existing cycle routes in the village, or surrounding villages, will be provided. For road users, streets will be designed in a way that encourages low vehicle speeds and allows them to function as social spaces,
- e. Providing adequate refuse and recycling storage, incorporated into the scheme to minimise visual impact,

- f. Providing highly energy efficient homes and use of renewable energy, and
- g. Designing parking so that it fits in with the character of the proposed development, including:
 - Garages designed to reflect the architectural style of the house they serve and ensure these are suitable to fit the current vehicle sizes
 - Garages to be set back from the street frontage.
 - Parking located in between houses (rather than in front) so that it does not dominate the street scene.

Where appropriate development proposals should demonstrate how they have had regard to:

- The Building for Life 12 assessment framework
- Kelvedon Design Guide (Appendix D)

JUSTIFICATION

8.2 High design standards should apply across all scales of new development, as well as infrastructure projects. Enhancements to the public realm, landscaping measures and attention to architectural detail are important features, which should be included in new developments. Strategic scale and local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes, if properly integrated into the design and delivery of a new development. As per the above

Policy it should be noted that paragraph 128 of the NPPF also encourages the use of assessment frameworks such as Building for Life 12.

8.3 The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. NPPF Para 126 states that: "Good design is a key aspect of sustainable development and should contribute positively to making places better for people."

8.4 This Neighbourhood Plan supports excellence in design - especially design that will help establish a 'strong sense of place' and be 'visually attractive as a result of good architecture, 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' (NPPF Paragraph 130). Kelvedon already has a rich variety of architectural styles and new development here must contribute to this variety, while at the same time being sympathetic to the existing character of the area. The policies do not restrict development; instead they challenge developers to deliver innovative development of high design which responds to its surroundings and is appropriate for the Parish. Further information concerning the design of proposed developments in the Parish is contained in Volume 2.

8.5 The Case For Space – The Size of England's New Homes⁽⁸⁾, a paper written by RIBA in 2011, suggests that the focus should move to thinking about the quality of those homes and not just quantity. In a rush to build quickly and cheaply we risk storing up unnecessary problems for the future. Space is an important factor when people are choosing a home, but many feel that newly built homes aren't big enough. Existing research shows that a lack of space has been shown to impact on the basic lifestyle needs that many people take for granted, such as having enough space to store possessions or even to entertain friends. In more extreme cases, lack of adequate space for a household has also been shown to have significant impacts on health, educational attainment and family relationships. According to the report, new homes in England appear to be getting smaller. The average home in the UK was 85m² and had 5.2 rooms, with an average area of 16.3m² per room. In comparison the average new home in the UK is 76m² and has 4.8 rooms, with an average area of 15.8m² per room. A review of existing research suggests that the space in homes can affect the educational outcomes of children, public health costs, individual well-being and interpersonal interactions and relationships⁽⁹⁾. For these reasons, complying with new technical housing standards and those which describe internal space standards are becoming increasingly important if we are to safeguard for the future.

8 RIBA The Case for Space - The Size of England's New Homes 2011

9 In April 2010 CABE published a literature review produced by academics at University College London summarising all the existing research about the benefits of space standards. The researchers of the report collated research into seven areas: general health and wellbeing, family life and children, productivity, adaptability, inclusive homes, antisocial behaviour and market benefits. See Carmona M, Gallent N, Sarkar R, Space Standards: the benefits (University College London for CABE April 2010

Policy DE 3

WELL DESIGNED ENERGY EFFICIENT BUILDINGS AND PLACES

The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions.

This includes:

- a. Siting and orientation to optimise passive solar gain
- b. The use of high quality, thermally efficient building materials
- c. Support for non residential developments which meet the Buildings Research Establishment's BREEAM building standard of 'excellent'
- d. Incorporating on site energy generation from renewable sources, and
- e. Retrofitting heritage assets to reduce energy demand and generate renewable energy where appropriate and consistent with safeguarding historic character and significance.

Change Emergency, the Plan requires that new residential and non residential developments, through high quality design, materials and appropriate technologies, actively responds to this.

JUSTIFICATION

8.6 The Vision Statement clearly sets out the desire for sustainable development within the village and as such this encompasses both environmental and social sustainability needs. In response to the Climate

9 MOVING AROUND POLICIES

INTRODUCTION

9.1 The 2018 Regulation 14 comments continued to reflect the overwhelming concern with traffic, congestion and related Moving Around issues previously demonstrated in responses to the 2016 Community Survey⁽¹⁰⁾ as shown both in the Survey Results and also in the Single Issue cards completed by many respondents. In 2018, responses throughout all Policy areas revealed perceived connections with and comments on such Moving Around issues as infrastructure, the need for Trunk Road improvements (A12 and A120), parking, road and pedestrian safety, pollution and health. Respondents articulated aspirations across a wide spectrum of measures, the majority of which lie outside the scope of the Neighbourhood Plan process but which give clear guidance as to problems which are recognised throughout the community.

9.2 National Highways (NH) announced its preferred route for widening the A12 between Chelmsford (J19) and Marks Tey (J25) in 2020. The scheme is funded as part of governments Road Investment Strategy (2020 – 2025) (RIS2). Junction 23 (Kelvedon South) will be removed with access to Kelvedon from Witham being provided by a local access road. The existing A12 will be widened to provide three lanes in both directions around Kelvedon, up to a new all movements junction 24 to the west of Inworth Road providing improved access to the upgraded A12 from Inworth Road serving the communities of Kelvedon, Feering,

Inworth, Tiptree and others. HE is to submit a Development Consent Order (DCO) in Spring/Summer 2022. Subject to funding construction work is due to commence in 2023-24 and the road open for traffic by 2027/2028. The Government's Road Investment Strategy 2 (RIS2) stated that the A12 scheme will need to take in to account the evolving proposals for the A120 Braintree to A12 improvements near Kelvedon. The scheme is being progressed as a Nationally Significant Infrastructure Project (NSIP).

9.3 A favoured new route option for the A120 Braintree to A12 was recommended by ECC to Government in 2018 running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon. The scheme is identified as a 'pipeline project' in RIS2 (2020 – 2025) and will undergo more analysis and design work by HE ahead of being considered for potential future investment and inclusion in RIS3 (2025 – 2030). HE is now building a case with the aim of announcing its preferred route for the road early in 2022. The A12 and A120 Schemes are being developed collaboratively to ensure that the A12 does not preclude the A120 scheme to be implemented and minimise disruption to the local roads.

9.4 In both cases (A12 and A120) National Highways is the body responsible. The NPPF⁽¹¹⁾ enshrines the importance of adequate infrastructure, the need to base all aspects of future development on the principle of sustainability and, through design and a variety of incentives, to encourage alternative methods of travel and a reduction in pollution. Steps to achieve these ends have been included in ECC and BDC's

10 Kelvedon Village Community Survey Report June 2016- Kelvedon Neighbourhood Plan Steering Group

11 NPPF paragraph 82(c)

existing/future planning policies, and Kelvedon Neighbourhood Plan's Policies have been formulated in response to local views and are in conformity with such higher level policies.

9.5 Map 2 identifies the key transport routes and nodes in and around the village.

9.6 Areas of particular concern are:

- a. Station Road/High Street/Swan Street junction
- b. High Street between Trews Gardens and Station Road
- c. High Street between New Road and St Mary's Road

MOVING AROUND OBJECTIVES

9.7 When consulted on the key objectives for the Plan period 2017-2033 residents were in agreement with the following statement to;

- a. Support measures to reduce traffic and congestion.
- b. Reduce commuter parking within existing residential roads and proposed developments
- c. Make better use of the River Blackwater as a leisure resource whilst conserving and protecting the wildlife habitats.

MOVING AROUND POLICIES

Policy MA 1

TRAFFIC CONGESTION AND PARKING STRESS

Development proposals which increase the number of vehicle access points or which would result in a significant increase in traffic should demonstrate that their impact on the free flow of traffic or parking stress, including conflict with larger vehicles, is acceptable..

JUSTIFICATION

9.8 Responses to the Neighbourhood Plan consultations and from meetings with community groups have clearly demonstrated that the most important issues to the majority of residents are those relating to traffic and transport infrastructure, where responsibility for implementation lies at national and county level. The Neighbourhood Plan's intention is to make meaningful comments on such matters, and to express support as appropriate.

Policy MA 2

TRAFFIC CALMING

Development proposals which would result in a significant increase in traffic should make provision for, and/or contribution to, relevant traffic calming measures where appropriate.

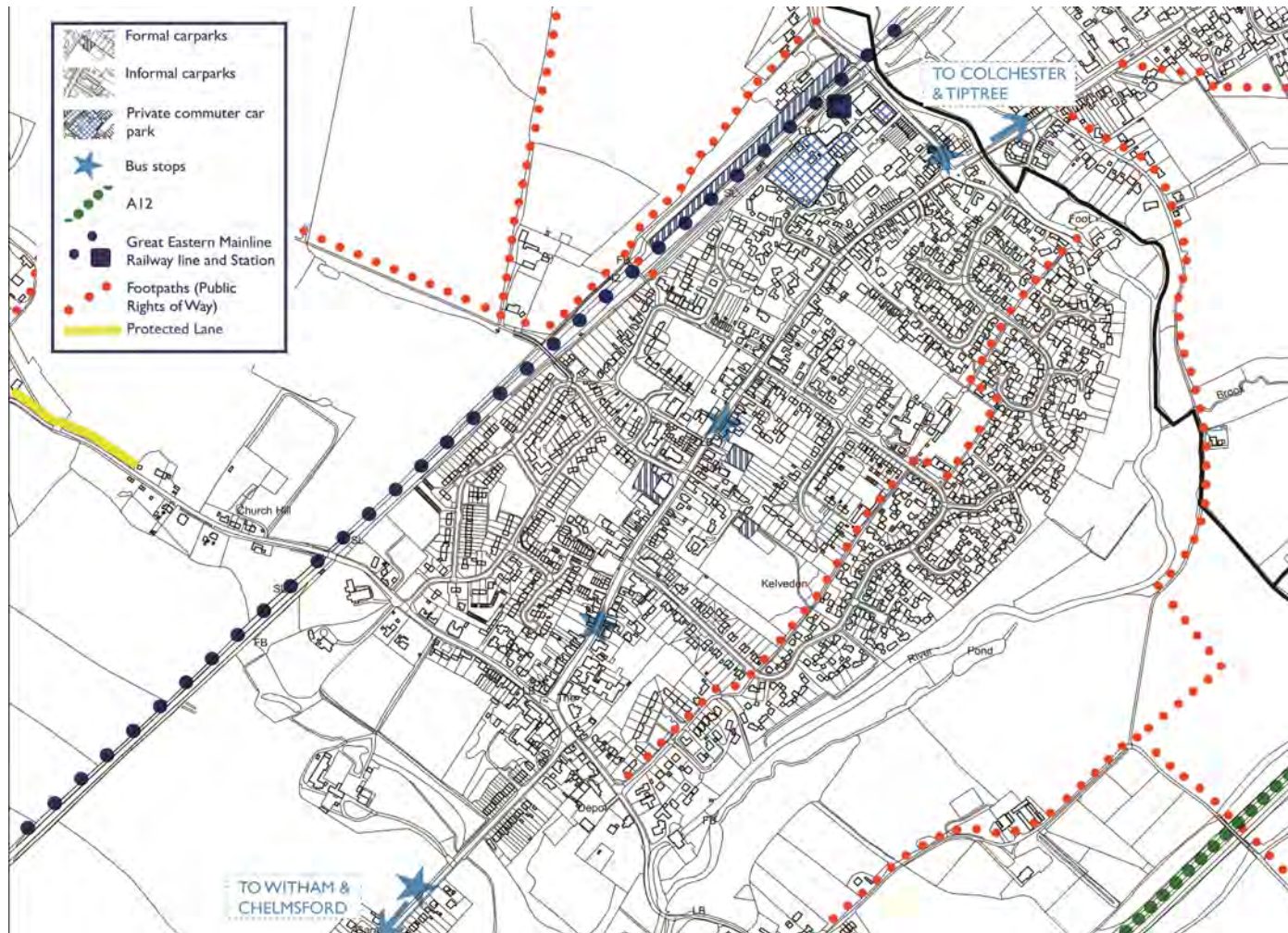
JUSTIFICATION

9.9 When asked how residents prefer to move around the village, 78% (417/536) said walking, however, only 62% do this everyday. Whilst only 2% would like to cycle around the village, 30% drive every day.

9.10 The developers of the Monks Farm site on Coggeshall Road will be required to provide pedestrian foot-ways of a suitable width to allow two pushchairs or wheelchairs to pass comfortably along the full length of the site frontage and into the Village centre. Improvements may also be required to the junction of Station Road with the High Street and Swan Street to manage the flow of traffic at peak times. Consideration shall also be given to reducing speeds of traffic entering the village from Coggeshall on the B1024, improving the provision and safety for cyclists, creating a suitable gateway into the village at either the edge of the Parish near to the Halfway Cottages or close to the Village Development Boundary.

9.11 Housing developments accessing onto the High Street will need to demonstrate that there is suitable forward visibility for all road users and the required space to complete turns. Further consideration shall be required for on-street parking, reducing road sign clutter, providing safe crossing points and changes to the road alignment to facilitate appropriate junction arrangements. Appropriate materials are to be used to maintain the historic core of the village.

9.12 The long, straight nature of London Road has long been a cause for concern to the community due to occurrences of excessive speed and its direct uninterrupted connection to the A12. Any new housing development with direct or indirect access on to the London Road will need to demonstrate that all road users will have suitable forward sight-lines and available space to complete their manoeuvres into and out of access points along this road. Furthermore, developers must demonstrate that appropriate traffic calming measures have been considered with the relevant authorities for the entire length of London Road, from its junction with the A12 or any new configuration of this trunk road, and St Mary's Square. Consideration shall be given to reducing speeds, improving the provision and safety for pedestrians and cyclists, creating a suitable gateway into the village.



Map 2 Transport Map

Policy MA 3

TRANSPORT AND ACCESS

New development will be supported that supports the objective of improving connectivity within the village and, wherever possible, includes:

- a. appropriate safe multiuser routes to public transport hubs and medical, recreational, educational and retail facilities which link to other local and national networks where possible,
- b. shared use cycle ways/footpaths,
- c. appropriate provision for those with mobility problems and visual impairment,
- d. appropriate provision of 'shared spaces' or 'living streets' which reduce both the speed and dominance of motorised transport,
- e. long term public access to and the ongoing maintenance of new foot, cycle paths or bridleways,
- f. secure covered cycle bays or storage in any new public or shared private parking areas,
- g. secure cycle facilities at local amenities including the Health Centre, Library, Kelvedon Recreation Ground, and the railway station, and
- h. appropriate provision for sustainable modes of transport including the requirements of electric and hybrid cars within new and refurbished developments and car parks.

A Transport Assessment or Travel Plan and Statement should be submitted as appropriate.

JUSTIFICATION

9.13 Encouraging and allowing the safe movement of people around the village and beyond is not only good for people's health but also for community development, as it allows and encourages greater social interaction. New streets should allow for the safe and comfortable movement of both pedestrians and cyclists as well as providing 'access for all'. Developers will be required to produce Travel Plans, Transport Assessments and Statements as considered appropriate by the Local Planning Authority. The Essex County Council 'Development Management Policies' provide further detail on requirements relating to accessibility and access including Transport Assessment and Statement thresholds for each land use category.

9.14 The Kelvedon Community Survey of 2016, showed that 61% of commuters travel less than 25 miles for work. Such journeys could be undertaken by more sustainable modes of transport and steps to encourage such change should be included wherever possible. The Plan supports the provision of cycle storage facilities at key locations around the village to encourage further use of cycle thus reducing over reliance on car journeys for short trips. There were several comments in the 2018 Regulation 14 consultation calling for better pedestrian and cycle routes throughout and around the village, in particular (for safety and health reasons) avoiding the High Street and providing an off-road pedestrian/cycle link between Coggeshall and Kelvedon Station.



9.15 Car Sharing should be promoted within new and refurbished developments and promoted through travel plans. Housing developments should make provision for the requirements of electric cars. The installation of EV charging-point infrastructure (minimum of 5% active and 5% passive across all housing tenure types) in accordance with agreed standards will be strongly encouraged and supported at all developments (domestic and commercial) with parking facilities.

Policy MA 4

PARKING PROVISION

Development proposals for new homes should have regard to Essex County Council Parking Standards. Proposals which fall below these standards should be supported by evidence of the local circumstances justifying the departure.

JUSTIFICATION

9.16 The Kelvedon Community Survey of June 2016 strongly identified the concern of insufficient residents' parking within the village and the need to restrict non-resident commuters parking on residential streets - 4% and 7% respectively. New housing developments must ensure that sufficient and appropriate parking is included within new developments, to reduce on-street parking. Please refer to the Kelvedon design Guide (Appendix B.) At the same time, measures are to be put in place to restrict commuter parking from those using the railway station and parking on residential roads, rather than within the designated car parks.

Policy MA 5

CREATION OF FOOTPATHS/BRIDLEWAYS ALONGSIDE THE RIVER BLACKWATER

Planning applications will be supported which include the formation of new paths and bridleways, and/or a long distance footpath, alongside or close to, the River Blackwater, between Coggeshall and Kelvedon

JUSTIFICATION

9.17 Although some Public Rights of Way (PROWs) do exist alongside or close to the river through the Parishes, the Plan would support offers by landowners to provide new PROWs to facilitate a 'Blackwater Trail'

in conjunction with the neighbouring Parishes of Feering and Coggeshall and any others, further up or down stream. When asked during the consultation of draft policies in July 2017, 167 people out of 170 responses voted in favour of the proposed policy to support the creation of such improved links⁽¹²⁾.

9.18 NPPF Para 100 states that ‘Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks.’

9.19 By improving the links between the three parishes, the aim is to encourage greater use of sustainable modes of transport and reduce the over reliance on car-use between the three centres.



Bridgefoot Bridge



River Blackwater

12 Policy Survey Report July 2017 Kelvedon Neighbourhood Plan Steering Group

10 HEALTH AND SOCIAL CARE POLICIES

INTRODUCTION

10.1 Health Services in Kelvedon are currently shared with Feering and other adjacent communities. Map 3 Shows the distribution of various health care facilities in the village.

10.2 The healthcare facilities are of the utmost importance to all residents and it is strongly desired that the current levels of service are maintained and improved as demands increase over time.

10.3 The impact of housing development on population numbers will need to be managed so as not to diminish existing service levels. This will require collaboration between developers, planners, the surgeries, health commissioning bodies and other current or future stakeholders. Any new provision of primary healthcare facilities are to be capable of future expansion to meet growth and demographic changes, so that GP services continue to thrive.

10.4 As of January 2020, Kelvedon now has one GP surgery, there are two dental practices, (one NHS/private and one fully private), plus private sector optician, osteopath, physiotherapist, and chiropody/podiatry services. All of these services are used by residents from other neighbouring villages.

10.5 Since July 2018, Kelvedon & Feering Health Centre (KFHC) has merged its patients with those of Brimpton House (BH) under a new practice management company. Services are now offered from both surgery buildings on opposite sides of the High Street.

10.6 The most recent CQC inspections (KFHC in 2015⁽¹³⁾ and the former BH in 2016⁽¹⁴⁾) rated both surgeries as 'good'.

10.7 Increased patient numbers from housing developments in Kelvedon and Feering will place additional demands on existing services

HEALTH AND SOCIAL CARE OBJECTIVES

10.8 Healthcare facilities which meet the needs of its residents

10.9 Recognise and plan for the age related needs of adults and younger children and their impact on health and health care facilities.

10.10 Health Care facilities will be accessible and local providing primary healthcare to an ageing and growing population.

13 Care Quality Commission, report on Kelvedon and Feering Health Centre, 31 March 2015

14 Care Quality Commission, report on Brimpton House Surgery, 26 September 2016

HEALTH AND SOCIAL CARE POLICIES

Policy HSC 1

HEALTHCARE FACILITIES

The creation of new and improved healthcare facilities within the village will be encouraged, including provision for essential and additional GP services being provided to a higher standard and including other specialised services such as treatment of minor injuries. Any loss of existing services, which thereby reduce the provision of health services to our increasing population should be avoided.

In addition to clinical space, particular attention should also be given to accessibility, parking and proximity to public transport services and to encourage walking and cycling.

JUSTIFICATION

10.11 The existing surgery facilities are at near maximum capacity⁽¹⁵⁾. The policy of NHS England that rent reimbursement to contract holders, who may not necessarily be building owners, may be at no more than market rate is also to be taken into consideration⁽¹⁶⁾.

10.12 As of October 2020, Kelvedon has outline planning approval for an additional 282 dwellings within the parish and speculative applications awaiting decisions for a further 375 dwellings which includes a new healthcare facility, commercial floor-space, daycare nursery and specialist nursing care home facilities. As a statutory consultee, NHS England responded to an outline planning application, now granted on Monks Farm. It stated in a letter written in May 2017⁽¹⁷⁾ that the proposed development alone, of circa 250 houses, will put significant pressure on existing resources. The letter also states that the increased population level will place pressures on services, which are unsustainable without financial input from the developers. The proposed development of circa 750 dwellings on Crown Estates land in Feering will also put pressure on health services in Kelvedon until and unless other health facilities are made available locally. Work has commenced on the initial 160 houses here in 2020.

15 Interview with Practice Manager at KFHC, 18 May 2015

16 National Health Service, England. The National Health Service (General Medical Services – The Premises Costs) (Amendment) Directions, 2013

17 Letter from Kerry Harding, Estates Advisor, NHS England re outline planning application for 250 new dwellings, Land west of Kelvedon Station (Monks Farm) dated 3 May 2017

10.13 The most recent projections⁽¹⁸⁾ suggest that average household size is projected to fall from 2.35 in 2014, to 2.21 in 2039. NHS guidelines in the aforementioned letter⁽¹⁹⁾ recommend one full time equivalent (FTE) GP and one other health professional (OHP) for every 1750 residents. On this basis, the 282 new dwellings currently proposed for Kelvedon, will generate an additional circa 630 residents, which together with the existing circa 5000 as of 2017, total 5630. This indicates that Kelvedon alone would require three FTE GPs plus three OHPs. Department of Health space standards⁽²⁰⁾ suggest 120m² per GP, giving a minimum building size of 360m². If all the speculative proposals receive planning consent, this would give rise to a further 1000+ residents – total 6550. On the same basis as above, this number of residents would then need 3.7 FTE GPs plus OHPs, requiring 444m².

10.14 If no additional medical facilities are built in Feering, the numbers rise by a further 4700 (2500 existing population plus 1000 new homes x 2.2) to a total for the two villages of circa 11,250 or seven FTE GPs plus seven OHPs. A minimum building size of 840m² would be required. As a comparison, an average modern three bedroom home is approximately 120m².

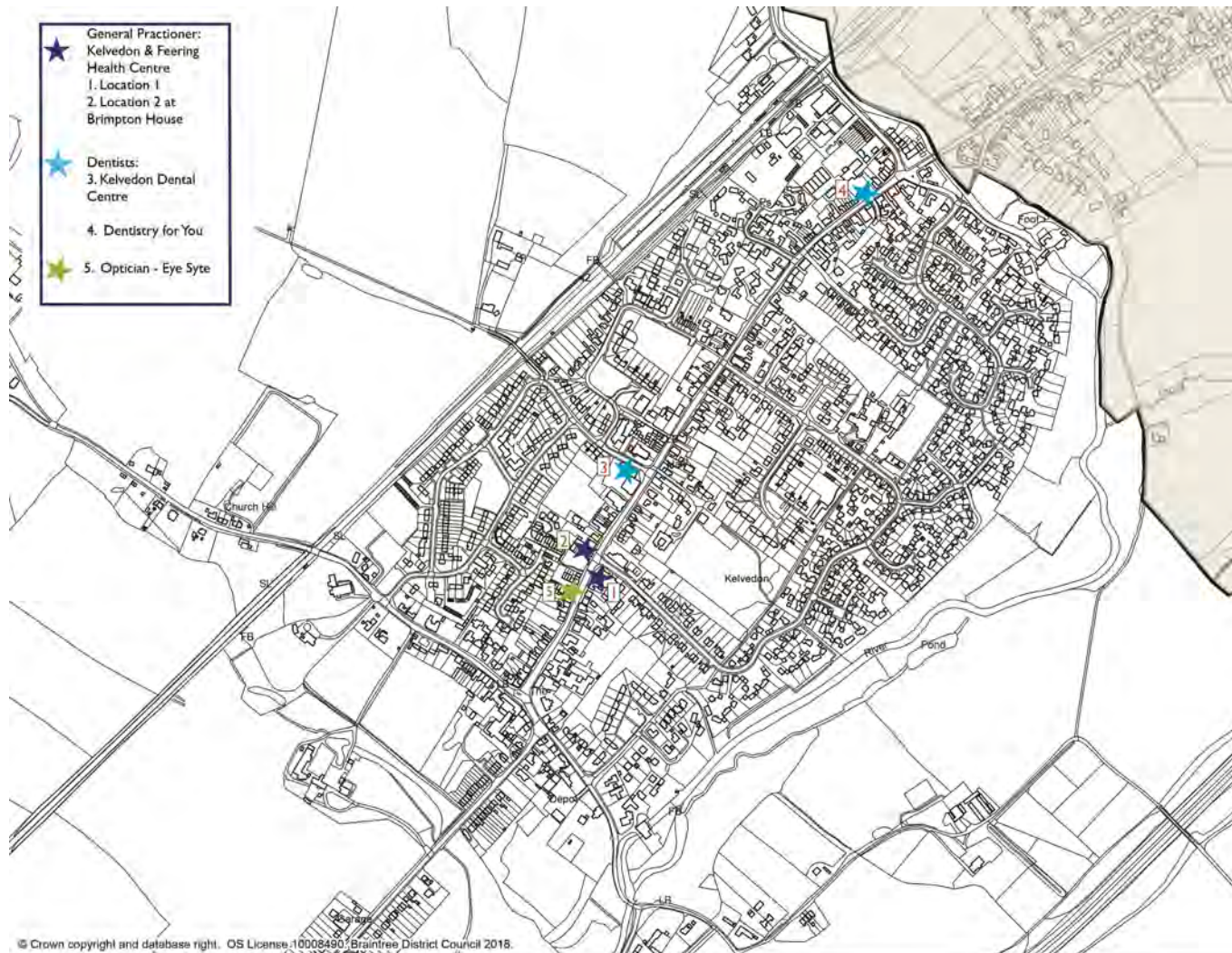


Kelvedon and Feering Health Centre

18 Department of Communities and Local Government, 2014-based household projections, England 2014 – 2039

19 Letter from Kerry Harding, Estates Advisor, NHS England re outline planning application for 250 new dwellings, Land west of Kelvedon Station (Monks Farm) dated 3 May 2017

20 Department of Health, Health Buildings Note 11-01, Facilities for Primary and Community health services, 2013



Map 3 Healthcare and Social Care

10.15 The Practice Manager at KFHC reported that the practice were adding at least one new patient to their list every week, which, in the long term, will be unsustainable.⁽²¹⁾ Group practices are now more prevalent and are usually able to offer a wider range of services, as well as a choice of GPs to address specific issues (e.g. a female doctor may be preferred by some patients for ante and post natal care and ‘women’s health’).

10.16 Data from the 2014 report by the Institute for Fiscal Studies, ‘Does GP Practice size matter?’⁽²²⁾ reports that, in general, smaller practices provide poorer quality primary care services. They achieve lower Quality of Framework scores on average and have higher rates of hospital admissions among their patients for ambulatory care sensitive (ACS) admissions, i.e. where effective community care could help prevent the need for hospitalisation. They do perform better than larger practices, however, on dimensions related to patient experience.

10.17 Currently, the recently combined practices in Kelvedon do not offer all the services at the ‘enhanced’ level as described by The Royal College of General Practitioners, e.g. extended minor surgery⁽²³⁾. and the practice is still operating from their former converted old buildings rather than purpose built facilities. Residents claim that they struggle to get appointments, especially at times to suit the working population. Residents also ask for a wider range of routine health services to be available within the village e.g. treatment for minor injuries⁽²⁴⁾.

AN INTERMEDIATE SOLUTION

10.18 As of October 2020, the three development proposals that could possibly provide health centre space are the London Road and Monks Farm sites in Kelvedon and the Crown Estates Strategic Land allocation in Feering. The proposed scheme at London Road does include provision for a health centre, but it is yet to progress beyond an outline application. The Crown Estates scheme in Feering is likely to be large enough to contain a health centre, but is at least 10 years away from completion. Monks Farm site, which is at the Reserved Matters stage, does not currently contain a proposal for a health centre and its location away from the main centre of the village would not be ideal for one. There is, however, a S106 agreement in place that includes provision for healthcare.

10.19 Further discussions with MECCG in May 2018⁽²⁵⁾ recognise that there is an immediate need to provide additional capacity and to address the limitations of the current KFHC building. Under these circumstances, the MECCG believe that the best option in the medium term will be for a new medical facility to be built within one of the proposed Kelvedon developments. The Neighbourhood Plan would support this proposal

21 Interview with Practice Manager at KFHC, 18 May 2015

22 Does GP Practice size matter? GP Practice size and the quality of primary care, Institute of Fiscal Studies, IFS report R101, 2014

23 It’s your practice, General Practice explained. Royal College of General Practitioners, 2011 Pg 8-9

24 Kelvedon Community Survey Report, June 2016. Kelvedon Neighbourhood Plan Steering Group

25 Report of meeting with Adrian Hayward, Mid Essex Clinical Commissioning Group, 9th May 2018

NEW CARE MODELS

10.20 The MECCG stated in the meeting of February 2018 that the preferred ‘health service model’ going forward is to consolidate services into health care ‘hubs’ where a wider and more coordinated range of services may be provided. ‘The NHS : Five Year Forward view⁽²⁶⁾’, describes these as typically serving populations of circa 20,000 with each hub offering integrated services that will reduce the need for attendance at A & E.

10.21 A Freedom of Information request has shown that Colchester Hospital University NHS Foundation Trust has declared 130 ‘black’ days and a further 196 ‘red’ days for the year to October 2017, meaning that the hospital service is running under extreme pressure for both bed availability and/or A&E provision⁽²⁷⁾.

10.22 The document, ‘Transforming Primary Care in Essex – the Heart of Patient Care’⁽²⁸⁾, outlines plans to review and decommission surgeries where the buildings are inadequate and to introduce contract changes where investment from NHS England is required, to increase access for patients.

10.23 The Neighbourhood Plan will support a joint approach with Feering, should the anticipated populations of the villages reach the circa 20,000 in the establishment of primary health services and ‘at home’ social care services.

26 Five year forward view, NHS England, October 2014, pp19-22

27 NHS, Operational pressure escalation levels framework, NHS England, October 2016

28 The heart of Patient Care; Transforming Primary Care in Essex, NHS England, June 2014

11 EDUCATION POLICIES

INTRODUCTION

11.1 Kelvedon has been a place of education since the 17th century with the first school, Aylett's Foundation School, founded by Thomas Aylett in Maldon Road in 1632 until it closed in 1944. It is now the library and museum. At different times, various other private schools were established in the village along the High Street and Church Street.

11.2 Today, the village has a 2 form of entry primary school - Kelvedon St Mary's Primary Academy School, which, since December 2018, now includes a preschool nursery taking children from 3 years. Brimpton House is a day care nursery located on the High Street, taking babies and children from age 3 months to rising 5 year old. Older children need to travel to either Coggeshall or Tiptree or to other towns for secondary and sixth form education. Map 4 shows the distribution of education providers in the village.

11.3 The primary school moved to its current site in Docwra Road in the late 1970's and occupies a large site which currently includes two playing fields and a series of outdoor hard playgrounds. Internally, the school does have some undersized class rooms⁽²⁹⁾ compared to government standards.⁽³⁰⁾ A falling birthrate within the village has enabled this demand to be met. However, as so many travel from beyond the

village, this has led to an increase in parking and congestion issues at drop off and pick up times, which is not only an issue for parents, but also for nearby residents.

11.4 The School's nursery unit operates within the grounds of the primary school, whilst Brimpton House is within a converted house. The Essex County Council ten year plan⁽³¹⁾ outlines the up-to-date information regarding school forecast data; number of pupils on roll at each school; pupil forecasts (primary and secondary); forecast accuracy; and details of pupil cross border movements and is updated annually⁽³²⁾.

11.5 The extracurricular opportunities for children in Kelvedon are numerous and provide an excellent range of activities for young people, including: Scouts, Cubs, Beavers, Guides, Brownies, Rainbows, dance, drama and sport, as well as social events such as those provided by the Youth Club and Youth Forum. The churches, public meeting spaces and the Recreation Ground enable the community to enjoy a wide range of education and leisure activities for all ages, without the need to travel further afield.

29 Meeting note with Mr Walsh of Kelvedon of St Mary's Primary Academy June 2017 Kelvedon Neighbourhood Steering Group

30 Department of Education guidance- 'Building Bulletin 103 Mainstream Schools Area Guidelines'

31 https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8yS/96075a2a1c4da12ea2af8b873ee76900/ECC_10_year_plan_school_places_2021_2030.pdf

32 <https://www.essex.gov.uk/school-organisation-and-place-planning/school-forecast-data>



Former Ayletts Foundation School , currently the library and museum

EDUCATION OBJECTIVES

- Education provision in the village for Early Years, Primary Childcare and Secondary to be in step with housing provision.
- Education provision to continue to be of good quality, appropriate for both the needs and location of the village.

Policy ED 1

THE PROVISION OF NURSERY DAY CARE

Planning applications for existing and expanded nursery day care facilities and additional nursery day care facilities within the Village Development Boundary which provide appropriate on-site parking will be supported.

JUSTIFICATION

11.6 Brimpton House is currently the only children's day care provision within the village. It offers 58 places at any one session and employs 23 members of staff. It has recently been rated as 'outstanding' by Ofsted (2015). The Nursery operates within a Grade II listed converted residence on the High Street, which it owns freehold, and also enjoys the use of substantial gardens to the side of the building. The nursery's owner would like to expand the facility if suitable provision became available, as there is a demand for further places within their setting⁽³³⁾.

11.7 The Plan would also support additional children's day care provision within the Village Development Boundary, providing that suitable parking arrangements for staff can be made and that parents are able to park safely whilst dropping off and collecting children. A location within the Village Development Boundary is preferred, to encourage parents to walk children to the nursery rather than drive.

Policy ED 2

THE PROVISION OF PRESCHOOL EDUCATION

Planning applications for the provision of high quality permanent and improved preschool provision will be supported. Proposals should:

- a. be located within the Village Development Boundary,

33 Email correspondence with Mr S Field of Brimpton House June 2017

- b. provide buildings of an appropriate size,
- c. encourage access on foot,
- d. provide on-site parking, and
- e. provide external play space.

JUSTIFICATION

11.8 The preschool nursery provision, which has now been incorporated into the Kelvedon St Mary's Primary Academy school, occupies two 'demountable' buildings within the grounds of the school.

11.9 The preschool shares external fenced play space with the 'ABC Club' (providing before and after school care for Key Stage 1 and 2 children) which operates from a third adjacent demountable building. As they operate at different times of the day, there is generally no conflict from sharing external space or a common access point, although it is not ideal.

11.10 With the likely increase in demand generated by the two proposed developments, the nursery in the past have stated that they would like to increase the number of pupil spaces available, however, the current lack of space prohibits this⁽³⁴⁾.

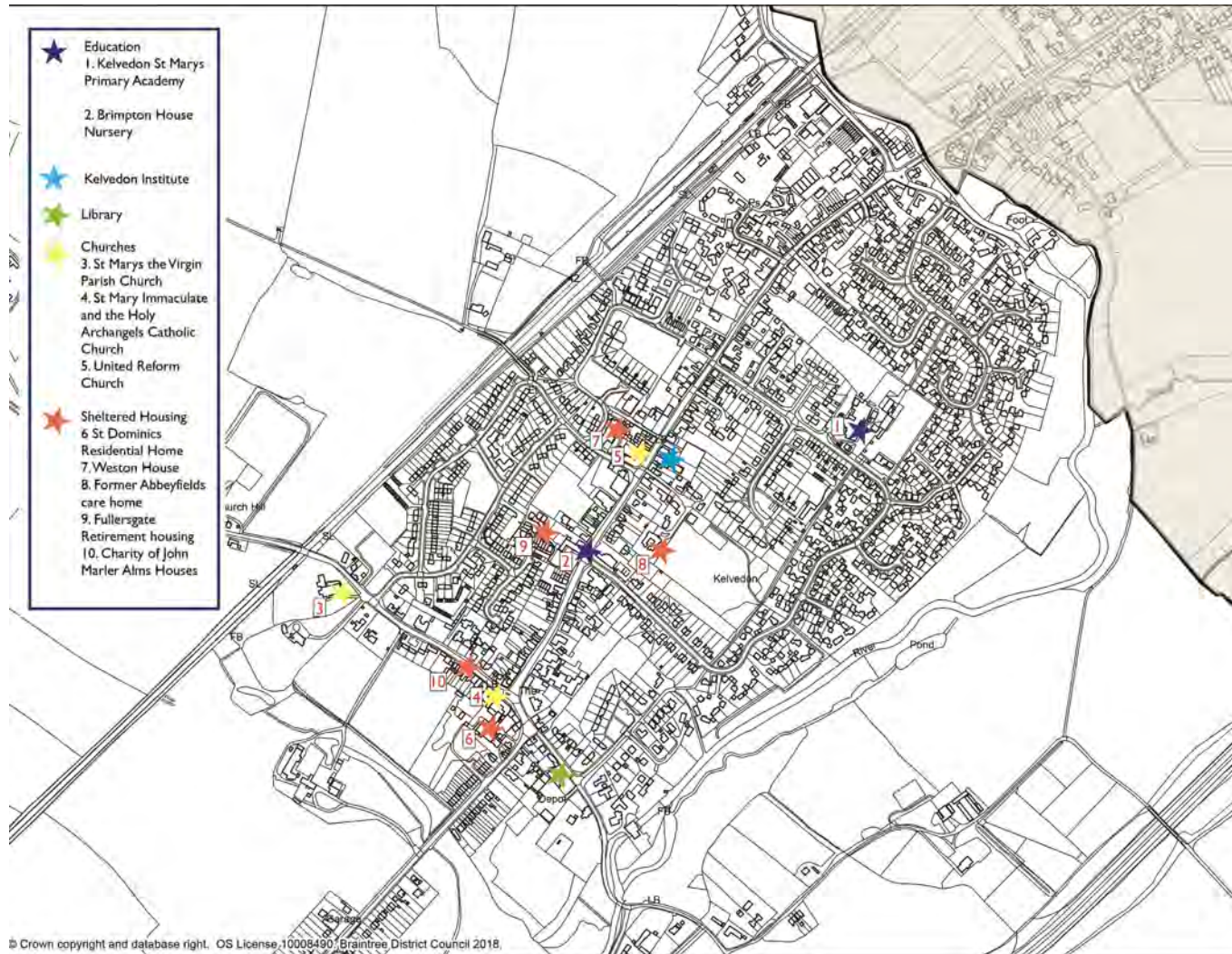
11.11 The Plan would support the development of the current preschool to accommodate more children, providing that adequate and appropriate parking for staff and parents could be demonstrated.

11.12 The Plan would also support additional children's preschool nursery provision within the Village Development Boundary, providing that it includes outdoor play space proportional to the internal floorspace of the building, staff car parking on-site and can demonstrate that there is appropriate parking for parents without detriment to local residents and other road users. Ideally, this would be within easy walking distance of the centre of the village and the primary school, so that parents do not need to drive to and from drop-offs and collections for siblings attending each school setting.



Kelvedon St Mary's Primary Academy School

34 Note of telephone conversation with Mr Hooper, former Treasurer of Kelvedon and Feering Preschool June 2017 Kelvedon Neighbourhood Steering Group



Map 4 Community Assets

Policy ED 3

THE PROVISION OF PRIMARY SCHOOL EDUCATION

Planning applications to expand the current Kelvedon St Mary's Primary Academy to accommodate future needs and which provide appropriate on-site parking will be supported.

JUSTIFICATION

11.13 Essex County Council's 'Commissioning School Places in Essex'⁽³⁵⁾ and the 'Meeting the Demand for School Places in Essex – 10 Year Plan 2019-2028'⁽³⁶⁾ documents are regularly updated in line with possible future developments within the village (latest editions dated January 2019). Indications from current birth rate trends and planning approvals (as of January 2019) are such that a new primary school would not be needed.

11.14 A third ECC document; 'Developers Guide to Infrastructure Contributions'⁽³⁷⁾ states that ECC would only consider a new one form of entry school for 210 pupils to be required from a development of 700

dwellings –which is considerably more houses than is currently proposed within Kelvedon. Developer contributions would still be sought from these lesser numbers of new houses in line with the guidelines.

11.15 From discussions with the Head Teacher⁽³⁸⁾, the school faces issues arising from:

- Undersized class bases when compared to current space standards.
- Insufficient staff and visitor car parking facilities on site.
- Problems with car parking around the local residential roads where children are driven to and from school.
- Improvements which are needed to the fabric of the buildings and the provision of further enhanced facilities.

11.16 Data from the Kelvedon Village Community survey of June 2016⁽³⁹⁾ shows that 107 of the respondents had children attending Kelvedon St Mary's at the time. Respondents were asked whether they would prefer to expand the current primary school or build alternative provisions of one kind or another. This question was answered by 84 respondents with 35 selecting the option to expand the current site, 24 selecting the option to have a second smaller Key Stage 1 and Key Stage 2 school built and 17 respondents opting for a split school. On this basis, the Plan will support expansion of the current site.

35 Essex County Council: 'Commissioning School Places in Essex'

36 Essex County Council: 'Meeting the demand for school places in Essex-10 year plan2018-2027

37 Essex County Council: Developers' Guide to Infrastructure Contributions 2016

38 Note of telephone conversation with Mr B Gammie of ECC June 2017 Kelvedon Neighbourhood Steering Group

39 Kelvedon Community Survey May 2016 Kelvedon Neighbourhood Plan Steering Group

12 HISTORIC ENVIRONMENT POLICIES

INTRODUCTION

12.1 Kelvedon's roots go back over 2,000 years to pre Roman times. The Canonium settlement at the crossing of the River Blackwater was the third and final staging post on the route from Londinium (London) to the Roman capital of Camulodunum (Colchester). The Roman road was a major thoroughfare which was a key foundation for the development of the village and from which the village heritage has grown and evolved over the past two millennia.

12.2 There are 99 listed buildings in Kelvedon, of which two are Grade I, ten Grade II* and the remainder Grade II. The character assessment of Kelvedon highlights distinct areas that have been developed over the years. These include properties built between the wars, at New Town and Easterford Road, then, after the Second World War, Braintree Rural District Council built the Church Fields Estate. Property developers recognised potential in Kelvedon and in the 1960s and 1970s the Swan Mead and Riverside estates were built.

12.3 As Kelvedon has continued to grow, the issues it faces reflect some of the restrictions of its historic heritage. The majority of the High Street and some of the side streets were designated as a Conservation Area in 1969. BDC have recently undertaken a review of the Conservation Area⁽⁴⁰⁾.

12.4 The village is naturally bounded by the river to the east and the railway line provides a strong boundary to the west. Without careful planning, the village could continue to grow between these two boundaries but this would result in ribbon development with no obvious heart to the village. Any development beyond the current Village Development boundary would need to look carefully at the urban design and Kelvedon Design Guide to ensure that new development respects the context and character of the village.



40 Kelvedon Conservation Area Character Appraisal and Management Plan 2019 undertaken by ECC Place Services for BDC



Timbers Church Street

HERITAGE OBJECTIVES

- Maintain the character of Kelvedon and enhance the setting of the Conservation Area and listed buildings through high quality design of the public realm along the High Street.
- Ensure that new development proposals reflect the local vernacular for layout, street scene and house styles.
- Recognise the importance of Local Heritage Assets to Kelvedon
- Support a new burial ground for the village

HERITAGE POLICIES

Policy HE 1

THE HIGH STREET

Development proposals will be supported in the High Street (Map 5) which:

- Improve the public realm,
- Reinforce a sense of place,
- Improve conditions for pedestrians and cyclists,
- Reduce the impact of motor vehicles and congestion,
- Support greater local use of retail and other local businesses, and
- Create focal points for business activity and community interaction.

Development proposals with a significant impact on the public realm of the High Street should demonstrate how they will contribute to a high quality public realm.

Realignment of the kerbs, 'build outs', changes in surface, restriction to parking and crossings which make positive changes to the public realm will be supported.

The introduction of appropriately designed measures to create gateways to the village in the locations shown on the map, which improves conditions for all highways users and creates a sense of place for the village, will be supported.

JUSTIFICATION

12.5 The High Street, with its wide variety of building styles and materials, is what gives Kelvedon its special character, its genius loci. It is also the central core of the Conservation Area. The review of the

Conservation Area Character Appraisal and Management⁽⁴¹⁾ proposes changes to its extent. Currently the extent of the Conservation extends along both sides of the High Street from St Mary's in the south northwards to the River Blackwater. It also encompasses Church Street, Maldon Road as far as the Bridgefoot Farm area to the south and Swan Street and Station Road to the north. Map Appendix F- Kelvedon Heritage Plan shows the current extent of the Conservation Area and distribution of Listed Buildings within the village boundary.

12.6 Historically, the village has been focused around either end of the High Street due to the river crossing in the north, and the church to the south, leading to the development of two commercial areas⁽⁴²⁾. Latterly, with the redevelopment of the Co-Op, a third has evolved around the mid-point of the High Street. This mid-point is now the acknowledged centre of the village, although there is nothing to indicate this. Map 5 illustrates the three areas of the High Street.

12.7 Survey work carried out as a part of the Built Form Character Assessment⁽⁴³⁾ for the High Street concludes that, although the public realm is generally in good condition, further enhancements could be made to make improvements to the issues of congestion, parking and speeding along the High Street as well as improving the historic setting of the village for both residents and visitors alike. These findings are

also repeated in the 2019 Conservation Area Appraisal. Furthermore, comments received through the Kelvedon Community Village Survey 2016⁽⁴⁴⁾ and other consultation events frequently refer to these issues as a major concern for residents.

12.8 This policy aims to support BDC Local Plan Review policy RPP 95 Preservation and Enhancement of Conservation Areas⁽⁴⁵⁾ and NPPF para #190 which states that:

- 'c) the desirability of new development making a positive contribution to local character and distinctiveness and
- d) opportunities to draw on the contribution made by the historic environment to character of a place.'



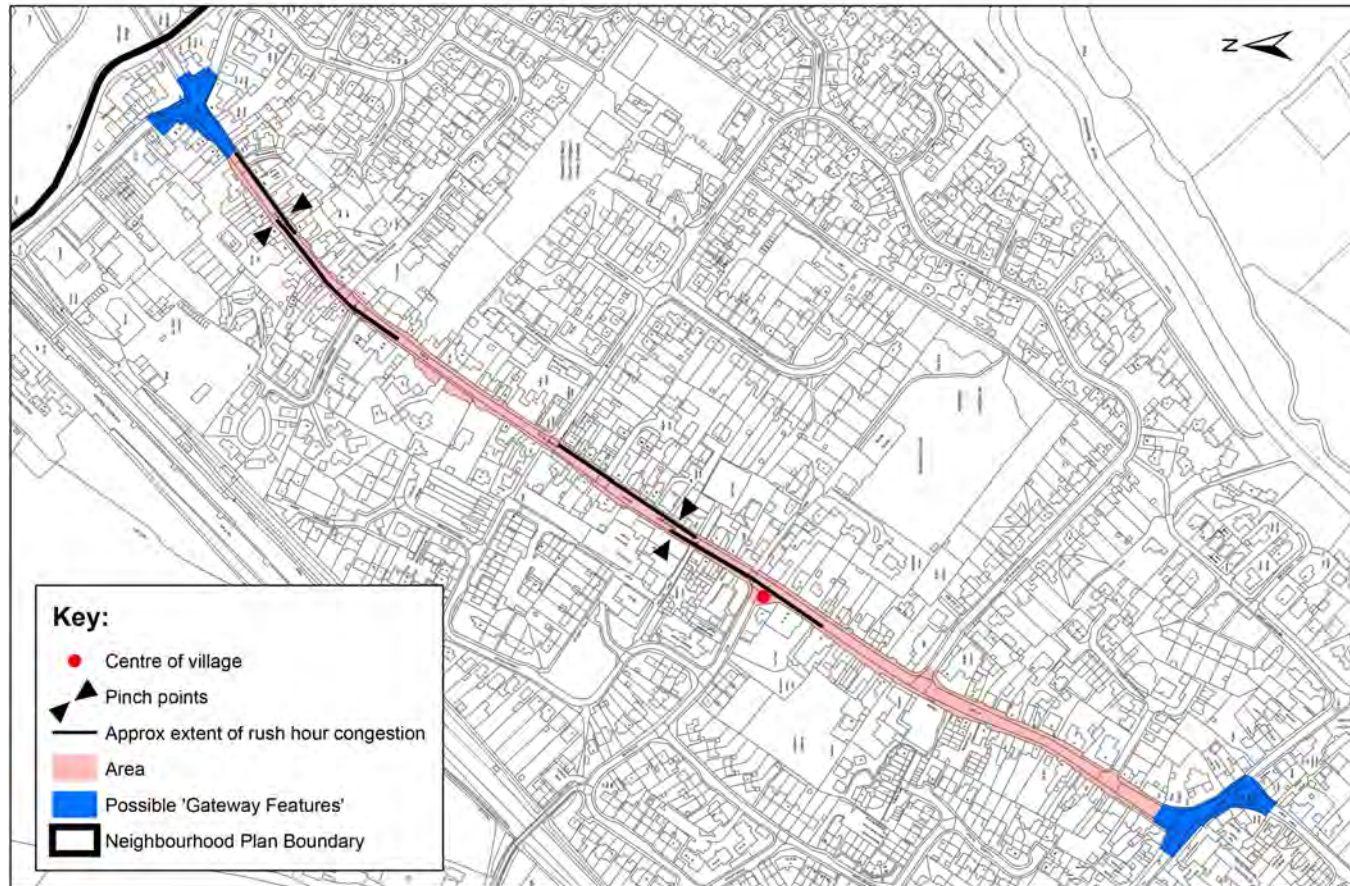
41 Kelvedon Conservation Area Character Appraisal and Management Plan 2019 undertaken by ECC Place Services for BDC

42 Kelvedon Built Form Character Assessment, Kelvedon Neighbourhood Plan Steering Group

43 Kelvedon Built Form Character Assessment, Kelvedon Neighbourhood Plan Steering Group

44 Kelvedon Community Survey May 2016, Kelvedon Neighbourhood Plan Steering Group

45 BDC Adopted Local Plan Review RLP 95 Preservation and Enhancement of Conservation Areas Policy: "The Council will preserve, and encourage the enhancement of, the character and appearance of designated Conservation Areas and their settings, and views into and within the constituent parts of designated areas." 2005



Key:

- Centre of village
- ▲ Pinch points
- Approx extent of rush hour congestion
- Area
- Possible 'Gateway Features'
- Neighbourhood Plan Boundary

1:3,750

"Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings." Braintree District Council O/S Licence No. LA 100018490. 2021

Map 5 High Street Issues

Policy HE 2

NEW BURIAL GROUND

Development of a new burial ground in close proximity to the Church Street area and in particular St Mary the Virgin Church will be supported.

Appropriate development proposals should:

- a. provide capacity for 40-50 years of burials and internments based upon the current rate,
- b. be adjacent to a road to provide access for both pedestrians and vehicles, and
- c. provide sufficient parking facilities for hearses and sufficient for attendees and disabled drivers.

The development of an appropriate natural burial ground for the village will be supported. Appropriate development proposals should be:

- a. Appropriate in terms of landscape character,
- b. Of an appropriate size for its intended duration,
- c. Adjacent to a road, and
- d. Able to provide suitable parking facilities, including for hearses

JUSTIFICATION

12.9 The current burial ground located opposite St Mary the Virgin Church has only a limited lifespan of available plots for the future⁽⁴⁶⁾. Efforts should be made to identify a new burial ground in conjunction with the Parochial Church Council, United Reformed Church, Catholic Church, Chelmsford Diocese and Kelvedon Parish Council, so as to fulfil the statutory requirements of such a land use.

12.10 This policy would be in alignment with NPPF #93(a) to support a sustainable community⁽⁴⁷⁾

Policy HE 3

NON-DESIGNATED HERITAGE ASSETS

Development proposals should respect, and, where possible, enhance the setting, character and appearance of non-designated assets within the Neighbourhood Plan area. Where possible, and subject to viability considerations, non-designated Heritage Assets should be used to reinforce local distinctiveness and contribute to the social and economic well-being of the area.

46 Meeting notes /emails with Church Wardens of St Mary's the Virgin, Kelvedon October 2017 Kelvedon Neighbourhood Plan Steering Group

47 National Planning Policy Framework paragraph 92(a)h

JUSTIFICATION

12.11 NPPF Para 194⁽⁴⁸⁾ highlights not only the importance that statutorily Listed buildings have to a locality, but also those that are not listed.

12.12 Along Kelvedon's High Street, within the confines of the Conservation Area designation and elsewhere within the Parish, there are a number of buildings and structures that, although not formally listed, contribute significantly to the street scene of the village and play an important role in the community, providing community buildings as well as historic associations.

12.13 The comments received from the Kelvedon Village Community Survey of June 2016 highlighted how highly Kelvedon's High Street is thought of⁽⁴⁹⁾

- Give the village a better sense of identity if there was a better focal point to the village.'
- Development of the High Street as somewhere to visit"
- Reduced traffic flow through the High Street. Hopefully making shopping/ walking/cycling a more pleasant experience. This would encourage investment in appropriate retail and regeneration/ maintenance in historic properties situated there.'

12.14 The move to recognise and designate Local Heritage Assets is being conducted by others in the village in conjunction with BDC. The final list of Local Heritage Assets will be adopted by BDC.

48 National Planning Policy framework paragraphs 197

49 Kelvedon Community Survey May 2016, Kelvedon Neighbourhood Plan Steering Group

13 NATURAL ENVIRONMENT POLICIES

INTRODUCTION

13.1 Kelvedon owes its existence to a river and the landscape it has carved. Occupying the east facing valley side of the River Blackwater, the village sits in a 'bowl' that rises almost to the ridge line, whilst the parish extends further to the south and west across the open boulder clay plateau.

13.2 The open nature and long distance views across the parish to the west contrasts with the short distance views into the village from the surrounding ridges to the east and north, due to the well wooded slopes and valley floor location.

13.3 The landscape features of the plateau are of gently rolling hills, medium to large scale arable fields with either fragmented hedgerows to the west of the parish towards Silver End and more intact hedgerows closer to the village. There are some large scattered tracts of woodland, mainly associated with the river, which tend to be planted with willow as well as more established deciduous woodland to the west, in particular around Allshots Farm.

13.4 Within the village, the long corridor of the High Street and its development has guided development to the sides. The Parish Council recognised the need for open space in the village for people to enjoy, and in the 1950s purchased land for the Recreation Ground at The Chase. The development of the Riverside Estate in the 1980s provided the Parish Council with the opportunity to create the Brockwell Meadows

Local Nature Reserve, which encompasses the edge of the river as it swings around the eastern edge of the village. However, today, it has been recognised that the village has insufficient formal and play spaces, in particular for the older children, as well as no access to larger areas such as a country park.

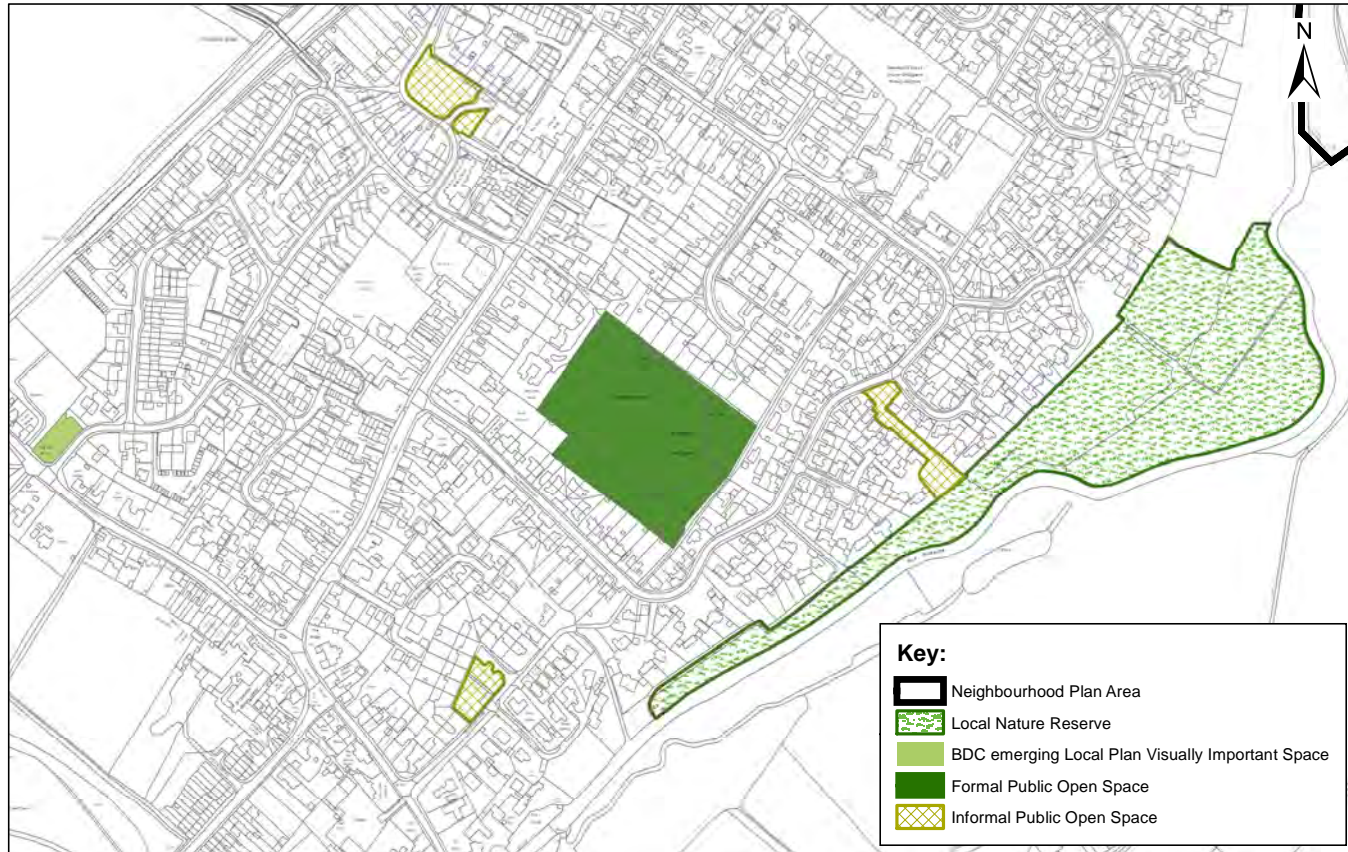
NATURAL ENVIRONMENT OBJECTIVES

- To protect and enhance the various green spaces within and around the village.
- Allow for new open spaces to be created to meet the requirements of the village.
- That new development is well designed and integrated into existing green infrastructure.
- To ensure key views are respected.
- Protect the provision of allotments within the village.



Picture 1 Brockwell Meadows Local Nature Reserve

Open Spaces In Kelvedon



1:4,000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 6 Open Spaces in Kelvedon

NATURAL ENVIRONMENT POLICIES

Policy NE 1

EXISTING PUBLIC OPEN SPACES

Development proposals should retain existing public open spaces within and adjacent to the villages (Map 6).

JUSTIFICATION

13.5 The BDC Core Strategy CS10 Policy protects existing outdoor spaces and sets standards for Key Service Villages, which includes Kelvedon⁽⁵⁰⁾. The Pitch and Outdoor Sports Needs Assessment⁽⁵¹⁾ and Open Spaces Study⁽⁵²⁾ documents recognise the shortfall of formal parks and gardens within the village and the under provision of sports facilities and certain play facilities. Map 6 identifies these existing areas and details those additional areas that were proposed in the BDC Emerging Local Plan. The Plan supports the retention and improvement of these community facilities in conjunction with BDC RLP 136 Formal Recreation Policy⁽⁵³⁾. When the community⁽⁵⁴⁾ were asked to name

their important public open spaces, the top three responses were as follows: 31% Brockwell Meadows, 26% the Recreation Ground, and 16% choosing other spaces.

Policy NE 2

THE PROVISION OF NEW RECREATIONAL AND PLAY SPACES

Development proposals which make provision for new recreational and play spaces or repurpose existing amenity spaces will be supported. Such spaces should be multifunctional and improve the green infrastructure of the Parish wherever possible.

JUSTIFICATION

13.6 The BDC document Pitch and Outdoor Sports Needs Assessment⁽⁵⁵⁾ and Open Spaces Study⁽⁵⁶⁾ has identified the deficit of various types of public open spaces from formal to amenity spaces across the district, in accordance with the standards set out by CS10 for Key Service villages. Within Kelvedon there is a shortfall of the following:

50 BDC Core Strategy CS10 Policy Provision for Open Space, Sport and Recreation
 51 Braintree District Council 'Pitch and Outdoor Sports Needs Assessment' 2016
 52 Braintree District Council 'Open Spaces Study' 2016
 53 Braintree District Council Local Plan LPP 53 Provision for Open Space, Sport and Recreation
 54 Kelvedon Community Survey May 2016 Kelvedon Neighbourhood Plan Steering Group
 55 BDC Core Strategy CS10 Policy Provision for Open Space, Sport and Recreation
 56 Braintree District Council 'Pitch and Outdoor Sports Needs Assessment' 2016

- 4.03ha of Amenity Space.
- 0.54ha of Parks and Recreation Grounds which includes parks, recreation, outdoor sports pitches both fixed and private.
- 0.01ha of Play Space.
- Natural Green Spaces greater than 100ha within 5km of Kelvedon.

13.7 The Pitch and Outdoor Sports Needs assessment recognises that there is currently no land available or suitable to make up the identified shortfall in Amenity and Combined Recreational Spaces in the Parish. Existing spaces within the village could be re-purposed to provide the shortfall in Youth Play Space if a suitable location is available. Such new or re-purposed areas should be as multi-purpose as possible, encompassing improvements to the Green Infrastructure of the Parish through additional native tree and shrub planting. With regards to the lack of a significant Natural Green Space, an area of this size would be difficult to provide for within the Parish.

13.8 The Plan would therefore require the creation of new public open spaces as Amenity, Parks and Recreation Grounds or Play Spaces to reduce this shortfall within new housing developments in accordance with the requirements of the Open Spaces Study as well as policy BDC RLP 138 Provision of Open Space in New Housing Developments⁽⁵⁷⁾.



Existing play area at Kelvedon Recreation Ground

Policy NE 3

PROTECTION OF GREEN INFRASTRUCTURE AND BIODIVERSITY

All development proposals should seek to maintain and enhance green infrastructure and biodiversity and should, wherever possible, provide net gains for biodiversity.

Major housing and other development proposals which are likely to have a significant direct or indirect adverse impact on green infrastructure, local biodiversity, priority habitat, wildlife of a Local Nature Reserve or protected species should be supported by evidence that demonstrates that:

- there are no alternatives with less harmful impacts, or:
- that appropriate mitigation measures or, as a last resort, compensation measures, can be provided to achieve measurable net gains to the site's biodiversity.

Major housing and other development proposals which may result in the loss of bird nesting habitat, must include, by way of mitigation within the new development, suitable alternative nesting habitat.

Development proposals should seek to maintain and enhance green and blue infrastructure such as native hedgerows, trees, ditches and water bodies and where possible, increase their connectivity to allow the freedom of movement for species on or through the site. Planning applications for new dwellings should clearly demonstrate how they have incorporated appropriate measures to secure the connectivity of the multi-functional green Infrastructure and wildlife corridors.

JUSTIFICATION

13.9 Within the Village Development Boundary there are lengths of species rich hedgerow as well as many mature trees. The Parish, beyond the built environment, is intensively farmed. Across this land there are scant and diminishing hedgerows and sporadic copses of trees and woodland, which are maintained primarily for game cover. The BDC Open Spaces Study⁽⁵⁸⁾ identifies that there is a shortfall of large natural habitat within the vicinity (Natural Green Spaces of greater than 100ha within 5km) therefore, if a publicly accessible space such as this is not forthcoming, then it is vitally important that what remains of the hedgerows and copses is maintained and enhanced. BDC's policy RLP 80 Landscape Features and Habitats,⁽⁵⁹⁾ positively encourages new development to contribute towards the protection and enhancement of Green Infrastructure.

13.10 Within the Parish there is a Local Nature Reserve at Brockwell Meadows, through which the River Blackwater flows. The Meadows are highly thought of and used extensively for a variety of uses, partly because of their easy accessibility on the very edge of the Village Development Boundary.

13.11 The river wraps around two sides of the village to the north and east, whilst another large tributary feeds into it along the southern boundary. Therefore, it is an important feature, not only in the landscape of the village, but for biodiversity. (Water pollution and flood management

58 Braintree District Council 'Open Spaces Study' 2016

59 BDC Adopted Local Plan Review RLP 80 Landscape Features and Habitats 2005

are important considerations for development and are covered by policy NE8.) Many small ditches and tributaries drain into the river, often in association with hedged and wooded banks, radiating out into the wider landscape away from the main river corridor creating a web of Green and Blue Infrastructure within the parish. These habitats provide invaluable corridors for the movement of flora and fauna through an otherwise arable landscape. New development should undertake project level HRA's and incorporate and enhance these corridors to allow free movement for all species to the river habitat.

13.12 Surveys or assessments, including Phase 1 Habitat Surveys and Project Level HRA's, which accompany development proposals, should be undertaken at an appropriate time of year to reduce the need for repetition. Surveys must include proposals in accordance with Natural England's standing advice for protected species.

13.13 All new developments are encouraged to include proposals to support and enhance biodiversity by including for example:

- Wildlife friendly features in new or modified buildings, including the gravelling or greening of flat roofs and the use of bird and bat friendly features.
- Soft landscaped hedges rather than hard landscaped fences and walls, in particular, where such boundaries are adjacent to areas of open space, pocket parks and where they would provide wildlife connections to open countryside.
- Wildlife friendly boundary treatments with openings (eg badger gates) to allow wildlife to circulate.

- Erection of appropriate bird nesting boxes and bat boxes.
- Provision of wilderness areas or 'pocket parks' for wildlife friendly vegetation such as stinging nettles and brambles, to feed the larvae of some of our native butterflies and provide nectar for pollinating insects.

13.14 A number of bird species in particular are known to have suffered significant national decline in their numbers in recent years⁽⁶⁰⁾. Some of these, such as swifts and house sparrows, use built habitat for their nests. Therefore, mitigation measures would be preferred in instances where these come under threat.

13.15 Developers should refer to the Essex Biodiversity Validation Check list produced by Essex County Council Place Services.



Glebe Road Play Area

60 RSPB 'State of the UK's Birds 2012'

Policy NE 4

DESIGNATION OF LOCAL GREEN SPACES

The Plan designates the following as Local Green Spaces shown on Map 7 where inappropriate development will not be approved except in very special circumstances:

1. Glebe Road Play Space
2. Thorne Road
3. Brockwell Lane
4. Scout hut
5. Footpath link from Brockwell Meadows to Riverside Way
6. Teal Way
7. Curlew Close - Heron Road
8. Kingfisher Way
9. Swan Street
10. High Street
11. Church Road

JUSTIFICATION

13.16 The NPPF paragraph 101 states that:

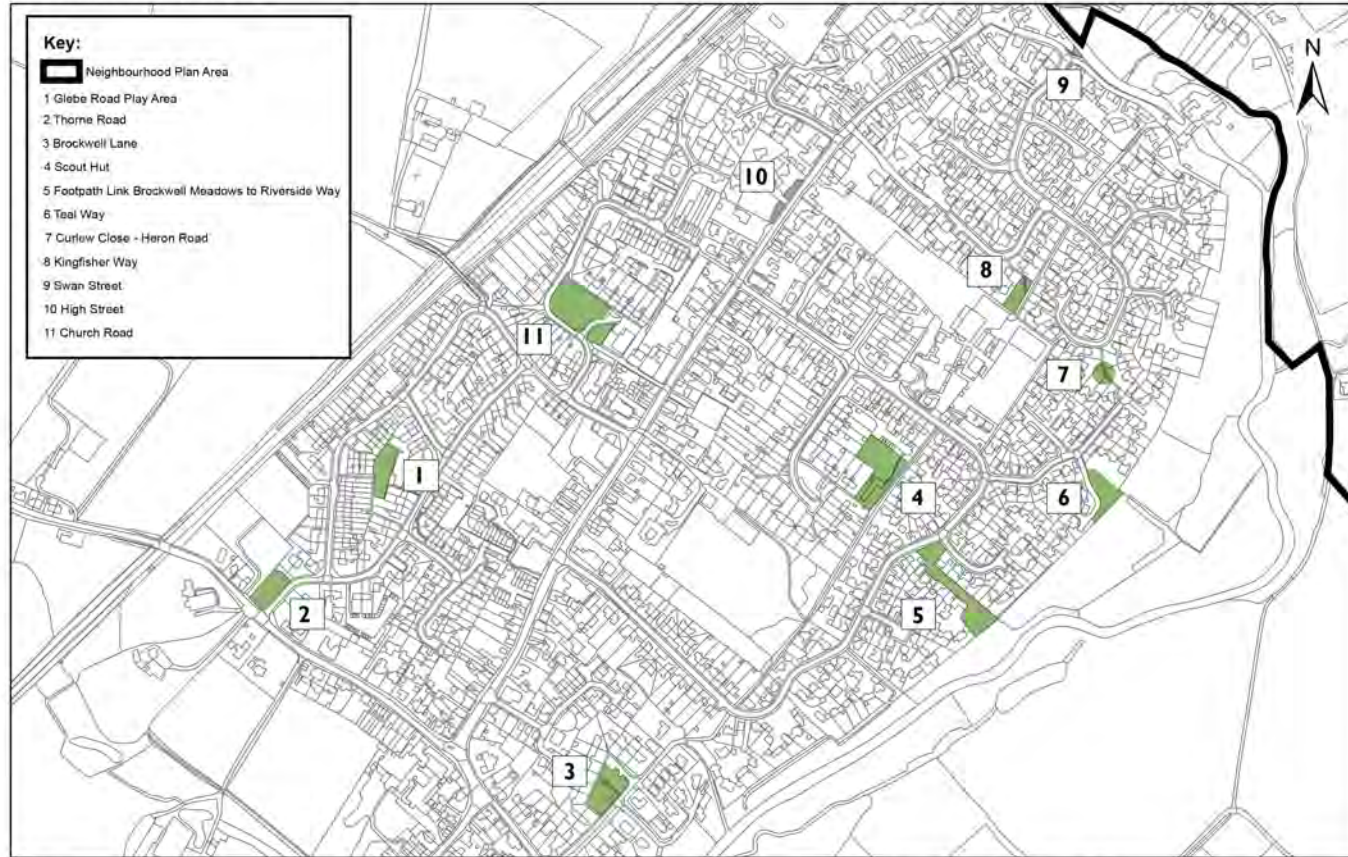
'The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them'.

During the consultation with residents concerning the draft aims and objectives in July 2017⁽⁶¹⁾ there was overwhelming support received from the community for the inclusion of the above areas as Local Green Spaces (LGSs). Map 7 identifies the proposed LGSs and further details concerning all of the proposed Local Green Spaces are contained in Volume 2.

13.17 Some of these spaces could be substantially improved to provide more useful amenity spaces and possibly local areas of play to fulfil the shortfall. Others are very much loved spaces but are poorly maintained, such as the junction of Swan Street and Heron Road and the river embankment, which would benefit from improved surfacing and layout, including the road junction.

61 Policy Survey Report July 2017 Kelvedon Neighbourhood Plan Steering Group

Local Green Spaces



Map 7 Proposed Local Green Spaces



Brockwell Lane



Curlew Close to Heron Road



Teal Way



Kingfisher Way

Policy NE 5

PROTECTION OF INDICATIVE KEY VIEWS

Development proposals should where appropriate, demonstrate how they have taken account of the indicative Key Views identified on Map 8 and detailed in Volume 2 Appendix D. In particular, development proposals should set out details on how they take account of the indicative key views, by way of their scale, height, position within the application site, the use of materials and external lighting.

Any development or alterations within these indicative views should ensure that key features of the view can continue to be enjoyed, including distant buildings, areas of landscape and the juxtaposition of the village's edges and open agricultural countryside.

JUSTIFICATION

13.18 Kelvedon lies on the flanks of the valley overlooking the River Blackwater, and therefore, key landmarks, such as the church spire being on relatively high ground, are visible from a distance. Long distance views of the church spire can be enjoyed when approaching the village from the south and in particular the A12 northbound off-slip and the initial section of London Road. It can also be seen from the west, when walking the footpaths around Felix Hall and Felix Place. The spire, within its clump of trees on the very edge of the village proper, acts as a 'village gateway' feature that is highly regarded.

13.19 The rising ground to the east and the elevated sections of the A12 restrict views out from and into the village from this direction beyond the alignment of the A12. The views over Brockwell Meadows looking to the ridge around Ewell Hall from Teal Way are still appreciated, even with the odd glimpse of moving high sided vehicles at times.

13.20 Due to the juxtaposition of Kelvedon with Feering and the railway viaduct, there are no long-distance views of the village from the north.

13.21 When asked in the Kelvedon Community Survey 2016⁽⁶²⁾ which views should be safeguarded, 29% of respondents chose the views eastwards from Teal Way across Brockwell Meadows and beyond, 28% views of St Mary's Church from London Road, 14% north-westwards towards Monks Farm and Coggeshall Hamlet, and 12% chose views towards Felix Hall looking from Rolley Bridge.

13.22 This policy aims to ensure that developers respect identified Key Views in the Plan area. It establishes criteria against which individual applications can be assessed⁽⁶³⁾. The criteria are, by necessity, of a generic nature and there are likely to be specific issues that will need to be addressed on a site by site basis.

13.23 The selection of Key Views has been informed by the Kelvedon Community Survey results⁽⁶⁴⁾, the Kelvedon Settlement Fringes Landscape Area Evaluation study of 2015⁽⁶⁵⁾ and the Assessment of Key Views (2018)⁽⁶⁶⁾. The Policy does not rule out any form of development, but requires that its location, scale and design have given full consideration to the nature of Key Views and that the development will not obstruct or intrude into Key Views in a way that would undermine the contribution that they make to defining the character of Kelvedon Parish.

13.24 This policy refines the BDC RLP 95⁽⁶⁷⁾ by identifying, at a local scale, key landscape character attributes that form an essential part of the character of the Parish:

'The Council will preserve and encourage enhancement of the character and appearance of designated Conservation Areas and their settings, including ... landscape and historic features and views into and within the constituent parts of designated areas.'

62 Kelvedon Community Survey May 2016. Kelvedon Neighbourhood Plan Steering Group

63 Kelvedon Neighbourhood Plan Volume 2 Appendix G Key Views Methodology and Assessment. Kelvedon Neighbourhood Plan Steering Group

64 Policy Survey Report July 2017 Kelvedon Neighbourhood Plan Steering Group

65 Braintree District Council 'Kelvedon Settlement Fringes Landscape Area Evaluation study of 2015'

66 Kelvedon Community Survey May 2016. Kelvedon Neighbourhood Plan Steering Group

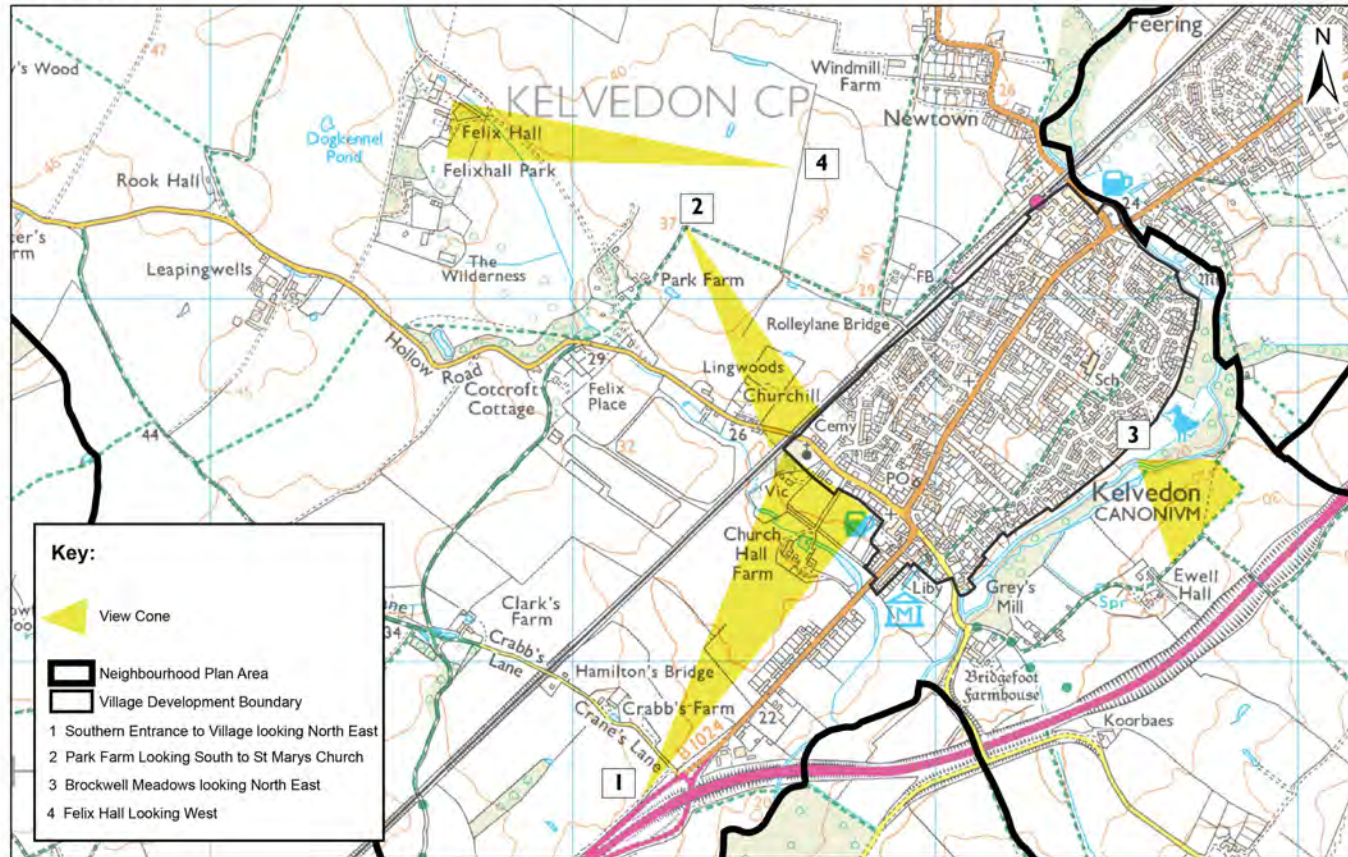
67 BDC Adopted Local Plan Review RLP 95: Preservation and Enhancement of Conservation Areas policy 2005y

Further more, the policy relates to NPPF paragraph 130c).⁽⁶⁸⁾ in seeking to ensure that new developments are sympathetic to local character and landscape setting and NPPF 185 d)⁽⁶⁹⁾ which encourages opportunities to be taken for the historic environment to contribute positively to the character of a place.

68 National Planning Policy Framework paragraphs 127c) and 190d)

69 BDC Adopted Local Plan Review RLP 95: Preservation and Enhancement of Conservation Areas policy 2005y

Key Views



1:13,000

"Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings." Brintree District Council O/S Licence No. LA 100016490. 2021

Map 8 Key Views

Policy NE 6

ALLOTMENT SITES

Development proposals that would cause significant harm to or loss of allotments (see Map 9) should demonstrate that at least an equivalent number of plots will be provided elsewhere in an accessible location in close proximity to the village.

Replacement or new allotments shall be of a similar quality with regards to soils, preferably on a sunny south facing aspect, with secure boundary treatment, limited overhang from adjacent vegetation and include the provision of water, storage and car parking for users.

JUSTIFICATION

13.25 The village currently has two allotment sites. Stoney Flint Allotment Site, on Church Hill, which is owned by Chelmsford Diocese and is leased to the Parish Council, and the Labour Club which provides

allotments on land behind their building, in the centre of the Village. Both sites are identified as allotments in the BDC Emerging Local Plan and are a much valued resource for the Village. The BDC Core Strategy CS10 Policy⁽⁷⁰⁾ states that existing allotments should be retained where possible, whilst the Braintree Open Spaces Study⁽⁷¹⁾ also sets out standards for replacement and new allotments.



Stoney Flint Allotment Site

70 BDC Core Strategy CS10 Policy Provision for Open Space, Sport and Recreation

71 Braintree District Council 'Open Spaces Study' 2016

Allotments



1:4,000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 9 Allotment Sites

Policy NE 7

POLLUTION

Development proposals should avoid any significant increase in air, land, water, odour, noise, or light pollution to a level which could detrimentally impact upon the health, quality of life, and residential amenity of existing and future residents.

Where there is potential for significant pollution to derive from new development, the proposals should clearly demonstrate the potential risks to the human and natural environment, and how the risks will be adequately addressed by appropriate avoidance, alleviation and mitigation measures.

Air quality, dust and odour

- a. New development proposals which could have an adverse impact upon local air quality must mitigate significant impacts and be in accordance with up to date guidance issued by the Institute of Air Quality Management.
- b. New development proposals should promote the use of deciduous and evergreen planting in public spaces, private gardens and on streets, with a preference for locally dominant native species.
- c. New development proposals should promote the use of sustainable modes of transport to increase the availability and accessibility of sustainable modes of transport throughout the village.

Water quality, abstraction and temperature fluctuation

- d. New development proposals should avoid significant detrimental impacts on water quality or a significant rise in temperature levels within waterways.

Light Pollution

To reduce the impact of light pollution in the Parish, the following area is recognised as a Dark Sky Area (identified on Map 9):

DS1: Land to the north, north-west and west of the Village to the parish boundary.

- g. New development proposals should avoid artificial light levels which cause a significant increase in light pollution in the Dark Sky Area.
- h. Development proposals within the Dark Sky Area should demonstrate how the impacts of artificial light will be mitigated within the proposed scheme and must not result in an increase of light pollution including by ensuring well-designed directional lighting is only used where necessary.

Noise pollution

- i. Development proposals which could result in a significant increase in noise pollution should demonstrate the potential impact on the surrounding area and proposed mitigation measures to address these impacts.

JUSTIFICATION

13.26 The key goals set out in 'A Green Future: Our 25 Year Plan to Improve the Environment' aim to deliver:

1. Clean air
2. Clean and plentiful Water
3. Mitigating and adapting to climate change
4. Managing exposure to chemicals

13.27 Kelvedon Parish Council supports this policy and the goals it sets out and will seek opportunities to fulfil them at a Parish level; new development proposals both within the parish and those outside that will have an impact on the parish will be expected to support the achievement of these goals. The Parish Council wish to fulfill these goals at a parish wide level by identifying and addressing those issues pertinent to the parish.

13.28 Appendix H sets out in detail the background evidence to justify the requirements set out in this policy.

13.29 Respondents to the 2016 Community Survey highlighted air pollution as making an impact on their daily life (20%) which, when taken into consideration that air pollution levels are already exceeding safe levels in Braintree, combined with proposals for increased development of roads and industry, it is important that increases in air pollution levels are minimised to safeguard the health of the community. Effective and appropriate mitigation strategies are therefore required to be adopted,

to ensure that new development does not exacerbate the situation further. In addition, proposals that promote clean air through new technology and increased planting should be supported.

13.30 The River Blackwater is a protected river and yet the Environment Agency advised (January 2018) that it is classified as 'Over abstracted'. Further abstraction could harm the river and would only be viable in winter months during periods of very high rainfall. In addition, the Agency advised that, as of January 2018, the Coggeshall Water Recycling Centre was operating at 98% capacity. If breached, the overflow would enter and pollute the Backwater. Therefore, it is imperative that water quality and the ecological health of the River Blackwater are safeguarded when considering new development proposals.

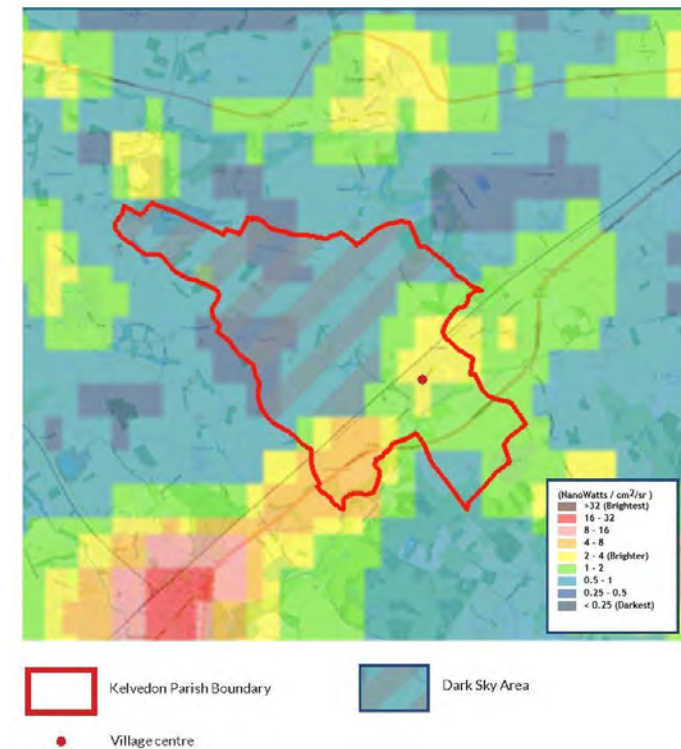
13.31 According to The Environment Agency 2007 report: 'Science Report Climate change impacts and water temperature', the average water temperature of rivers has risen; the trend being particularly apparent in the Anglian region. Rises in water temperature have an ecological impact upon the health of a river and its wildlife.

13.32 The protection of Dark Skies (areas within the countryside where light pollution, predominately from street lights, is not discernible) is important to protect the natural diurnal rhythms of animals, such as bats and owls and plants and their pollinators as pressures increase elsewhere. The areas of the parish to the North and West, as shown on the Map 9, currently have the lowest levels of light pollution and therefore, any development in this area should aim to reduce light pollution through the careful choice and positioning of light polluting sources.

13.33 The map was developed by the CPRE which, through satellite technology, maps the level of light spilling up into Britain's night skies. The darkest areas, 1 NanoWatt/cm²/sr and below, (shown as dark blue on Map 9) within the parish were selected for protection from light pollution, to preserve the Parish's Dark Sky Areas and sense of place, prevent harm to the natural diurnal rhythms of animals and plants in the Parish.

13.34 The Parish Council will seek to increase tree planting throughout the Parish to provide an additional filter against noise pollution, particularly adjacent to busy roads such as the A12 and preferred route of the new A120, as well as the railway line.

13.35 Noise pollution is mainly caused by industry and transport systems such as road and rail. Respondents to the Community Survey in 2016 reported that 37% were adversely affected by noise pollution, primarily from traffic sources. It has a negative impact on animal and human health, leading to stress, heart disease, hearing loss and loss of sleep. It is therefore important that proposals which will increase background noise pollution within the parish are prevented or the noise is mitigated against. The main sources of noise for the majority of residents are the A12 trunk road and the railway line which run either side of the village. Proposals for an alternative A120 Route to the Southwest of the village from the north would introduce a noise source where previously there has been none.



Map 10 Dark Skies

13.36 Each pixel shows the level of radiance (night lights) shining up into the night sky. These have been categorised into colour bands to distinguish between different light levels. Please refer to the CPRE website for further details concerning Dark Skies. The above map extract was taken from the CPRE website. Further details can be found in KNP Volume 2 Appendices H.

Policy NE 8

FLOOD PREVENTION

New development which reduces flood risk will be supported, including measures to:

- Provide natural flood and water management, such as swales and rain gardens, which integrates with the streetscape,
- Provide multi-functional attenuation basins that support blue and green infrastructure and contribute positively to the landscape,
- Use permeable paving wherever appropriate,
- Collect and re-use grey water, and
- Provide long term management and maintenance of sustainable urban drainage systems where included.

JUSTIFICATION

13.37 Kelvedon has experienced many incidences of flooding over the years, the most recent flood being in 2001 when many properties along Coggeshall & Station Roads, Feering Hill, Swan Street and those along the eastern edge of the Riverside Estate suffered significant damage.

13.38 The Environment Agency and Essex County Council as the Lead Local Flood Authority (LLFA) have responsibilities for monitoring and developing flood risk management strategies. The NPPF (#159-169)

requires that proposed development avoids high risk areas if possible and if development is required in Flood Zones 2 and 3, that the risks are managed and minimised as far as possible. Climate change has been identified as a significant contributor to increased flooding and, therefore, the risks should be calculated for the lifetime of a development.

13.39 The design of new development can use a number of means to reduce the impact of flooding both within the site and downstream. Ensuring river corridors are protected from development not only protects fauna and flora from human disturbance, but also enables ground water penetration in the event of low level flooding.



Bridget Joyce Square rainwater garden



Derwenthorpe, York. SuDS

13.40 Measures can be taken in the design of houses to make them not only resistant to, but also resilient to, being flooded. All new development in Flood Zones 2 & 3 should provide for current best practice to reduce the impacts caused by flood water. Water recycling within houses using grey-water can also reduce the amount of water entering the water treatment system.

13.41 The external landscape can also be designed to reduce surface water run off, thus delaying the surcharging of rivers, with permeable paving, rain gardens and street-swales, as well as water attenuation basins. These features often form a part of the street scene and the amenity spaces and, as such, every opportunity should be made to make these features as multi functional as possible and to extend the opportunities to improve Green and Blue Infrastructure through the site utilising best practice and innovative design, so that such features make a positive contribution to the landscape⁽⁷²⁾. Further details can be found in KNP Volume 2 Appendices I.

72 Achieving Sustainable Drainage- A Review of delivery by Lead Local Flood Authorities, Landscape Institute and Construction Industry Council 2019

14 BUSINESS AND RETAIL POLICIES

INTRODUCTION

14.1 Of real importance to the community are the shops and services provided in the village centre (at the T-junction of the High Street and New Road), the selection of shops near Station Road and those at the other end of the village towards St Mary's Square. Map 10 illustrates the distribution of the various types of professional services and retail outlets in the village. It is important that these facilities are retained in order to maintain a thriving local economy. Elsewhere within the Village Development Boundary, there are garages for the sale and repair of cars and vans, two bus/coach depots centred around the Station Road area and another garage on London Road. Behind the Library on Maldon Road is the depot for Fosters Contracting Ltd, who specialise in road maintenance.

14.2 Outside of the village centre, there are other commercial areas; at Allshots Farm, Leapingwells Farm and Kelvedon Park as well as the offices of Knights Developments at the southern end of London Road. Although not within the Parish, the employees of Threshelfords Business Park in Feering use the village shops and other services.

14.3 There are serious issues with traffic congestion and parking along the High Street. In the Business and Retail Survey Report November 2017⁽⁷³⁾, these two issues received the most comments as affecting businesses, and requiring support, with 24 and 16 comments

respectively. These issues add to the challenges facing retailers within the village. Congestion is caused by excessive traffic using the High Street, and also arising from deliveries.

14.4 Although it is well serviced by buses, most people tend to travel by car. Of those who travel to work in Kelvedon, 85% use their car and of those who live in Kelvedon, 20 walk to work and 5 cycle. Those who live close enough to the shops may walk, or possibly cycle to use the facilities. There is a cycle route through Kelvedon, joining up with Witham and Marks Tey, but due to the historic nature of the High Street, which constricts other possibilities, the Kelvedon stretch of this route travels along this main road. This is not desirable as it is often, due to the volume of traffic and the number of parked cars, a hazardous section of the route. Pedestrian routes are in some, but not all places, acceptable, but certain areas of the Village are constrained by narrow or no pavements between certain points, which in turn suggests that the safest form of travel for some will be the car. These restrictive routes can, ultimately, have the effect of reducing the number of villagers using village facilities, particularly when the lack of parking facilities is considered.

BUSINESS AND RETAIL OBJECTIVES

- To maintain and support strong economic and social activity for Kelvedon.
- To sustain economic growth by enhancing employment opportunities in the Parish; having a thriving retail core and increased options for home working.

- To support superfast broadband and excellent mobile telephone provision, available to all residents and businesses.
- Ensure any development of business premises is done in an environmentally sensitive way.
- To support and retain the number and mix of independent shops in the village High Street.



BUSINESS AND RETAIL POLICIES

Policy BR 1

SUPPORT FOR LOCAL BUSINESSES

New business uses defined as Class E, F and Sui Generis and expansion of existing businesses, particularly where they extend the range of types of products and services offered, will be supported throughout the Parish provided that:

- There is no unacceptable impact on residential amenity including noise, light and smell.
- Any new buildings are of a scale and design that respects the landscape character of the area in which it is located.
- Any historic, cultural or architectural features are respected and retained or enhanced where possible.
- Satisfactory access and egress arrangements, vehicular parking and covered, secure cycle parking provision can be made.
- Satisfactory arrangements can be made for the containment and disposal of waste.

JUSTIFICATION

14.5 New businesses are encouraged throughout the Parish, subject to a number of criteria which seek to ensure that the impact of any new development is acceptable. Expansion of existing businesses within the

same criteria is supported. In our recent Business and Retail Survey Report 2017, 26% businesses were interested in expanding on their current site and 4% on a new site in Kelvedon.

14.6 In order to maintain basic employment and business opportunities, which contributes to reducing the need to commute outside the area, attention should be paid to providing for and improving the retail and commercial services available within the Parish. Adequate parking must be provided in order for the businesses in Kelvedon to thrive. Public parking, particularly if free (only short term so as to avoid commuter parking), will help to increase footfall and reduce congestion along the High Street.

14.7 Any new business-related development should try to achieve higher energy efficiency standards. The NPPF para 152 describes how the planning system should respond to climate change issues, “The planning system should support the transition to a low carbon future in a changing climate, ... It should help to ...shape places in ways that contribute to radical reductions in greenhouse gas emissions...”

14.8 Where included as part of the development, the installation of low or zero carbon technologies can be used to offset emissions arising from regulated and unregulated energy consumption. BREEAM is an energy strategy designed to minimise operational energy demand, consumption and carbon dioxide emissions.

14.9 BDC's Local Plan 2005 includes Policy RLP48 Comprehensive Development Area at Railway Garage and the emerging Local Plan Section 2, LLP3 has three employment zones - Allshots farm 1.7 ha,

London Road 0.8 ha and Kelvedon Railway Station 2.2 ha together with LPP4 - 3.3 ha at Kelvedon Park. The NPPF para 85 also notes that “Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport”.

Policy BR 2

WORKING FROM HOME

New or redesigned dwellings which enable a home office to be accommodated will be supported.

Planning applications for major housing development should, where appropriate and there is evidence of demand, make provision for work or business hubs that are accessible from the new homes and provide services to the local community.

JUSTIFICATION

14.10 There has been a significant increase over the last ten years in home working nationally, from 2.9 million in 1998 to 4.2 million in 2014⁽⁷⁴⁾. This ranges from people working from home, perhaps for a day a week, for an employer, or by basing their business at home. Working from home is generally regarded as a non-planning issue, because planning permission is not required in most situations. However,

74 Office of National Statistics and <http://webarchive.nationalarchives.gov.uk/2016015160709/http://www.ons.gov.uk/ons/rel/lmac/characrytidtics-of-home-workers/2014/rtp-home-workers.html>

enabling working from home has the potential to contribute to the achievement of sustainable development. It can reduce out-commuting, boost local economies, through more use being made of local facilities, and enhance individual spending power as a result of lower travel costs. The Covid 19 Pandemic of 2020, has demonstrated how home-working may change working patterns in the future. Good building design should provide flexibility within the property, to enable easy conversion for home working. This widens the employment choices for individuals. Currently, 8% of those people employed by Kelvedon businesses work from home - this does not include the 34 additional businesses that also currently operate from their own premises (Business and Retail Survey Report 2017 results and Parish Council Business List⁽⁷⁵⁾), and 67 residents also work from home, of those who completed the Kelvedon Community Survey Report 2016.

14.11 Garden offices will also be supported, but it is noted that these types of buildings are usually constructed under the rules of permitted development.

Policy BR 3

LIVE WORK UNITS

Planning applications for live-work units within Use Class E will be supported within the Village Development Boundary subject to there being no significant adverse impact on amenity by reason of:

- a. The scale and form of development proposed,
- b. The levels of activity generated by the proposal,
- c. The level of traffic generated,
- d. Excessive noise or light pollution, smell, dust etc.

Each live-work unit should have:

- e. An appropriate balance of definable functional workspace and residential use,
- f. Suitable independent access to both uses,
- g. Internal uses which may be horizontally or vertically split,
- h. Appropriate provision of household and commercial refuse storage.

JUSTIFICATION

14.12 Live-work units are defined as units of living accommodation, which are specifically designed to accommodate work facilities for those residing therein. The live/work unit shall be the primary dwelling of the occupant. It will be expected that these units will be the subject of planning conditions to remain as Live Work Units.

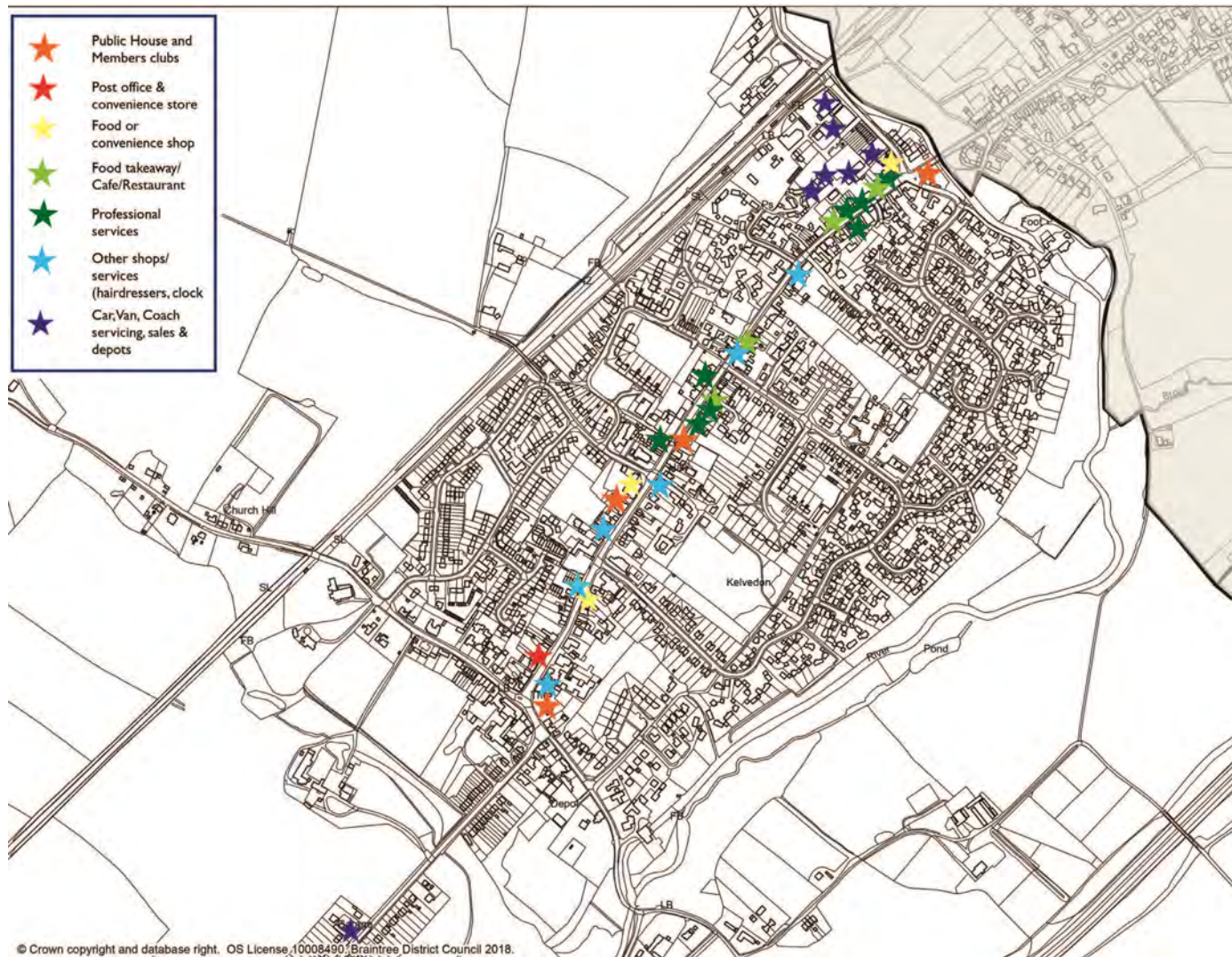
14.13 Many residents have adapted to modern working patterns and are either employed to work from home or have established their own business within part of their home. It is likely that this pattern will continue and potentially increase, so new housing development must be able to

75 List of businesses taken from KPC website

accommodate and/ or adapt to these requirements. It is not expected that more than two bedrooms be included in each unit as live-work units are unlikely to be considered suitable for family accommodation.

14.14 The provision of live-work units reflects the change in working patterns nationally in the private and even public sectors, and the growth of home working, self-employment and small business start-ups. New housing developments incorporating live/work units are becoming more common, achieving their sale prices and benefiting from quick sales, underpinning their financial viability and demand⁽⁷⁶⁾

76 <http://www.liveworknet.com/live-work-sec3.html> - List of Live-Work Case studies compiled by the Live Work Network



Map 11 Distribution of Retail and Commercial Properties

14.15 In the Kelvedon Community Survey Report 2016⁽⁷⁷⁾, 17 respondents were interested in live/work units. The aim of the Neighbourhood Plan is to support the local economy, to provide local jobs and thereby create a better, sustainable balance between jobs and homes and so reduce the need to travel.

Policy BR 4

BROADBAND & MOBILE CONNECTIVITY

The development of new, ultrafast broadband and mobile infrastructure to serve the parish will be supported. They should be sited in appropriate positions, be of appropriate design and underground where possible.

Proposals for new residential and commercial development should demonstrate how they will contribute to, and be compatible with, ultrafast broadband or higher and high-quality internet connectivity.

Where no internet provider is available, as a minimum (subject to viability), suitable ducting that can accept ultrafast broadband should be provided to the public highway, a community led local access network, or another suitable location.

Where possible, additional ducting should be provided that contributes to a local access network for the wider community. The costs associated with this can be considered alongside any other requirements and will be subject to viability testing.

JUSTIFICATION

14.16 Ultrafast broadband and better mobile connectivity can make a significant difference to those living and working in villages and rural areas. Both the Kelvedon Community Survey Report 2016 and the Business and Retail Survey Report 2017 showed the support and requirements of both residents and businesses, of the need for good telephone/broadband/mobile connectivity.

14.17 The NPPF, in paragraph 114, supports high quality communications infrastructure. It specifically states “advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections”. The development of ultrafast broadband technology and other communication networks plays a vital role in enhancing the provision of local community facilities and services.

77 Kelvedon Community Survey May 2016, Kelvedon Neighbourhood Plan Steering Group

14.18 Cabinets and poles should be sited in accordance with the Cabinet Siting and Pole Siting Code of Practice⁽⁷⁸⁾. ECC recommends that broadband installation should be provided for all new developments, without a distinction between small and large scale development⁽⁷⁹⁾.

14.19 This policy requires developers to have early regard to the connectivity of their proposals.

Policy BR 5

PROTECTION OF BUSINESS USES

Proposals for the change of use of business premises in Use Classes C1, C2 and/or E should be supported by evidence that satisfactorily demonstrates:

- a. The continued operation of a business or service is no longer financially viable and the premises has been appropriately marketed for at least 12 months at a reasonable market rate, or
- b. There is no longer a need for the facility or a suitable replacement has been provided in a suitably convenient location elsewhere.

Policy BR 6

COMMERCIAL ZONES

Development proposals will be supported in the Commercial Zones identified in Map 11 which support the growth and diversity of economic activity and the provision of small scale shops, services and community facilities to meet local needs.

JUSTIFICATION

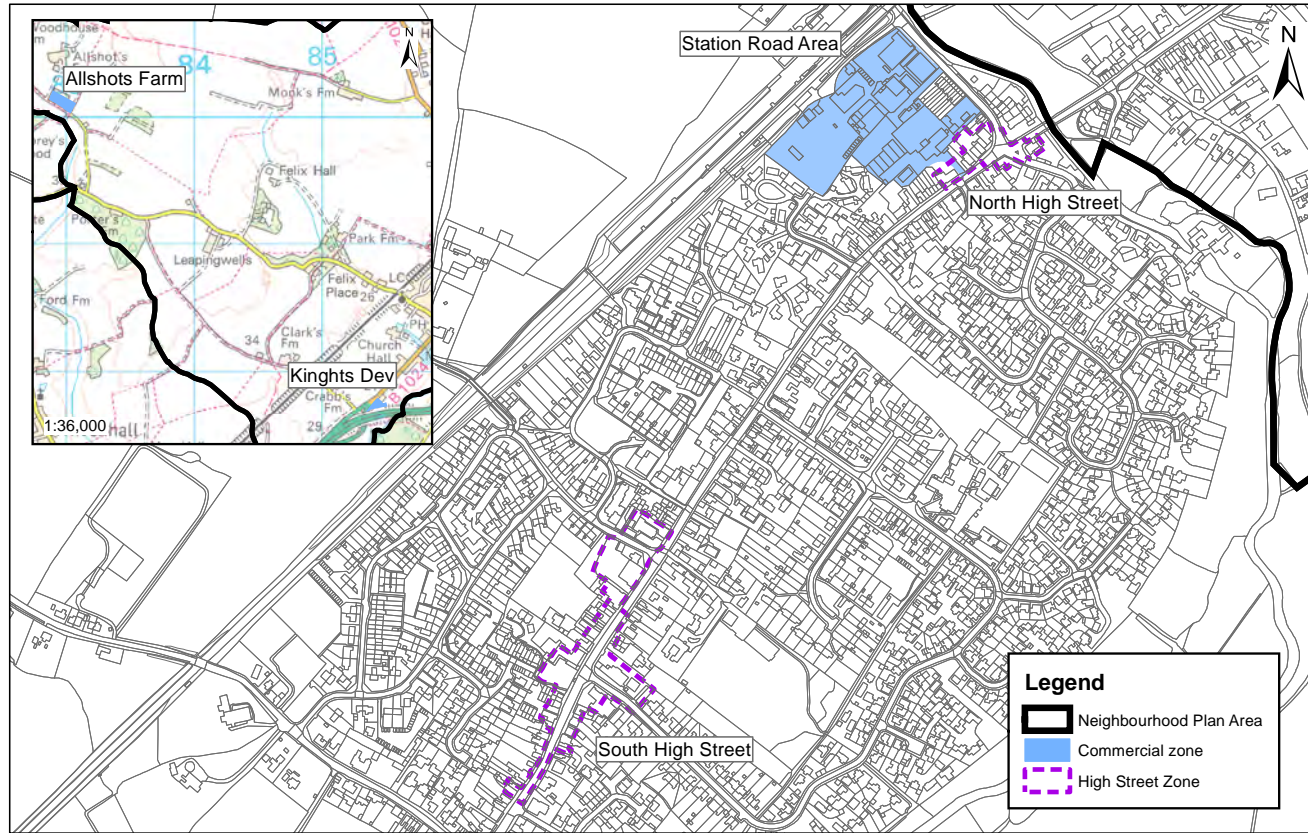
14.20 The High Street is the heart of the Kelvedon community, providing the Kelvedon and Feering neighbourhoods with day to day goods and services. The important role that the business premises along Kelvedon's High Street plays to its residents and wider catchment means that its function and range of facilities should be retained and reinforced. In order to provide local shopping and services for the community, positive action is required to protect and enhance existing premises. This contributes to reduced car journeys and provides local employment and training opportunities. The NPPF describes the Government's vision for building a strong, responsive and competitive economy and under para 81 states "planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt". The Essex Economic Growth Strategy sets out the economic vision for the County, also discussing its approach to promoting economic growth. In

78 Cabinet Siting and Pole Siting Code of Practice June 2013

79 Superfast Essex -Bridging the digital divide across Essex

trying to ensure the retention of businesses within Kelvedon, rather than converting the buildings to residential, the strength of Kelvedon is being maintained whilst promoting economic growth. Employment sites that fall vacant should be actively marketed before their conversion to an alternative use, such as residential, and the consequent loss of a facility/service providing important local jobs. It was shown in the Business and Retail Survey Report 2017 that it was important for local people to continue to support local shops. Encouragement needs to be made for residents to use their facilities - part of the issue that prohibits use can be attributed to lack of parking and traffic through the village.

Distribution of Commercial Zones in the Parish and the Village



1:5,000

*Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490, 2021

Map 12 Distribution of Commercial Zones in the Parish and the Village

Policy BR 7

COMMUNITY FACILITIES

Development proposals that would result in the loss of the following types of community facility should demonstrate that they are not viable or adequate provision is made elsewhere:

- Sports and leisure facilities (including indoor and outdoor provision)
- Community centres and halls
- Places of worship and associated halls and spaces
- Library
- Scout Hut
- Post Office
- Public Houses
- Conservative Club
- Labour Club
- Doctors and dentists (see Map 3).

JUSTIFICATION

14.21 Creating a sense of identity, place, ownership and belonging are among the significant benefits that culture, arts and sporting activities can bring to a community and its environment, building and maintaining social capital. They encourage strong community bonds, active citizenship, participation, foster social inclusion and help prevent anti-social behaviour. Cultural facilities, such as museums and libraries,

contribute to the cultivation of attractive, vibrant, busy places that people can enjoy in safety and high quality outdoor space also enriches local culture.

14.22 Community facilities such as village halls, church halls, and community centres are those which typically provide space for community uses, such as dance classes, clubs, events and arts or cultural activities in the village. These community facilities also serve a wider purpose, such as providing affordable spaces for events or small business hire. Retention of community assets is considered to be integral to ensuring Kelvedon remains a sustainable and balanced community.

14.23 To promote a prosperous rural economy, the NPPF, paragraph 84 states that planning policies should promote “the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship”. This policy has therefore been created in order to retain these valued facilities within Kelvedon. The NPPF also states, in paragraph 92, “planning policies and decisions should aim to achieve healthy, inclusive and safe places which (a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages”. It also states under para 92 c), “to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs”.

Policy BR 8

SHOP FRONTS AND ADVERTISEMENTS

Proposals for new shop fronts, or alterations to existing shop fronts within the Conservation Area, will be permitted where the following criteria are satisfied:

- a. The proposal does not result in the loss of a traditional shop front, or features and details of architectural or historic interest.
- b. The proposal, including lighting, is in sympathy with the character of the Conservation Area, and the architectural style, materials and form of the building(s) of which it is part.
- c. Where a fascia is to be applied, it is of an appropriate height, in scale with the overall height of the shop front and other elements of the building and will not intrude over the first-floor level.

An advertisement will be permitted where it is designed, constructed and sited so as to preserve or enhance the character or appearance of the Conservation Area, and does not cause visual clutter in the street scene, or significant harm to the appearance of any building on which it is displayed due to its size, design, construction or materials.

JUSTIFICATION

14.24 The street scene of Kelvedon gives visitors their first impression of the village. An appealing street scene encourages people to use the businesses and facilities available. Individual planning applications need to be assessed in the context of the wider public realm. This will include increasing parking space, providing community services, improving signage and the visual appeal of the street scene. The Business and Retail Survey Report 2017 showed that the local environment was the third most attractive feature of Kelvedon, after road and rail links. It was seen as important to businesses and residents alike to keep the village community feeling and character.

14.25 Improving the appeal of the area will encourage use of businesses, not just in the commercial zones, but also in the wider local area. Kelvedon High Street is the historic centre of the village, and the fortunes of an area are reflected in the quality of shops and commercial frontages. The form and design of shop fronts can influence the character and quality of shopping areas, both in city centres and within village streets. Retailers need to make their whereabouts known and to display their merchandise. All this helps to create awareness to potential customers. Where shops exist in the historic areas of the village, their commercial requirements must be recognised. At the same time, care for and respect of, the local architectural heritage, which is mostly Tudor, Victorian and Georgian, must also be recognised. Improvements throughout the High Street should have a significant positive impact on the area, with the focus on simple, easy to maintain façades and signage. The National Heritage List for England shows that in 2017, Braintree District had 3,237 heritage assets, including buildings, monuments, conservation areas, historic parks and gardens. Kelvedon High Street,

wherein the majority of business and retail premises lie, is set in a Conservation Area with numerous listed buildings. It is, therefore, important to preserve, and not cause harm to the appearance of any buildings within this main area.

Policy BR 9

BUSINESS DEVELOPMENT IN THE COUNTRYSIDE/FARM DIVERSIFICATION

Outside the Village Development Boundary, as defined on Map 1, the following proposals for small-scale commercial development, which involve the conversion and re-use of existing buildings or an extension of an existing building will be permitted where:

- a. The scale and form of any proposal does not adversely affect the character and appearance of the countryside or the locality, the amenities of local residents and other countryside users, AND
- b. The proposed new use does not detract from, or prejudice, an existing agricultural undertaking or its future operation, AND
- c. Wherever possible, existing buildings are used, to reduce the need for additional built development, AND
- d. Appropriate consideration needs to be given to additional issues caused by increased traffic/parking and development should be resisted on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

JUSTIFICATION

14.26 To promote a prosperous rural economy, the NPPF, in paragraph 84, states that planning policies should enable:

- a. the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- b. the development and diversification of agricultural and other land-based rural businesses;
- c. sustainable rural tourism and leisure developments which respect the character of the countryside; and
- d. the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

14.27 Supporting the provision and expansion of tourist and visitor facilities in appropriate locations, is very important to a community, as not only are many people employed in tourism, but local traders have confirmed the importance of tourism and leisure to the local economy and the need to protect the overall look of the village and the surrounding attractive landscape, in order to continue to attract visitors.

14.28 As such, policy BR8 is designed to protect, whilst also promoting, business development in the countryside, with a view to maintaining the rural outlook of the Parish.

15 DEVELOPER CONTRIBUTION POLICY

INTRODUCTION

15.1 Invariably, developments have an impact upon local facilities and infrastructure. BDC can mitigate these impacts by asking for ‘developer contributions’ or ‘planning obligations’ through a variety of different ways. The form of mitigation can either be financial which will be used towards agreed infrastructure improvements, such as community facilities, affordable housing, healthcare or education improvements. Alternatively, the contribution can be an agreement that the developer undertakes these requirements.

15.2 Policies within this Plan have identified a range of infrastructure needs in the Parish which developer contributions could meet, subject to the viability of future proposals.

15.3 S.106 or where it has been replaced by CIL contributions, in the form of a planning obligation, where appropriate, will be sought to ensure that infrastructure provision within Kelvedon can accommodate the impact of new development. Developer contributions will be sought firstly towards:

- Affordable housing
- Education Provision (preschool/nursery, primary and secondary)
- Primary GP Healthcare or healthcare hub

15.4 The consultation processes that we have engaged in to help with the preparation of this Plan revealed a number of ideas and issues of concern to the village which need to be addressed, and which through S.106, CIL or other funding streams, could also be considered.

15.5 The community will seek funding for and promote all the projects which will make a real difference to Kelvedon and deliver the aims of the plan. Where appropriate the Parish Council would expect new development to contribute towards relevant infrastructure projects. Not every development would be financially viable to do so or result in the relevant infrastructure needs. The appropriateness of contributions will be considered on an individual basis and therefore it is recommended that developers consult with Kelvedon Parish Council whilst developing proposals, to ensure that proposed developer contributions would meet the requirements of the Plan and be relevant to the needs of the parish. Potential funding for other projects and aspirations will come from five places:

- Section 106 contributions.
- The Community Infrastructure Levy.
- Government funding for community facilities.
- Other local initiatives e.g. KCA.
- Applications for Grants.

Policy DC 1

DEVELOPER CONTRIBUTIONS

Subject to the financial viability of development and the regulations governing contributions, where appropriate, development will be required to contribute towards the provision of relevant infrastructure in the parish.

Planning applications for both residential and non-residential development should clearly demonstrate the impacts that they will have on the local infrastructure and how developer contributions will mitigate these impacts, either wholly or proportionally, depending upon the viability of the development.

16 MONITORING AND REVIEW

16.1 During the Plan period to 2033, the KNPSG or its successor will monitor and review the progress of the Neighbourhood Plan. New development will be monitored closely through the planning process to ensure that policies are adhered to. The KNPSG or its successor will continue to meet as often as required to ensure that the Plan's objectives are met.

17 COMMUNITY ACTIONS

17.1 The consultation processes that have been undertaken in preparation of the Plan, identified a number of issues of concern to the village and some ideas to make improvements. Some of these will be planning requirements, for future development, to ensure they mitigate their impact, but many of these extend beyond what can be accomplished solely by the Plan and also lie outside of the Parish Council's remit.

17.2 The resolution of these issues and the implementation of the ideas and ambitions could have an important bearing on the quality of life for Kelvedon's residents. As such, the Parish Council will endeavour to pursue them, and will work in partnership with those authorities /agencies within whose responsibility the issue falls.

17.3 In order to fund community infrastructure, the following funding streams will be used:

- Section 106 contributions: these will come from new developments in the area and be negotiated and agreed between developers and Braintree District Council (BDC), using information from the BDC Open Spaces Action plan (OSAP) and engagement with the Parish Council.
- The Community Infrastructure Levy (when implemented): after the Neighbourhood Plan is adopted 25% of the planning levy (CIL) charged on new developments granted planning permission, will be devolved to the Parish Council to spend on parish infrastructure projects. The projects identified in this Plan and within the Parish Council's Action Plan, will be used to assist in the allocation of CIL monies.

- Government funding.
- Other local initiatives eg the Local Sustainable Transport Fund.
- Application for grants, such as the Lottery Awards for All, ECC Community Initiatives Fund.

OPEN SPACE AND COMMUNITY FACILITIES

17.4 The table on the following page sets out the requirements for Open Space and Community facility improvements.

REQUIREMENT	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
The development and enhancement of play and leisure facilities, provision of a community building- including outdoor facilities - at the Recreation Ground and/or the development and enhancement of facilities , access and amenities at the Local Nature Reserve at Brockwell Meadow	KPC		S.106 via OSAP
The development and enhancement of the play and leisure facilities at the Glebe Road/Thorne Road Play Area	KPC		S.106 via OSAP
The improvement of access and amenity at the Village Green, High Street	KPC		S.106 via OSAP
The improvement of amenity and facilities at the Stoney Flint Allotment Site	KPC		S.106 via OSAP
Review and implement the management plan for Brockwell Meadows Local Nature Reserve, liaising with the Environment Agency for advice, with continued engagement with the EA to carry out regular maintenance work to improve and enhance the River Blackwater's conservation value	KPC	EA	KPC
Upgrade the footpath (PROW 92-14) around the east side of Kelvedon St Mary's School and on to Swan Street, including Kingfisher Way Amenity space and the section of Brockwell Lane to Easterford Road	KPC	ECC	ECC/CIL
Maintaining and improving the condition and connectivity of the footpath (PROW) network within the Plan Area and to develop new footpaths to provide new links with the footpaths in adjoining Parishes of Feering, Coggeshall and Rivenhall.	KPC	KPC/ Landowners/ Neighbouring Parish Councils	KPC CIL
The conservation and improvement of the existing countryside hedgerows and small areas of woodland, some of which are of biodiversity and historic value, are essential elements in the Parish landscape. The Parish Council will support local action to	KPC	Landowners	KPC CIL

REQUIREMENT	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
ensure the landscape quality is maintained. With the agreement of landowners, the important elements of the landscape including the flora and fauna need to be recorded through targeted Phase 1 Habitat Survey and suitable management put in place, including any required enhancement.			
Opportunities to increase the amount of Public Open Space will be pursued, to reduce the identified shortfall.	KPC		KPC Grants CIL

TRAFFIC, ROADS AND PARKING

17.5 Until a strategic highways solution to the A12 and Junctions 23 and 24 are delivered, the continual increase in the number of vehicles that travel through and into Kelvedon is contributing to traffic congestion within the village. The railway station serves not only Kelvedon, but neighbouring villages such as Feering, Coggeshall, Tiptree and beyond. This adds to the number of vehicles travelling to and from the station and requiring parking. The Station car park is almost always full, leaving those unable to find a space having to park in various locations around the village, for many hours a day. The High Street has some parking restrictions, but those areas which are unrestricted are heavily used for on street parking. This creates large sections of the High Street which have cars parked along one or both sides of the road for most of the day, which causes hold ups and tailbacks during peak hours. However, on street parking also provides a traffic calming effect, slowing down speeds along the High Street and other areas prone to speeding, such

as London Road. Nevertheless at various access points, such as junctions and driveways, the lack of visibility caused by those parked vehicles is a huge concern for both vehicular and pedestrian safety. Car parks are available next to the Labour Club and behind the Conservative Club, which although they are well used, are rarely completely full.

17.6 The issues which are listed in the tables below have been highlighted from the Plan's public consultations. It has become clear from looking at the concerns that these issues cannot be resolved individually. The more immediate issues of parking control/ restrictions will be pursued via the North East Parking Partnership (NEPP), followed by an overall review of the High Street, looking at parking zones and restrictions, signage, traffic calming, pedestrian crossing solutions and in the longer term, consideration of changes to kerb alignments, rationalisation of the road width and consideration of new junction layouts. This type of study would need to be undertaken by and in conjunction with, Essex County Council (ECC) and NEPP.

REQUIREMENT- PARKING RESTRICTIONS	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
Evaluate the effect of parking (positive and negative) at pinch points and access points along the High Street and adjacent roads and pursue relevant parking restrictions	NEPP		NEPP
REQUIREMENT- PUBLIC REALM AND HIGH STREET REVIEW	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
To investigate and implement improvements to arrangements for pedestrians to cross the High Street, in particular at key locations near the Co-op and One Stop shops	ECC		ECC CIL
To investigate and implement traffic control and calming as appropriate to ensure pedestrian safety along the entire High Street and London Road and in particular improving the free flow of vehicles at the Station Road/High Street junction	ECC		ECC CIL
Improvements to the High Street starting with St Mary's Square/London Road junction, with a change of surfacing to highlight the beginning of the historic core of the village and a key village public space. Possible regrading of the road and the adjacent pavements and consider measures at the junction of Church Street to prevent parking on the corner	ECC		ECC CIL
Making improvements to the existing pavements eg to provide safer routes for wheelchairs, pushchair users and pedestrians	ECC		ECC
Provision of a resident parking scheme over the entire Plan Area	NEPP		NEPP

REQUIREMENT- PUBLIC REALM AND HIGH STREET REVIEW	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
The implementation of short stay on street parking time of 30 minutes in the vicinity of shops within the High Street	NEPP		NEPP
The implementation of a disabled parking bay in front of the Chemist. This would require adjustment if the chemist were to relocate or close			

HERITAGE

REQUIREMENT- PARKING RESTRICTIONS	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
Evaluate the effect of parking (positive and negative) at pinch points and access points along the High Street and adjacent roads and pursue relevant parking restrictions	NEPP		NEPP

HEALTH AND WELLBEING

REQUIREMENT- PARKING RESTRICTIONS	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
Encourage and support the well-being through a variety of community clubs, services, activities, equipment and facilities that support physical and mental well-being	KPC	Local groups	
Art in the public realm is an important factor in generating collective well-being and a sense of place and belonging. We would therefore welcome and support the provision and inclusion of art in existing and new public open spaces	KPC	BDC	S.106 CIL

PROVISION OF SERVICES AND AMENITIES

17.7 Community engagement has shown a strong desire for the following within the parish. The Parish Council will encourage and support the provision of these services:

REQUIREMENT	DELIVERY LEAD	PARTNER(S)	FUNDING SOURCE
<ul style="list-style-type: none"> • Bank • Bakers • More variety of food shops • Bigger health service providing a wider range of facilities and service • Facilities for young people such as youth centres • Sport and leisure facilities, such as more sports courts, gym and outdoor gym • Taxi Services • Vet • Police presence 	KPC		

18 ASPIRATION SITES

INTRODUCTION

18.1 Through the village character assessment, a number of sites were identified within the village development boundary that were either derelict, under utilised and/or would benefit from some form of improvement as some have developed organically over time and now those uses could be considered to be no longer conducive to a village location.

18.2 These sites are either owned by a singular or number of land owners or there are other, more complicated issues that make the site 'not straight forward'. Whilst they are beyond the remit of this Neighbourhood Plan, they are included in this section as long term aspirations should they come forward. These aspirational site statements are not to be regarded as planning policies; they do however set out the current position of KPC and how it is believed the sites would best be developed, given the current surrounding uses and needs of the community.

Station Road Employment area

18.3 The Employment Site at Station Road is made up of a series of land-ownerships and a variety of uses and building types, including a Listed Quaker Meeting House, a pair of semi-detached cottages in the centre and a variety of garage and vehicular-related uses. The area has evolved from the Victorian industrial and transport uses centred around the former Gas Works and the railway line to what it is today.

18.4 It's a complicated arrangement of ownerships and access rights, with two main points of access from the village's main roads into the various parts of the site. There is no public vehicular or pedestrian access across the site. It is also a large site of approximately 2.2ha.

18.5 Approximately one half of the Station Road Employment Area is owned by Deals Garage, accessed from Station Road. This is split into two uses: the main garage operations of sales and repairs which are closest to the Station Road frontage and the commuter car park area at the southern end. The car park has evolved and developed rather than being designed and is therefore inefficiently laid out in terms of spaces and its arrangement. Being one of two large capacity car parks in the village close to the station to be convenient for commuters, this car park is essential to the rail commuters. In recent months, Deals have converted their Sales covered forecourt into additional commuter parking.

18.6 The buildings associated with the Gold Key industrial units and the Hedingham Bus Depot are accessed via the High Street entrance and form another large parcel within the area. The numerous buildings that make up this area are possibly beyond economic repair and as structures, they do not provide an appropriate setting for the adjacent listed properties and Conservation Area. It could also be argued that a village location is no longer appropriate for these much larger coaches and double decker buses from the days of smaller Charabancs and Omnibuses; accessing the site is awkward via a narrow access point.

18.7 Graham's Coaches operates in close proximity to the Deals Garage area. The coaches use the single-track driveway from Station Road along with commuters accessing Deals Car park, resulting in one or the other having to reverse.

18.8 The second-hand van sales garage is squashed between residential properties on Station Road. In the centre of the area are a pair of semidetached cottages which were built in association with the former gasworks. There are also numerous small areas of derelict land scattered throughout the entire area.

18.9 Finally, there is a small parade of shops on the junction of Station Road and the High Street, consisting of a convenience store, estate agents, takeaway food and a funeral director. These four shops have flats above and an associated carpark behind and replaced a former Victorian public house, being built in the 1970's. These shops, and in particular the convenience store, are highly valued by residents at the northern end of the village, commuters on their way home and the residents of Feering, as this is the closest convenience store for them as well. However, as is typical of the time, the parade of shops and its 1970's architecture could be considered to be out of keeping with the adjacent properties within the Conservation Area either side and opposite.

18.10 The plan supports the principal of re-development on this site. Any such development would have to provide:

- A comprehensive master plan that incorporates the whole or the main parts of the site (the parade of shops and second hand van sales sites being ancillary sites which, although desirable to be redeveloped, could be excluded),
- A commuter car park of at least the same square meterage area/number of car-parking spaces as is currently utilised as such. Alternatively, the provision is made for such car parking elsewhere off site to service rail commuters,
- Mixed use development, providing active frontages at ground level,

- Improvements to the setting of the Quaker Meeting House,
- Provision of Public Open Space,
- Improved pedestrian and vehicular accesses to the site and, in particular, pedestrian access to the railway station from the High Street,
- Follow the design principles set out in the Kelvedon Design Guide.

Easterford Youth Hut

18.11 The site, when it was first developed, formed a part of the former primary school. Since the school's relocation to Docwra Road in the late 1970's, the Youth Hut has been used for a variety of functions including preschool, Youth Hut and available to hire as a village hall for birthday parties and other such activities. It is owned by the Chelmsford Diocese Board of Education and is managed by the Parochial Church Council of St Mary the Virgin church. The site consists of a semi-derelict two room hall of mainly timber construction with a large outside playground. It is located adjacent to the Conservation Area and surrounded by residential properties and the Kelvedon and Feering Health Centre.

18.12 The plan supports the redevelopment of this site to provide residential development of appropriate scale, materials and layout to its surroundings providing that:

- Off street parking can be provided,
- Respects the adjacent Conservation Area and setting of Listed properties,
- Conforms with the Kelvedon Design Guide.

Land to rear of 113-127 High Street

18.13 This strip of land abuts the Conservation Area and listed properties on the High Street. It has recently been cleared of trees and an application has been made in the past to develop the site for housing which was rejected at Appeal. The land is owned by two separate land owners including a 'ransom strip' which would give access to the highway.

18.14 The plan supports in principle the development of this site providing that:

- The area is developed for residential use,
- Off street parking can be provided,
- Respects the adjacent Conservation Area and setting of Listed properties,
- Conforms with the Kelvedon Design Guide.

Garages to the Rear of Thorne Road and Church Street

18.15 This roughly triangular area of land accessed between properties on Thorne Road and surrounded by other properties is an underutilised area with derelict self-build garages. The area would benefit from improvement and redevelopment providing that:

- Vehicular and pedestrian access was maintained in an appropriate form to those adjoining properties that currently have such.
- That redevelopment respects the scale, massing, materials of adjoining properties, Listed buildings and Conservation Area
- The area is developed for residential uses



Thorne Road -Church Street
garages



Easterford Youth Hut, Easterford
Road



Land to the rear of 113-127 High
Street



Station Road area



19 ACKNOWLEDGEMENTS

This document has been developed and produced on behalf of the Kelvedon community, by the Parish Council and a group of volunteers with wide- ranging skills.

The team would like to thank the following for their contribution in producing the Neighbourhood Plan:

- Rural Community Council of Essex and in particular Jan Stobart
- Ann Skippers - Charisma Spatial Planning Ltd
- DAC Planning Limited

The Neighbourhood Plan team would like to thank the Kelvedon and Feering Local History Museum for allowing the use of their archive of historic images in this Plan and also to Geraldine Rowan and the Joshua Family for the use of their photographs of the village.

- Seismic Six - website and design services
- Rural Community Council of Essex (RCCE) - specialist Neighbourhood Plan support/training and networking events
- Braintree District Council (BDC) - support and data provision
- Kelvedon Rail Users Group - support communicating with Abellio Greater Anglia
- Kelvedon & Feering Local History Museum - provision of data and images
- Mid Essex Clinical Commissioning Group – discussions on Healthcare provision

- Local community groups who have enabled us to engage with their members:
- Scouts, Guides, Brownies
- Womens Institute
- Kelvedon and Feering Heritage Society

Businesses/organisations which provided meeting space, displayed posters or hosted post boxes:

- Bhavani Stores and Post Office
- Deal of Kelvedon
- Kelvedon Conservative Club
- Kelvedon Labour Club
- Kelvedon Library
- Kelvedon Institute
- Kelvedon Station
- Railway Tavern
- St Mary's Primary Academy School
- St Mary's Primary Academy School
- St Mary's Church
- St Mary of the Immaculate Conception Catholic Church

Forums and groups who have provided resources and support:

- Planning Aid England
- My Community

Local Neighbourhood Plan groups who have shared information with us:

- Bradwell
- Coggeshall
- Feering
- Tiptree

Map & Appendices

Local Green Space 1

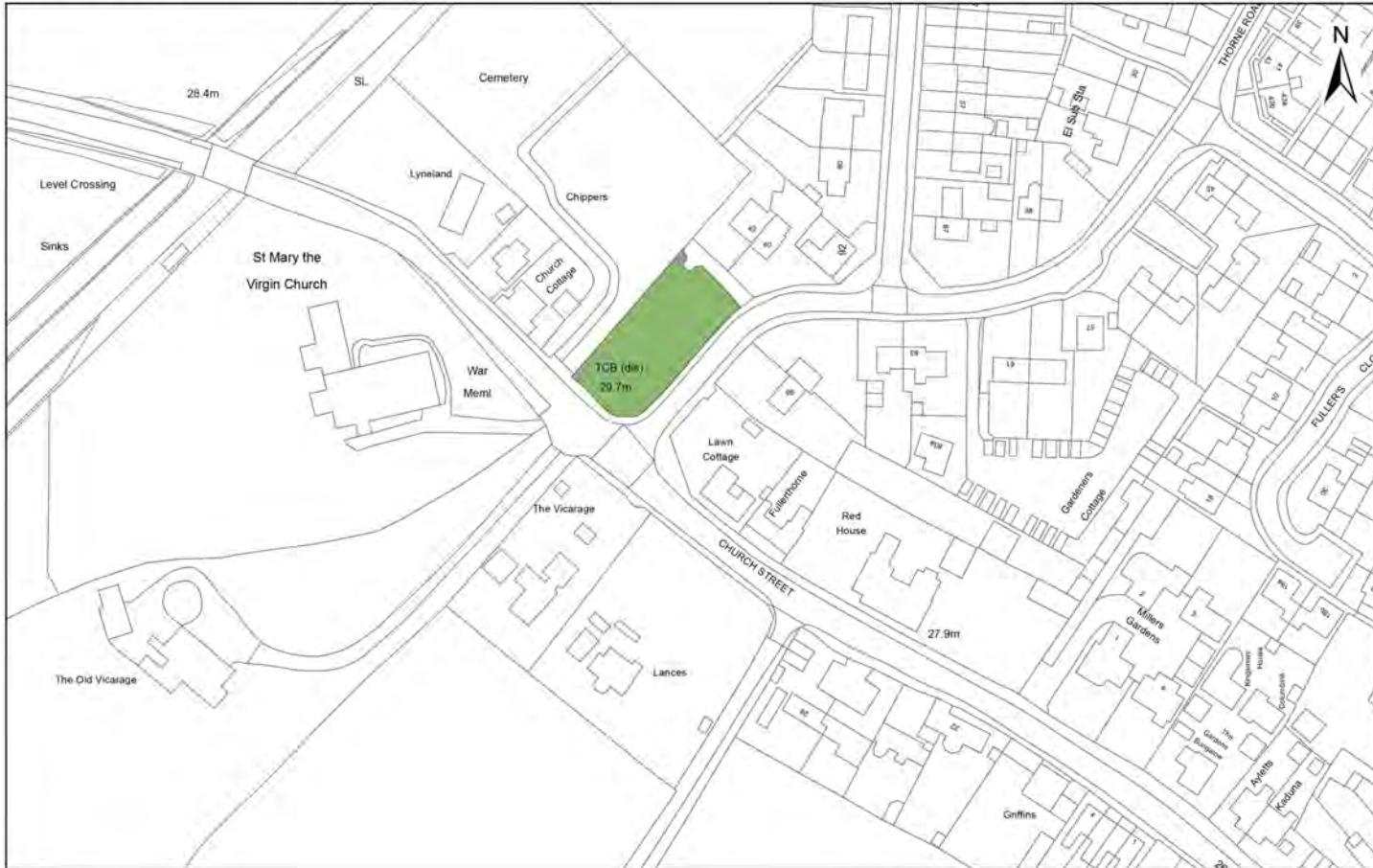


1:1,250

*Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490, 2021

Map 7.1 Local Green Space 1

Local Green Space 2



1:1,250

"Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings." Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.2 Local Green Space 2

Local Green Space 3



1:1,250

Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.3 Local Green Space 3

Local Green Space 4



1:1,250

*Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.4 Local Green Space 4

Local Green Space 5



1:1,250

Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.5 Local Green Space 5

Local Green Space 6



1:1,250

*Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490_2021

Map 7.6 Local Green Space 6

Local Green Space 7



1:1,250

Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.7 Local Green Space 7

Local Green Space 8

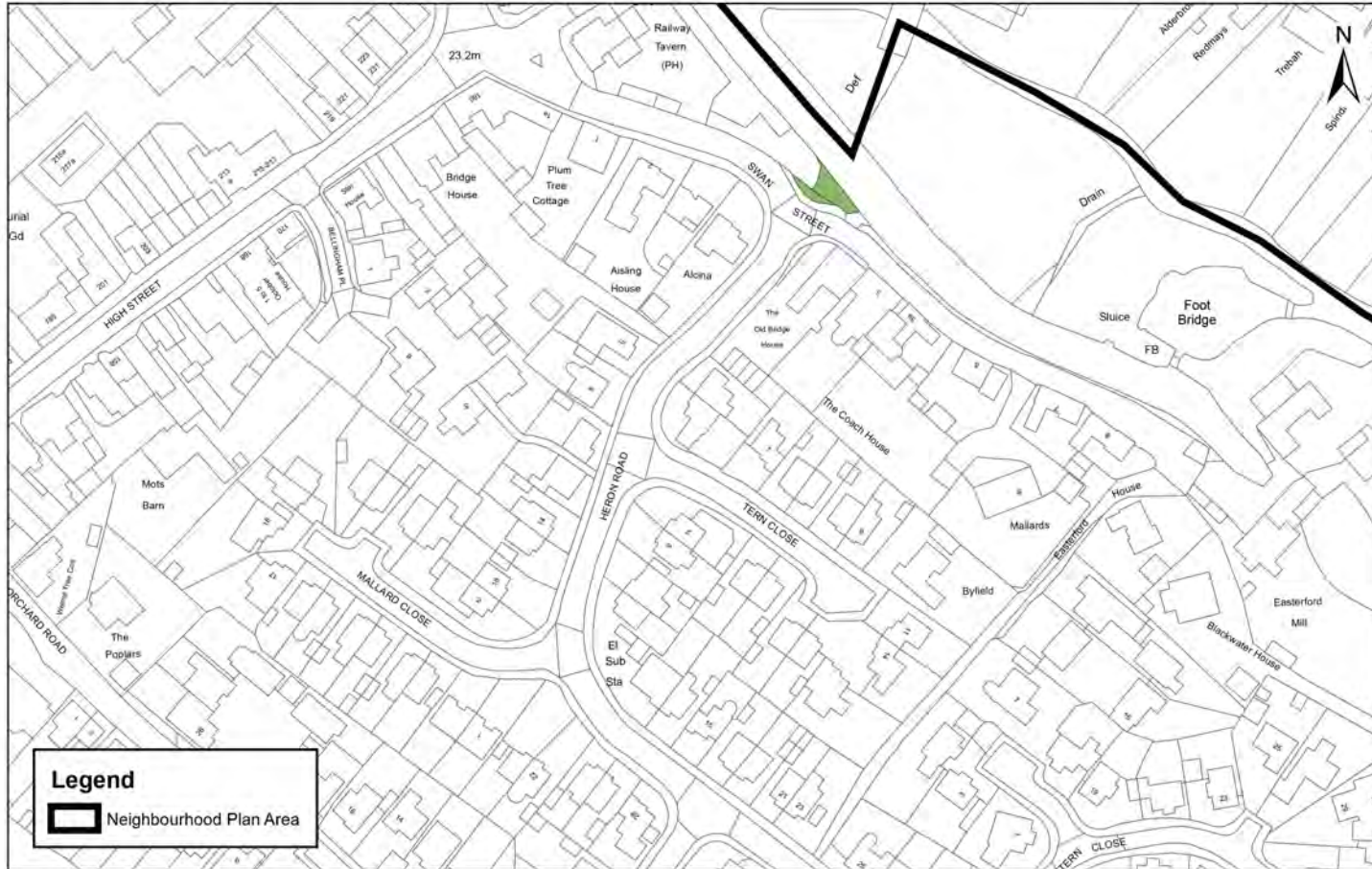


1:1,250

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.8 Local Green Space 8

Local Green Space 9



1:1,250

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.9 Local Green Space 9

Local Green Space 10



1:1,250

"Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings." Braintree District Council O/S Licence No. LA 100018490, 2021

Map 7.10 Local Green Space 10

Local Green Space 11



1:1,250

"Reproduced from the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings." Braintree District Council O/S Licence No. LA 100018490. 2021

Map 7.11 Local Green Space 11

Appendices Volume 2

Volume 2 is an extension of Volume 1 of the Kelvedon Neighbourhood Plan. It contains the appendices and supporting methodologies for the policies contained within Volume 1 and as such the two documents should be read together, as together they form The Plan.

Appendix A - Local Green Spaces

Appendix B - Design Guide

Appendix C - Built Character Assessment

Appendix D - Key Views Methodology and Assessment

Appendix E - Preventing Pollution

Appendix F - Flood Prevention







Kelvedon

Neighbourhood Plan

Appendices

Volume 2



Adopted July 2022







Neighbourhood Plan Volume 2 Contents

APPENDIX A - LOCAL GREEN SPACES	4
APPENDIX B - DESIGN GUIDE	12
APPENDIX C - BUILT CHARACTER ASSESSMENT	18
APPENDIX D - KEY VIEWS METHODOLOGY AND ASSESSMENT..	28
APPENDIX E - PREVENTING POLLUTION	40
APPENDIX F - FLOOD PREVENTION	44

Volume 2 is an extension of the Kelvedon Neighbourhood Plan. It contains the appendices and supporting methodologies for the policies contained within Volume 1 and as such the two documents should be read together, as together they form The Plan.



APPENDIX A - LOCAL GREEN SPACES

ASSESSMENT OF LOCAL GREEN SPACES IN KELVEDON PARISH

1. INTRODUCTION

Kelvedon Parish Council has set out to identify important areas of Local Green Space across the parish. These are areas that hold a particular importance to the community, which, if designated in the Kelvedon Neighbourhood Plan, would be protected from inappropriate development.

The Braintree District Council Local Plan (BDC LP) already identifies some open space as either formal or informal ‘Open Space’ as well as two areas of Visually Important Spaces. A designation as a Local Green Space was introduced by the Government in 2012. The designation focusses on protecting areas which hold a particular significance to the local community. Planning Practice Guidance makes it clear that this designation should be consistent with the strategic aims of the Local Plan and should not be a means of preventing the wider development needs of the district.

The Kelvedon Neighbourhood Plan Steering Group has prepared this assessment to create a consistent and transparent methodology for evaluating potential Local Green Space. It forms part of the Evidence Base which has informed the production of the Neighbourhood Plan.

In order to qualify as a Local Green Space, sites must pass five tests which this assessment sets out. It also demonstrates how each of the sites identified in the Kelvedon Neighbourhood Plan satisfies these tests.

2. POLICY BACKGROUND

National Planning Policy

In March 2012, the Government, through the National Planning Policy Framework (NPPF), introduced a new Local Green Space designation.

NPPF (amended 2018) paragraph 99 allows Neighbourhood Plans and local communities to identify areas of Local Green Space which are important to them and which should be provided special protection. It makes it clear that:

- identifying land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services; and
- Local Green Space should only be designated when a plan is prepared or reviewed and be capable of enduring beyond the end of the plan period.

NPPF §100 makes it clear that the designation will not be appropriate for most green areas or open space and should only be used:

“where the green space is in reasonably close proximity to the community which it serves;

where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

where the green area concerned is local in character and is not an extensive tract of land.”

NPPF paragraph 101 states that Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.

Additional guidance on Local Green Space designation is provided in Planning Practice Guidance (PPG) ID: 37 Paragraphs 005-022. Of particular relevance to the Kelvedon Neighbourhood Plan are the following paragraphs:

- Paragraph 007 – ‘Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs, and the Local Green Space designation should not be used in a way that undermines this aim of plan making [Reference ID: 37-007-20140306].’
- Paragraph 011 – ‘If land is already protected by designation (e.g. AONB, conservation area), then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space [Reference ID: 37-011-20140306].’



Paragraph 013 – ‘Whether to designate land is a matter for local discretion. For example, green areas could include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis [Reference ID: 37-013-20140306].’

- Paragraph 015 – ‘Blanket designation of open countryside adjacent to settlements will not be appropriate. In particular, designation should not be proposed as a ‘back door’ way to try to achieve what would amount to a new area of Green Belt by another name [Reference ID: 37-015-20140306].’
- Paragraph 019 – ‘A Local Green Space does not need to be in public ownership. However, the local planning authority (in the case of local plan making) or the qualifying body (in the case of neighbourhood plan making) should contact landowners at an early stage about proposals to designate any part of their land as Local Green Space. Landowners will have opportunities to make representations in respect of proposals in a draft plan [Reference ID: 37-019-20140306].’
- Paragraph 020 – ‘Designating a green area as Local Green Space would give it protection consistent with that in respect of Green Belt, but otherwise there are no new restrictions or obligations on landowners [Reference ID: 37-020-20140306].’

Local Planning Policy

The Braintree District emerging Local Plan (BDC LP) is currently undergoing further amendments. This document, when it’s finally adopted, will be the ‘Local Plan’ which is used to determine planning applications in Kelvedon Parish. It sets out the basic rules which new development must follow, as well as allocating certain areas of land for new housing or employment.

BDC emerging LP sets out the principles which should apply to new development in the area. It also establishes a ‘settlement hierarchy’ which steers future windfall development away from the open countryside and towards larger more sustainable settlements.

BDC LP identifies Kelvedon as a Key Service Village due to the range of facilities and transport infrastructure available. It goes on to clarify that although Kelvedon and Feering are two separate parishes, that they are

viewed as one in terms of functionality, as one provides services for the other. However, the identities of each are to be preserved.

The Policies Map for the BDC LP shows the location of development boundaries for each settlement (BDC LPP 1), Conservation Areas (BDC LPP 60), and Provision for Open Space, Sport and Recreation (BDC LPP 53) throughout the parish.

Under the provisions of PPG ID: 37 Paragraph: 007, Local Green Space designation must be consistent with the above policies.

3. CRITERIA FOR ASSESSING LOCAL GREEN SPACES

The Public Open Spaces identified by Braintree District council within the Local Plan are included within the Local Green Spaces list. Wherever feasible, physical boundaries have been used to define Local Green Space. However, where no suitable boundary exists, other features have been used to demarcate the area, such as a line created by extending a neighbouring boundary.

Based on the principles established in the NPPF and PPG, five tests have been devised for identifying Local Green Space across the parish. To qualify for designation, each area should satisfy all five of the tests.

Test 1. Does the site already have planning permission, or has it been allocated for development in the BDC LP?

- The first stage in the assessment will be to review the planning history of each site to ensure that it is not subject to an extant planning permission and that it has not been allocated for development under a local plan.
- The Local Green Space designation will rarely be appropriate where land already has planning permission, or where it has been allocated for development under the local plan.
- An exception to this may be where it can be demonstrated that the Local Green Space designation would be compatible with the planning permission / local plan allocation, or where the planning permission / local plan allocation is no longer capable of being implemented.



Test 2. Is the site reasonably close to the community it serves?

- The NPPF states that to be designated as a Local Green Space, an area should be in reasonably close proximity to the community which it serves. Sites which are isolated from the community will not be considered.
- PPG requires that if public access is a key factor, then the Local Green Space should normally be within easy walking distance of the community served. As a guide, the Parish Council has defined 'easy walking distance' as being within 5 minutes' walking time of the nearest settlement boundary.
- It is recognised that some discretion may be needed depending on the topography of the area, the mobility and size of the community, and the size and function of the Local Green Space itself.

Test 3. Is the site local in character and not an extensive tract of land?

- The NPPF states that the area to be designated should be local in character and not an 'extensive tract' of land. No definition is provided for this term within the Framework. Oxford Dictionaries define 'extensive' as 'covering or affecting a large area'; and 'tract' as 'an area of land, typically a large one'.
- Whilst there is no absolute size threshold proposed for an area of Local Green Space, the Parish Council considers that any site of more than 13 hectares (which equates to 1% of the Neighbourhood Plan Area) might reasonably be interpreted as an 'extensive tract' within the parish context.
- PPG states that 'blanket' designation of open countryside adjacent to settlements is not appropriate. No definition is provided for the term within the guidance. Oxford Dictionaries define 'blanket' as 'covering all cases or instances; total and inclusive'. It would not therefore be appropriate to designate an unbroken belt of countryside adjacent to a settlement as Local Green Space.

Test 4. Is the site capable of enduring beyond the end of the plan period?

- The NPPF makes clear that Local Green Space should be capable of enduring beyond the end of the Neighbourhood Plan period.
- Planning Practice Guidance does not clarify how 'capable of enduring'

should be interpreted. However, it can be assumed that the special character and significance for which an area is designated should not be temporary in nature and should be capable of persisting in the longer term.

Test 5. Is the site demonstrably special to the local community and does it hold a particular local significance?

The designation of Local Green Space must be based on evidence which demonstrates why the area is special to the local community and holds a particular local significance. To pass this test, an area must be of particular local significance in one of the following categories.

- Beauty – This relates to the visual attractiveness and aesthetic value of the site, and its contribution to the street-scape, landscape, character or setting of a settlement. To qualify, the site should contribute significantly to local character, for example by defining a sense of place, or by helping to define the physical form of a settlement.
- Historic significance – This relates to the historic importance a site holds for the local community. This could be because it contributes to the setting of a heritage asset or some other locally valued landmark. It could also be because the site holds cultural associations which are of particular significance to the local community. Where the site is already protected by a designation (e.g. AONB), consideration should be given as to whether any additional benefit would result from designation as Local Green Space.
- Recreational value – In order to qualify, sites would need to hold local significance for recreation and be important to the community for a particular recreation activity or range of activities. These could be formal or informal activities.
- Tranquillity – In order to qualify, sites would need to be viewed by local people as important for the tranquillity they provide, offering a place for reflection and peaceful enjoyment.
- Richness of wildlife – A site would need to be locally significant for wildlife in a way that could be demonstrated. It might, for example, be home to species or habitats of principal importance, veteran trees, or locally characteristic plants and animals such as mistletoe. Where the site is already protected by



a designation (e.g. SSSI), consideration should be given as to whether any additional benefit would result from designation as Local Green Space.

- Other reason – Sites might be special and locally significant for reasons other than those identified above. For example, a site might make a particular contribution to defining the individual character of a settlement, or it might be an asset of community value.

This assessment is published on Kelvedon Parish Council's website as part of the Neighbourhood Plan Evidence Base, where it can be viewed and commented on by all those taking part in consultations on the Neighbourhood Plan.

The views of parish residents were sought in July 2017 when a provisional list was included in a consultation event concerning draft policies. There was support in favour for the proposed local green spaces.

4. CONSULTATION

The Parish Council will invite all known landowners to make representations about proposals to designate any part of their land as Local Green Space. Wherever land was registered to at the outset of the Regulation 14 consultation period, the landowners have been written to at the address held by the Land Registry.

In the light of responses received from consultees and interested parties, the Parish Council will revise its selection criteria for Local Green Space and review each proposed area according to the updated criteria. The Parish Council will be particularly mindful of the need for designated areas to comply with the requirements of the NPPF, and to adhere to additional guidance set out in PPG. Following receipt of comments the selection of Local Green Spaces has been revised and is set out in tables below.

Table A below provides information about each of the sites identified as Local Green Space in the Kelvedon Parish Neighbourhood Plan. These have each been assessed against the five tests set out above.



5. AREAS IDENTIFIED AS LOCAL GREEN SPACES

Location	LGS1- Glebe Road Play Space
Current use	Amenity and Local Area of Equipped Play
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Within the Churchfields Estate
Test 3 Extent of area Ha/ % of parish	0.0945ha / 0.007%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The space serves the local Churchfields estate providing a local area of equipped play including climbing frame and basketball hoop. The play equipment was installed in 200? and replaced xx. The space is land locked with only pedestrian access to it.



Location	LGS2- Junction of Church Street and Thorne Road
Current use	Amenity Area
Existing Designations	BDC propose it as a Visually Important Space
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Within the Churchfields Estate
Test 3 Extent of area Ha/ % of parish	0.88ha / 0.006%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The space provides a small area of amenity green space to the front of St Mary's the Virgin Church.





Location	LGS3- Brockwell Lane
Current use	Amenity Area
Existing Designations	Informal POS
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Close to PROW 92-14
Test 3 Extent of area Ha/ % of parish	0.1236ha / 0.009%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	An amenity space around which is a collection of bungalows. PROW 92-14 passes alongside it.



Location	LGS4- Scout Hut off St Mary's Road
Current use	Amenity Area associated with use of the Scout Hut
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Within the centre of the village and close to PROW 92-14
Test 3 Extent of area Ha/ % of parish	0.2136ha / 0.016%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The Scout Hut and its associated open space is a highly regarded village facility in the centre of the village. During the week, numerous sessions are held for Beavers, Cubs, Scouts and Guides and every year it hosts the annual Scout Carnival and fete.



Location	LGS5- Link between Riverside and Brockwell Meadows
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Within the Riverside Estate
Test 3 Extent of area Ha/ % of parish	0.1865ha / 0.014%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The amenity space provides a link to the Brockwell Meadows to complete a circular walk. The Space includes mature hedgerows and trees and a ditch





Location	LGS6- Teal Way
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Within the Riverside Estate
Test 3 Extent of area Ha/ % of parish	0.10ha / 0.0077%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	A triangular space which provides a small area of amenity at the entrance to Brockwell Meadows LNR. It is surrounded by houses on two sides



Location	LGS7 Heron Road-Curlew Close
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Between the Heron Road and Riverside estates
Test 3 Extent of area Ha/ % of parish	0.0563ha / 0.004%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The space provides a small area of amenity green space that allows local children the opportunity for play. Many people pass through it on their way to and from the station as it provides a lit path at night and an alternative to the PROW 92_14



Location	LGS8 Kingfisher Way amenity space
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Between the Heron Road and Kingfisher Way
Test 3 Extent of area Ha/ % of parish	0.0521ha / 0.004%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The space is a landlocked amenity space that has the potential to provide a valuable useful recreational space being located adjacent to a much used footpath (PROW 92-14) and close to the rear access gate to Kelvedon St Mary's School.



Location	LGS9- Swan Street
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	On the edge of the river Blackwater
Test 3 Extent of area Ha/ % of parish	0.0140ha / 0.001%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	A highly valued spot on the edge of the river that provides access to the water's edge and enables the community to interact with the wildlife



Location	LGS10- High Street
Current use	Amenity Area
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	On the High Street
Test 3 Extent of area Ha/ % of parish	0.0317ha/ 0.002%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	The area provides a welcome green space and includes some mature trees along the otherwise built up High Street. The space is also home to the Village notice board and Village sign and the focus for the Christmas Lights celebration



Location	LGS11- Church Road
Current use	Informal POS
Existing Designations	None
Test 1- existing planning permissions or allocation	None
Test 2-distance to edge of development boundary	Church Road Estate
Test 3 Extent of area Ha/ % of parish	0.2472ha / 0.019%
Test 4 capable of enduring plan	Yes
Test 5 demonstrably special/ local significance/ beauty/historic significance/recreational value/ tranquillity/richness of wildlife/other	This area of POS consists of grass and a distinctive stand of Scots Pine trees along its southern edge. It's surrounded on three sides by houses & bungalows and on the fourth by the telephone exchange building. The area allows children to play





APPENDIX B - DESIGN GUIDE

INTRODUCTION

The Objectives in this chapter and from these, the developed design guide Statements, are to provide guidance and direction to all those involved in the planning, design and development control of sites. They are intended for both house-owners and developers alike, within the Plan area, including BDC's allocated site and any subsequent speculative developments. These statements should also be read in conjunction with the Appendix E- 'Built Character Assessment,' the recently revised Essex Design Guide, Building For Life 12 and any other technical guidance for such topics as road design and SuDS etc.

As a part of the Kelvedon Community Survey in 2016, we asked for 'any other comments', and, together with comments received via consultations with other village groups and at local events, it became apparent that the community are concerned that the village could lose its sense of place, its uniqueness, its 'genius loci' as a result of the extent of development being proposed.

There were strong feelings that future development in the village would be of poor quality, inappropriate design, that it would be allowed to 'sprawl', lose its identity to nationwide 'identi-kit' housing designs and that it would lose its village feel.

The objectives and statements are intended to inform rather than restrict design; with innovative new designs to be encouraged that reflects and refers to existing details but without being a pastiche.

OBJECTIVE 1:

Development to make a positive contribution towards the distinctive character and form of the Village and to relate well to its surroundings.

Although there are many different areas within the village reflecting the various phases of building, it is the historic core along the High Street that is the most cherished, with its variety of house types, sizes, ages and near-continuous frontages. It is not the intention of this Objective to generate a pastiche of this historic core, but that new development responds positively to local context, character and form, recognising both positive and negative attributes of these areas to ensure that positives are strengthened and, if possible, that weaknesses are addressed.

STATEMENTS

- Buildings should reflect the richness of the historic core and other areas; quality of design should ensure that new buildings positively contribute to the character of the village. Designs that do reflect the historical details, must be correctly proportioned and detailed; materials should be appropriate, so that the result is of harmony and reflected character rather than an inferior facsimile.
- Applicants are to demonstrate through the Design and Access Statement (DAS) and accompanying documents, how the proposed development complements and enhances the built characters, forms and qualities of Kelvedon. The DAS and accompanying drawings should provide sufficient detail for proposals to be properly understood. The statement should clearly explain how the design of the proposals has been influenced by an assessment of the surrounding built form and character areas of Kelvedon. It is an opportunity for applicants to show their commitment to good quality design and an understanding of the context in which their proposals sit.
- Drawings submitted should include all layouts, roof plans and elevations and at least two long sections illustrating how the site interacts with its neighbours. Additional drawings such as street frontages and street sections, rendered elevations showing the palette of materials and pertinent details should be supplied for proposals affecting listed buildings and the Conservation Area.
- Developments should provide a supporting Design Code. Design quality is at the heart of sustainable development and the revised



NPPF. In response to bland uniformity and the market's inability to provide consistent high quality developments that utilise best practice architecture, urban design and environmental standards, Design Codes enable that quality certainty to be stated at the outset. Design Codes are also useful for sites that are likely to be 'built out' by a variety of house builders. They ensure a common language that ensures a degree of cohesiveness to common elements such as the public realm, boundaries and building materials.

- Such new development should demonstrate, when assessed using the Building for Life 12 criteria, that it fulfils at least 9 out of the 12 criteria as 'green lights'.

OBJECTIVE 2

Development proposals, in particular at the edge of the Village, should maintain a visual connection with the countryside.

The community of Kelvedon feel very strongly that they are a village, and not a town and that in particular they are a village in the countryside. The visual and physical links to the landscape beyond are very important and therefore new development should respect these connections and should be considered in proposals.

STATEMENTS

- The visual impact of new development on the countryside, and on views from the countryside should be enhancing. Where possible, open views to the countryside and across existing open spaces should be maintained. An Assessment of views into and out of a development proposal should be included in the DAS together with a statement as to how these views can be enhanced through the design approach. These visual and physical links can be created through the layout, buildings and landscape treatments, in particular how links are to be created at the very edges of development sites. Where there is the opportunity, views should be created along new streets and open spaces to the countryside beyond.
- Policy NE6 Protection of Key Views, details those views that are highly cherished by the community and particular attention should be paid to development within these areas.

OBJECTIVE 3

Achieve high quality public spaces

Kelvedon's greatest asset is its High Street, the historic setting that it gives the village. Residents fear that increases in traffic and the loss of shops should degrade this asset and the sense of community that it fosters.

It is hoped that the proposed remodelling of the A12 should certainly alleviate some of the through traffic and the issues that this brings. This would enable a greater ease of movement from one side of the village to the other, as well as encouraging people back to the High Street and allowing it to thrive. It is the objective of Policy HE1 The High Street to achieve this through public realm improvements.

However, new housing development can also provide a high quality public realm which not only helps to integrate new areas of development into the fabric of the village, but leads to greater socialisation and pedestrian movement.

STATEMENTS

- The form and structure of new development should ensure that a sense of place is created. Streets within new developments should be pleasant places to be, encouraging social interaction as well as encompassing the Active Design Principles as set out in the Essex Design Guide republished in 2018.
- In order to encourage the use of sustainable modes of transport, pedestrian and cycle routes through new developments should have equal emphasis for design as for vehicular modes. Pedestrian and cycle networks should feel safe and where segregated routes are unavoidable, these should be alongside the carriageway to ensure good visibility. Secure cycle parking should be provided at key locations such as healthcare and education facilities, as well as formal public open spaces and retail centres.
- Quieter streets should be capable of a variety of uses, including social interaction and children's play- within 'Homezones' and shared surfaces.



To maximise the pedestrian experience and quality of the public realm, consideration should be given to shared surfaces as an integral element within the design of new residential developments. Cul-de-sacs should be avoided, as these reduce the opportunity for social interaction; other means can be used to control vehicular movements.



'A 'Homezone' street and a pedestrian link from one street to another at Abode Cambridge

- A reduced speed of 20mph should be the maximum design speed for new residential developments, with less than 10mph for shared surface zones. Traffic calming features, as proposed more fully in the Manual for Streets 2007 and the Essex Design Guide, should be considered from the outset of the design process. Such features could include:
 - physical features involving vertical and horizontal deflection.
 - changes in priority to interrupt the flow of traffic.
 - the dimensions of street widths.
 - reduced forward visibility as a means of reducing speed.
- The selection of street furniture within new development should be comprehensive to ensure a common complementary language throughout. Products should be high quality and durable. Its positioning on the street should be such that it creates a clear corridor for the elderly and visually impaired. Street furniture provides the opportunity for Public Art, which can be incorporated into the public realm in so many

different ways.

- Paving materials and other treatments should be suitable for the intended usage, able to withstand loadings, thus reducing repairs and replacements.
- Development layouts and the design of the public realm, including the selection of street furniture and way marking, should be suitable for the visually and physically impaired, including wheelchair and pushchair users. These elements should be considered from the beginning of the design process. With an ageing population, the design of new developments should be dementia friendly, providing legible layouts with a hierarchy of streets, distinctive landmarks for way finding, services and facilities which are accessible to the community with a variety of physical needs. The public realm should be comfortable, by reducing street clutter but providing opportunities to rest. Surfaces and lighting should be safe.
- Pedestrian and cycle links should link together potential destinations such as the centre of the Village, school and railway station. Within larger new developments, such pedestrian and cycle links could utilise new green open spaces away from distributor roads, giving careful consideration to the visibility of users. Alternatively, dedicated cycle lanes could be incorporated into the distributor roads.
- Within new developments, new public spaces should be identified early in the design process, to ensure a successful and robust master plan. Ideally, these should be linked by pedestrian footpaths to other amenities within the site and beyond. Open green spaces, including for play and general amenity, should be distributed throughout larger developments, as well as providing links to the countryside beyond, via green infrastructure. Green infrastructure elements should not be isolated, but connected.
- Sustainable Urban Drainage should be a positive element and be completely integrated into the public realm as far as possible, utilising best practice. Where appropriate, SUDS and Blue Infrastructure should be integrated without damage to ecosystems.



OBJECTIVE 4

Incorporate high quality Place Making and Design

The form and structure of new development should ensure that a sense of place is created, demonstrating the highest standards of urban design which respect its context, setting, local townscape and landscape character. The historic core of the Village has a rich and diverse palette of house types and materials, reflecting the long period of evolution of the village. Whilst new development and especially those of the past 40 years have been designed 'of their time' and reflect the architectural styles prevalent then, in doing so they do not reflect the elements that are held dear – the variety and richness of the High Street frontages.

There is, therefore, a wide range of styles and materials and juxtapositions for new developments to draw upon, to provide inspiration for new developments to be commensurate with the best of the village.

STATEMENTS

- The use of continuous frontages is encouraged wherever appropriate but should be carefully considered to ensure that the street is suitably varied and that, in conjunction with heights and street widths, that such an alignment is not oppressive. Perimeter blocks may be used to give a looser structure, particularly at the edge of developments closer to open countryside. Here, consideration should be given to boundary treatments and landscape features to 'close the gaps'.
- Buildings should be positioned and articulated to overlook and present active façades to semi-private and public spaces and thoroughfares.
- Identifiable landmarks, both within new development and beyond to existing external village landmarks, should be utilised if possible. The highest standards of urban design with respect to its context, setting, village and landscape character should be clearly identifiable from new development proposals.
- The design of new buildings should draw from and enhance the character, form and identity of Kelvedon, through high quality bespoke responses which are specific to the site and Kelvedon.
- The design of boundaries between private and public areas should be considered within the design of the house and shown on the submitted plans. Kelvedon's character areas generally have medium sized front gardens, either enclosed by privet hedges or they are 'open plan'. Few are enclosed by brick walls or palisade fences. The High Street has a variety of boundary treatments, garden depths or buildings lines to the back of pavement, resulting in a varied building line along the High Street.
- Blank flank walls to the public realm should be avoided. Preferably, public spaces should be overlooked by habitable rooms. If this is not possible, then such elevations should include windows, feature brickwork or architectural detailing to animate the elevation.
- Key buildings in key locations- gateways, entrances to public spaces and the termination of vistas, should be identified on submitted plans. These buildings should be somehow identifiably different from those adjacent, to enable orientation and provide interest to the street-scene.
- Materials within new development should complement the architectural character and qualities of the Kelvedon central core. These include smooth orange-red brick, painted render, exposed timber frame and jettied first floors. There is some horizontal timber cladding in the central core, but it is not extensively used. This has become more prevalent within the village as a whole as a means to clad new buildings or to change the appearance of renovated properties. During recent years, due in part to changing architectural fashions, historically such cladding is not extensively used.
- Design of new buildings should incorporate a varied roofline. Design of new buildings should incorporate roofing materials and patterns that complement Kelvedon's historic central core.
- The scale and massing of all new buildings should be informed by and sensitive to local topography, the surrounding landscape character, adjacent townscape and the wider setting of the development to the village. The requirements associated with protecting the key components of Key Views identified by Policy NE6 should be shown to have been carefully considered and appropriate design solutions proposed.



- The residential density of new development should be informed by and sensitive to local character, as well as site specifics.
- New development is to include the ‘forgotten elements’ of refuse and storage, meter boxes, flues and ventilation ducts, guttering and rainwater down pipes from the start of the design process. Such storage solutions are to be in accordance with the character of Kelvedon and not be allowed to dominate the public realm or semi-private spaces. Meter boxes, flues and ventilation ducts should be made so as to respond to the buildings materials, and be as unobtrusive as possible.

OBJECTIVE 5

Incorporate the principles of Sustainable Design

With the ever increasing pressures on natural resources and improvements in technology, consideration to sustainable methods of construction, the handling of excess water and waste and digital technology should be considered early in the design stage.

With an ageing population, the need for fuel efficient homes is more apparent than ever before. Improvements in sustainable modes of transport from electric cars and car share schemes to the encouragement of cycling support such intentions for sustainable design.

STATEMENTS

- New houses should be built to a BRE Home Quality Mark of 4 Stars- ‘Excellent’ or above.
- The design of new development should reflect the increasing importance of sustainable design. Low carbon use in both the construction and the energy consumption thereafter are vitally important to reduce energy use and energy poverty.
- Another aspect of sustainable design is grey water recovery and recycling which, within new buildings, shall comply with **Building Regulations Part G 36 2b** which states that the potential consumption of water per day per person is to be 110 litres. In addition, as far as possible with regard to ground conditions, a fully integrated SUDS system including rainwater

gardens, swales and flood attenuation ponds are to be included. Flood attenuation ponds are also to provide a valuable year-round aquatic habitat, as well as being positive landscape features integrated into the public open space system; they should not be green, over engineered ‘quarries’. Parking areas, both public and private, should be constructed of permeable surfaces.

- ‘Lifetime Homes’ enable residents to remain in their homes for longer, therefore all new development should comply with Building Regulation M4 (2) for accessibility arrangements (unless external environmental conditions dictate otherwise such as a risk of flooding), whilst 10% should be built to category M4(3) or its successor standards. All of those units intended for affordable or shared ownership should be built to M4(3) for wheelchair users.



OBJECTIVE 6

Discreet Parking Management

Car ownership has increased exponentially and such pressures to accommodate them can lead to conflicts. The lack of space at the railway station car park and the expense of paid parking has led to an increase of commuter parking on any available road that is not controlled by parking restrictions.

The design of car parking in new developments should have an effect upon the quality of the development. Car parking should not be visually intrusive be



that on the street, alongside homes or within car parking courts. Streets should incorporate parking, but not at the expense of creating a sense of place. Parking should be safe and convenient.



STATEMENTS

- Car parking is to be designed to be on plot, within garages or carports that are suitably sized and appropriately designed, with space for a second or third car on the driveway as appropriate for the size of the dwelling, in accordance with the standards set out in the Essex Design Guide. Car parking solutions are not to dominate the street-scene and therefore garages and driveways should be suitably set back from the street and should be to the side rather than the front of houses. Otherwise parking provision is to be arranged as such with the layout of the house so as to encourage homeowners to use it rather than parking cars on roads or blocking footpaths.
- If parking has to be to the front of houses, then ensure that the visual impact of cars is reduced, through appropriate soft landscaping between spaces.
- Provision should be made for the charging of electric cars or other emerging prevalent modes of sustainable transport within both new housing and commercial developments.
- New housing developments should enable car sharing through a management company. Car sharing is to be actively promoted and easily accessible to encourage its use.
- Rear parking courts are not prevalent in the Village and therefore such parking arrangements should be in small groups that are not overly dominant

and fit in with the character of the proposed development (to serve no more than 5 units). Ideally these spaces should be visible from the houses to improve security. If required such areas should be broken up to reduce dominance and the 'void' that they create in layouts.

- On-street parking is to be provided for deliveries and similar short term visitors but to dissuade 'all day' commuter parking through management.





APPENDIX C - BUILT CHARACTER ASSESSMENT

SECTION 1

Overview

The analysis of the built form of an area, such as Kelvedon, enables the key physical features and characteristics to be identified and its unique identity, its genius loci, to be described and understood. The built form character assessment will form part of the evidence base for the Kelvedon Neighbourhood Plan and support the planning policies and design guide within it.

Local distinctiveness and responding to the character of existing places through new development is an important part of the NPPF. Development shouldn't be a slavish pastiche of the existing, but a complementary response that reinforces local distinctiveness:

'Poorly designed development proposals are often the result of a lack of understanding of, or in some cases a disregard for, the character, feel and appearance of the local area. Such proposals can fail to conserve or enhance the unique qualities of the local area for which they are proposed and may harm and erode the existing character.

Conversely, good design, that is both visually attractive and functional, stems from having an understanding of the development's setting and the character of the local area. This understanding can help to ensure that new development proposals are of an appropriate design, one that respects and compliments the existing local character'.

'How to prepare a character assessment to support design policy within a Neighbourhood Plan' - Planning Aid England

The need for good design is of paramount importance today with the increasing requirements for higher density developments, new modes of living, moving about and changes in society occurring at greater speeds than ever before. It has been widely acknowledged that poor design choices in the recent past have sometimes ignored local characteristics and failed to

protect the local visual amenity resulting in developments that are perhaps considered eyesores today. Therefore it is the intention of this assessment, to be read in conjunction with the Kelvedon Design Guide and the Essex Design Guide, to inform designers, developers and the local planning authority that good quality design should be informed by the area's distinctive characteristics.

The assessment describes how the village has broadly evolved, although there are greater in-depth publications that detail the history of the village, and of course, the details of individual Listed Buildings.

Method

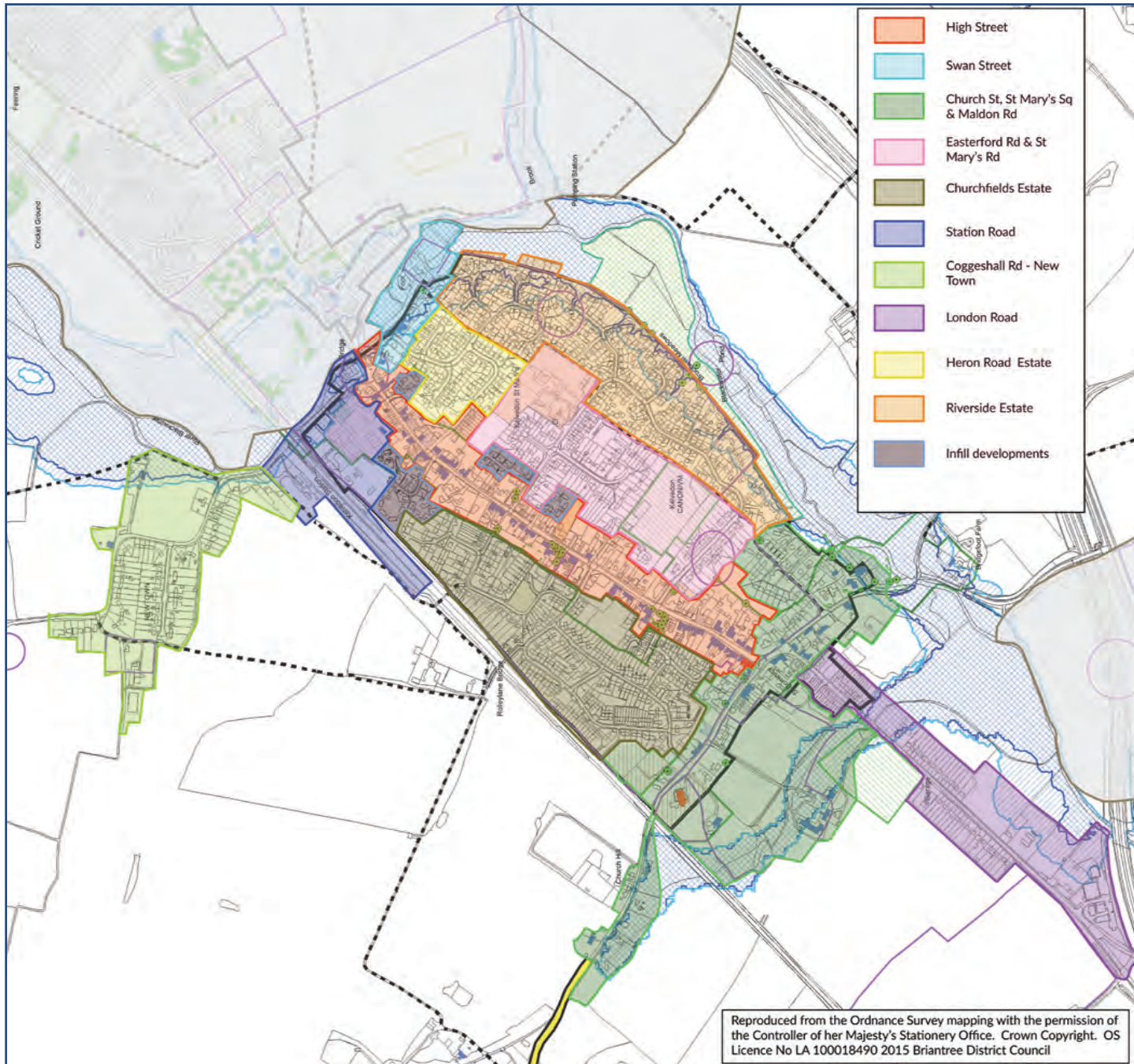
The Study was undertaken in the winter and spring of 2016. Following guidance notes from Planning Aid England to produce Character Assessments a KNP sub group identified using a 1/5,000 at A1 plan of the village envelope, broad areas based upon similar age of buildings, road layout, architectural style, size and type of garden, means of enclosure and parking arrangements.

Once these areas had been broadly identified on the plan, the sub group subsequently visited them to further refine the boundaries between areas and to note the various defining characteristics of each. The group identified eleven character areas which are listed below. These character areas are summarised within Section 2, whilst detailed tables and additional photos for each form a part of the Evidence Base.

The High Street has been identified as one Character Area, being a single road and the acknowledged 'historic core' of the village. It is acknowledged that although it does have a multitude of ages and architectural styles along its length which can be well documented, what unites it is the near continuous frontage of built form to the main street which no other character area

has. Although the frontage may be almost continuous, there are a number of building forms ranging from terraces to merchant houses, often side by side. This juxtaposition of forms gives texture to the High Street along its entire length. It also forms the majority of the Conservation Area planning designation within the village.

These identified areas are listed in broadly chronological order of the development of the village, reflecting the architectural styles prevalent at the times.



Built Form Character Assessment Map



The areas identified were:

1. High Street
2. Church Road/St Mary's Square/Maldon Road
3. Swan Street
4. Station Road
5. Churchfields
6. St Mary's Rd/Easterford Rd
7. Coggeshall Road
8. London Road
9. Heron Road/Kingfisher Way
10. Riverside Way
11. Infill developments such as Trews Gardens, Bellingham Place, Argyll Court.

SECTION 2

1. High Street

Early development of the village was centred on St Mary's Church, St Mary's Square and the water pump that stood in the centre of the square. At the northern end of the village, a second centre of activity developed around the Packhorse Bridge and the River Blackwater; a river crossing used since Roman times. This arrangement of the two 'centres' survives to this day.



High Street looking north from St Mary's Square circa 1880

In time, development has occurred from either end along the High Street to meet in the middle at the now perceived centre of the village, around the Co-Op and the Labour Club. The High Street therefore reflects the evolution of the village over the past 800 years. Subsequent development has tended to radiate to the west and east away from the length of the High Street. The majority of this lateral development occurred in the mid to the late 20th century.

The High Street illustrates such a range of built styles, ages, materials and types of building that it is difficult to convey the variety, other than this is typical of such an historic village. Invariably, the oldest buildings front directly onto the back edge of the pavement, whilst the youngest; Victorian to mid and late 20th Century buildings, tend to have a front garden. Some of the oldest and largest properties such as Ormond House and Lawn House are set within walled front gardens.



113-117 High St circa 1905



113 High St circa 1980's

Regardless of the buildings that define the space, the cross section of the road from elevation to elevation varies enormously along its length. From the narrowest cross section around the Victorian terraces near the fish and chip shop in the north to the wider expanses near the Old Bank and again around St Mary's Square to Elizabeth House. This varying cross section of the street-scape is part of Kelvedon's appeal. This, however, has led to issues of traffic flow and congestion which has been noted not only on this assessment, but also through the comments received as a part of the Village Survey conducted in May 2016. In addition, there are long curves which draw the eye onwards, adding interest and surprise as views open up and change.

The public realm of the High Street; the road and kerbs, pavements, street

furniture, incidental spaces and highways signage, are generally in good repair and satisfactory. However, with the input of good quality urban design and the use of appropriate materials, an improved layout of the High Street's public realm could possibly alleviate some of the issues that have been raised, whilst creating a sense of place to the three local areas, to enhance the setting of businesses and improve the experience for residents and visitors alike.



At the northern end of the High Street, the road falls gently towards the river and the long view up Feering Hill across the bridge. Here, there is an even mix of medieval and Victorian houses. The street widens as it meets Station Road and Swan Street and is overlooked by the Railway Tavern's gable elevation. Adjacent to the river, views across the water meadows from the High Street are curtailed by a range of new terraced houses which are a sensitive development compared to the former reclamation yard that they replaced.

The staggered shop fronts, which replaced the Britannia Inn, on the corner of Station Road, now look out of place with their flat projections and roofline, compared to the high-pitched roofs and brick work of the adjacent houses. With the broad road section, awkward junctions and poor sight-lines over the bridge and the badly positioned bus stops, the area would benefit from in-depth urban design consideration.



Looking north towards Feering and the bridge over the River Blackwater. Britannia Inn to the left and Bridge House to the right

2. Church Road, St Mary's Square & Maldon Road

These three roads provide the 'east to west cross roads' at the southern end of the village. Church Street dates from the early Saxon times and, as one of the oldest streets in Kelvedon, contains a variety of houses from across the intervening centuries. Compared to the variable cross section of the adjacent High Street, Church Street is of a more even width, whilst Maldon Rd is



The original Angel PH and former water pump



narrower.

The majority of the houses along Church Street, regardless of age, tend to be close to the road with either short or no front gardens. The larger houses, such as the original and current Vicarage houses and Lapwings, are the exception, being set within large garden plots set back from the road. Other notable houses along this road reflect the various building styles and materials available at the time of development, from the imposing Georgian 'The Red House' to the Almshouse cottages and the more recent infill development within the former garden of the Red House.

The road broadens out into St Mary's Square, where the High Street 'dog legs' around the Angel Public House - a well known landmark of the village. To the southside of St Mary's Square, the former St Dominic's convent building dominates the elevation with its window detailing, brick and roofline. From the north, this building terminates the view in the High Street. A continuous line of cottages defines the southern edge of the square which, coupled with the Templars cottages on the west elevation, St Mary's house and the former Toll house on the east elevation, defines this Square very successfully. Due to the sharpness of the bends, the pedestrian pavements around the square are narrow and separated by railings, allowing the road to dominate the space.

To the east side of the St Mary's square, Maldon Road drops down towards the River Blackwater and the Grey Mills water mill (now converted to a series of private residences) and Bridgefoot Farm. Maldon Road is a narrow lane leading to Bridgefoot Bridge, a narrow brick structure downstream of the Mill. The first village school was established by Thomas Aylett in 1632, in what is now the village library and museum with its own car parking area. Adjacent and behind the library is the depot for Foster surfacing contractor; its lorries, tankers and plant machinery have to negotiate the on-street parked cars and the narrow road. Subsequent development around Maldon Road and Brockwell Lane has occurred in the latter half of the 20th Century. The Council developed some bungalows arranged around an open space on Brockwell Lane in the 1950's whilst chalet style bungalows were developed in the 1960 and 70's.

3. Swan Street

At the northern end of the village alongside the river, Swan Street follows the river to the Mill at the end. Here, there are a collection of medieval and more recent infill houses. These new houses make reference to the medieval ones with jettied first floors, clay tiled roofs and rendered finishes. The cross section of the street is narrow; the buildings define the edge of the street to the southside, whilst the river is to the north with barely enough room for two cars to past. The view along the street is one of tranquillity. The area is highly regarded by the community due to the ducks that live there and the views across the river to the restored Packhorse bridge and wildlife open space.



Swan Street

The junction with Heron Road is somewhat ambiguous, with no white lining to define one road from the other and poor forward sight lines for vehicles, especially if cars are parked on the corner of Heron Road. There is a bench that overlooks the river, but it's difficult to access due to the river bank path and railings. The area would benefit from a review in terms of junction arrangement and layout.

4. Station Road

Station Road and beyond to Coggeshall Road provides the connection between Kelvedon and Coggeshall, alongside the River Blackwater. Along Station Road there are a variety of uses both on the road frontage itself and via access points to 'hinterland' at the rear. This area can also be accessed via the High Street, although the entire area is not completely permeable as land-ownerships restrict access from one part to another although the area appears as one. There is no public access across the site. There are a number of uses on the site including light industrial, service garages and bus and



Station Road

coach depots, all of which reflect the area's industrial historical connections. Derelict land to the south, close to Saxon Place, provides ad-hoc car parking for commuters. Other uses are accommodated in a variety of 'crinkly tin' industrial buildings. On the edge of the site is the Quaker Meeting house, a listed building. In the centre are two semi-detached cottages which were associated with the former gas works and are now surrounded by these industrial sheds. The road surfaces are a mixture of loose stone fill, poured concrete and tarmac. Boundary treatments, where these exist, are metal chain-link or palisade security fencing. A row of terraced Victorian cottages close to the High Street junction is in two lots, broken up by a second hand van garage. These are typical of the period of two up, two down with minimal front garden space, which is fenced. The pavement width is very narrow at this point.

Deal's garage occupies a large frontage plot closest to the railway station, with its show room to the front and its servicing and paint spraying workshop to the rear.

5. Churchfields & 6. St Mary's Road/Easterford Road

The first major form of development beyond the High Street's core occurred on two new roads to the east side of the High Street at St Mary's and Easterford Roads. This consisted of Social Housing undertaken by Braintree District Council between 1934 and 1948. Post war, in 1955, the Churchfields Estate was developed to the west of the High Street, comprising of Thorne,

Glebe, Croft, Church and New Roads, and was again undertaken by Braintree District Council for social housing.

The layout of both developments consists of broad sweeping roads, with a building line that is set back from the road behind relatively large front gardens and hedged boundaries. There is no hierarchy to the roads; side roads and closes tend to be the same broad cross section. Street trees and grass verges are not a feature of these developments – there are a few small garden trees that have been planted in front gardens which do provide interest.

The earlier development styles used a mixture of brick, or brick and half height render or all render. The Churchfields estate reflects the post war austerity period, with the use of PRC forms of construction, as well as brick and render. The building forms built either side of the war are however very similar; wide fronted semi-detached houses with hipped gables, projecting covered porches and wide windows typical of the 'Council House' style prevalent at the time.

Within both developments are groups of bungalows arranged in clusters. These tend to be semi detached of either brick or rendered and also with hipped roofs. The earlier houses and bungalows tend to have slightly more contrast brick detailing compared to the post war developments.

Car-parking on both developments is provided either alongside the house, some have timber or prefabricated garages, or on the road. Plots also tend to be quite long to allow for allotment gardening. Front gardens are relatively long - 5-7m and many were enclosed by privet hedges – some of which are still in evidence today. Otherwise, they tend to be open.

The Churchfields estate has undergone further development in the 1970's



St Mary's Road



Western House, Church Road



and 1980's, with the building of houses, flats and town houses, primarily on Glebe Road. Each of these forms reflects the building styles prevalent at the time. Regeneration work continued in 2017, when certain sub-standard and under developed areas of the Churchfields estate were redeveloped via Greenfields Housing Association. Completed in 2020, it now provides 40 replacement dwellings and an additional 24 houses for existing families and for new residents.

7. Coggeshall Road- New Town

Beyond the railway viaduct bridge, a ribbon of development along the Coggeshall Road, contains a variety of mid to late 20th century individual houses and bungalows associated with the 'New Town' development. These tend to be set back from the road and take advantage of the change in level to be raised above the level of the Coggeshall Road which helps to avoid flooding as the river is still relatively close to the road along this section.



Coggeshall Road, New Town

There are a variety of materials within these individual houses of red brick, render and window detailing. Front gardens tend to be open plan or retained with brick walls due to the steep changes in level at some points. Interspersed with these are social housing bungalows and houses developed by BDC. Further westwards, the 'Newtown' development along the main road and Observer Way consists of mainly semi detached wide fronted social housing of similar architectural detailing to those on the Easterford Road with rendered brick work, large windows, hipped roofs and large front gardens. Due to the nature of this busy road, the majority of the gardens along the road are either fenced or hedged rather than open plan.

8. London Road

London Road is a long, straight road following the alignment of the Roman road from the A12 junction to St Mary's Square. Houses are set well back from the road to create a broad avenue. The majority of the houses were built by Braintree District Council as social housing in 1930s in a similar style to those in Easterford Road as semi-detached, wide fronted houses with brick and render details and hipped roofs. Front gardens, with their side access for cars, are large and tend to be fenced or hedged. At either end of these 'council houses' are individually designed and built detached villas, representing a variety of styles from the late Victorian/Edwardian houses through to inter-war period and the odd 1960/70's - predominately brick and render detailing. These tend to be in large plots set well back from the road with enclosed front gardens.



London Road

The London Road Garage occupies a plot in the centre of the road, with its distinctive corrugated iron workshop. The driveway access to Church Hall Farm leads through the surrounding arable fields to the farmstead. Beyond, the church of St Mary's is visible above the trees.

As London Road passes over a tributary to the River Blackwater, it's at this point that the character changes from the large wide fronted 'council houses' to the smaller Victorian terraces. These have been mirrored on the opposite side of the road at The Cloisters. St Mary's House and 'Fabia' in St Mary's Square are clearly visible from the southern end of London Road almost half a mile away and terminate this vista as you approach the village. Prior to the inter-war ribbon development of London Road, the view of these buildings and the enclosing nature of the adjacent Toll House would have made an impressive 'entrance' to the village, especially with the sharp left hand turn into St Mary's Square.



9. Heron Road

Development commenced again in earnest in the early 1970's with the Heron Road estate, off Swan Street. This was the beginning of a period of private house building in the village undertaken by smaller land owners and larger national house builders. The Heron Road estate continued the established layout of broad sweeping roads without hierarchy, deep front gardens and relatively wide frontages. A mixture of detached and semi detached houses, with very wide or floor to ceiling windows are typical of house styles at the time. Developers also introduced new materials with quarter tile hanging and timber cladding. Garages are to the side and tend to be 'pushed back'. Front gardens are still a car's length deep, however they are all 'open plan' due to a restrictive covenant placed on house owners.



Heron Road estate

10. Riverside Way

The 1980's saw the development of the Riverside estate to the east, on fields towards the river almost along the entire length of footpath 14. The estate joined up the existing roads of St Mary's-Docwra Road with Easterford Road. New development also extended the existing Heron Road estate towards the new Riverside Estate, although there isn't a direct road link, there is a footpath link. The new 1980's layout was a departure from the previous styles, with narrower roads with more bends and shorter forward sight-lines. The housing density is much greater here than in other parts of the village. The earlier phases closer to Easterford Road and Heron Road tend to have the larger houses in more generous plots whilst those towards the 'centre' of the Riverside estate, typified by Dunlin Court, Widgeon Place and Wagtail Place are much denser and tend to be arranged around mews courtyards and



Riverside Way

shared surfaces. The layout is therefore a significant departure from earlier developments with many more 'cul-de-sacs' and 'mews court' arrangements with shared surfaces.

Houses are closer to the road with either very little or no front garden space. Being so small, front gardens tend to be planted rather than open plan and laid to grass, but still without a fenced formal boundary treatment. Parking tends to be arranged to the side of plots with garages and space for one car on the driveway. Garages tend to be 'pushed back' into rear garden spaces, rather than forward with the front elevation of house.

The architectural style of the Riverside Estate is of detached, narrow fronted houses, rather than wide, with some 'gable-ended' roof lines. In terms of materials, there is a dominance of feature render panels, brick and some black timber cladding. Window frames tend to be dark brown rather than white and with much smaller openings. As a layout and building style, it is very typical of the 'Essex Design Guide' that was emerging at the time.



11. Trews Gardens and Infills

Along the High Street, smaller infill developments have occurred such as Ratcliffe Court, Rolley Lane, Trews Gardens, Saxon Place, Bellingham Place and Argyll Court. These tend to be small pockets of development that have occurred in the last few decades of the 20th century.

Due to their close proximity to the High Street and its Conservation area, these new developments tend to reflect the older architectural styles of render, steep roof pitches, jetted first floors, sash windows etc.



Bellingham Place



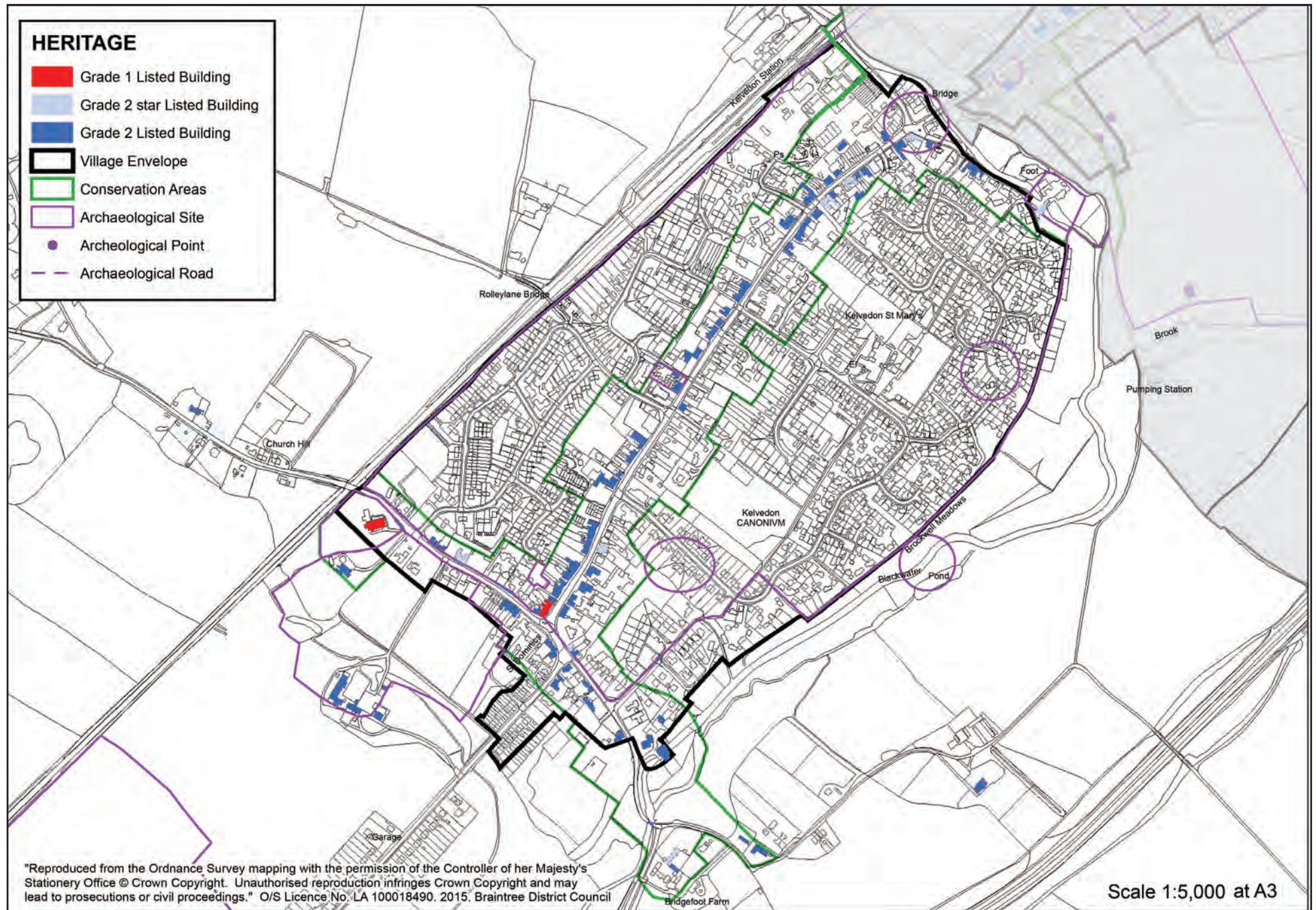
Argyll Court

Key Built Features

Across the village there are some unifying features:

- Red brick and smooth plaster/render are the dominate elevational treatments in the village.
- Roof lines tend to be gabled or full hip.
- Although there are medieval buildings within the village and in particular along the High Street, many of these have been 'resurfaced' with brick or render façades in the late 17th and early 18th century, hiding the original structure beneath.
- The High Street and the historic core of the village is a near continuous frontage of wide Georgian merchants and gentry houses and smaller cottages of various ages, including long sections of mixed terraces.

- Semi detached and detached houses are the most common house type of the late twentieth century.
- Bungalows were built primarily in the 1950's by the local council. Few have been built before or since.
- There are very few purpose built flats - Glebe Road and Western House (warden supported for the elderly). The former St Mary's Church Hall and the Kings Meadow Court, opposite the train station, and some other buildings have been converted into one bedroom flats.
- Houses have small to medium front gardens which are either 'open plan' (late 20th century developments) or enclosed by hedges (Mid Century 'Council Houses').
- Off street parking alongside the property is dominant, rather than in mews/garage courts behind. Most properties have access to such parking, however two car households have resulted in on street parking. Those properties that are directly on the High Street have either off street parking if the property is large enough, or on-street parking only.
- Most properties are two storey, with occasional dormer attic windows. Most properties do not include a cellar and so entrances are at street level- some older properties on the High Street do contain cellars and so entrances might be elevated by one or two steps.





APPENDIX D - KEY VIEWS METHODOLOGY AND ASSESSMENT

INTRODUCTION

Much of the rural character of Kelvedon village derives from views towards it from the surrounding countryside. In recognising this, Kelvedon Neighbourhood Plan Steering Group (KNPSG) has set out to identify 'Key Views' across the parish which are considered to have local value and importance, and which should be afforded additional protection under the Kelvedon Neighbourhood Plan, following results gained from the Kelvedon Community Survey of 2016.

KNPSG has prepared this assessment to create a consistent and transparent methodology for evaluating potential Key Views. It forms part of the Evidence Base, which has informed the production of the Neighbourhood Plan.

It is recognised that the value of a view will always be somewhat in the eye of the beholder. However, every effort has been made throughout this assessment to apply common standards to the evaluation of views in order to minimise subjectivity.

POLICY BACKGROUND National Planning Policy

The National Planning Policy Framework (NPPF) Para17 sets out twelve core land-use planning principles. Four of these have relevance for the purpose of identifying Key Views under the neighbourhood planning framework.

Bullet 1-planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.

Bullet 5 – planning should take account of the different roles and character of different areas... recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

Bullet 6 – planning should contribute to conserving and enhancing the natural environment and reducing pollution.

Bullet 10 – planning should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

NPPF Para 109 states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

NPPF Para 183 states that Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and Neighbourhood Forums can use neighbourhood planning to set planning policies through Neighbourhood Plans, to determine decisions on planning applications.

NPPF Para 184 states that Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.

NPPF Para 185 establishes that outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict.

Local Planning Policy

The Braintree District Council Local Plan has been submitted to the Planning Inspectorate and a response is awaited. At this stage, there is a degree of certainty with regards to the intention and details of the policies. When formally adopted, this will be the 'Local Plan' which will be used to determine planning applications in the District. It sets out the basic rules which new development must follow, as well as allocating certain areas



of land for new housing or employment.

Policy LPP 1 Development Boundaries sets out the principles which should apply to new development in the District. It also establishes a Spatial Hierarchy which steers future windfall development away from the open countryside and towards larger more sustainable settlements, such as the main towns of Braintree, Witham and Halstead, the proposed new Garden Communities and the A12-Great Eastern Mainline corridor. It also lists the Key Service Villages, of which Kelvedon with Feering is one such village.

Key Service Villages are defined as villages that serve a wider rural hinterland, with the ability to provide education facilities, primary healthcare, convenience shopping facilities, local employment opportunities and links to public transport and roads to larger towns.

LPP 17 allocates land for up to 300 homes on land to the west of the station, otherwise known as Monks Farm in Kelvedon– predominantly aimed at meeting locally identified housing need.

SOURCES OF INFORMATION AND GUIDANCE

This assessment has included a desktop study of the following sources of information and guidance:

- Landscape Institute and the Institute of Environmental Management and Assessment, Guidelines for Landscape and Visual Impact Assessment, Third Edition - 'GLVIA3' (2013)
- ECC/BDC Landscape Character Assessment 2006 produced by Chris Blandford Associates
- BDC Settlement Fringe Landscape Capacity Study- Kelvedon November 2007

BDC Kelvedon Settlement Fringes Landscape Area Evaluation June 2015

THE GUIDELINES FOR LANDSCAPE AND VISUAL IMPACT ASSESSMENT

The Guidelines for Landscape and Visual Impact Assessment (Third Edition) published jointly by the Landscape Institute and the Institute of Environmental Management and Assessment (GLVIA3) advise in paragraph

6.31:

“it is important to remember at the outset that visual receptors are all people. Each visual receptor, meaning the particular person or group of people likely to be affected at a specific viewpoint, should be assessed in terms of both their susceptibility to change in views and visual amenity and also the value attached to particular views.”

Paragraph 6.37 of GLVIA3 further advises:

“judgements should also be made about the value attached to the views experienced. This should take account of recognition of the value attached to particular views, for example, in relation to heritage assets, or through planning designations...”.

LANDSCAPE CHARACTER ASSESSMENTS

The whole of England has been subject to a landscape character assessment which divides the country into 159 distinct National Character Areas

(NCAs). Natural England revised the NCA profiles in 2012. Each NCA provides a contextual description of the wider landscape, defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Kelvedon Parish falls wholly within NCA 86 South Suffolk and North Essex Clay-land, whose key characteristics are:

- An undulating chalky boulder clay plateau.
- Gentle slopes in the lower wider valleys.
- Windy watercourses support wet fen-type habitats, grazing marsh and blocks of Cricket Bat willows, poplars and old willow pollards.
- Lowland pasture and ancient woodland support the dormouse and a rich diversity of flowering plants on the clay plateau.
- Large, often ancient, hedgerows link woods and copses, forming wooded skylines.
- Predominantly arable agricultural landscape, some pasture on valley floor, Irregular field patterns.



- Ancient field patterns survive in much of the area.
- Roman sites, medieval monasteries and ancient woodlands contribute to archaeology.
- Impressive churches, large barns and substantial country house estates dot the landscape.
- Dispersed settlement pattern of scattered farmsteads.
- Traditional timber frame with exposed timbers, colour wash render and steeply pitched roofs with peg tiles.
- Winding narrow and sometimes sunken lanes... a strong network of public rights of way.

NCA provides a broad framework for more detailed and localised landscape character assessments. Braintree District Council's Landscape Character Assessment 2006 produced by Chris Blandford Associates (CBA) provides another layer of detail to the NCAs. It places Kelvedon Parish into the River Valley Landscape Types which it describes as:

- V shaped or u-shaped landform which dissects Boulder Clay/Chalky Till plateau.
- Main river valley served by several tributaries.
- Flat or gently undulating valley floor.
- Intimate character places.
- Wooded character in places.

Kelvedon, on the banks of the River Blackwater, is therefore within Landscape Character Type A9 which is described as:

- Shallow valley with gently sloping sides.
- Predominantly arable farmland.
- Overall strong sense of place and tranquillity away from the main settlements of Braintree, Witham and Maldon and the A120 A12 and the

railway line.

The report goes on to detail the Key Planning and Land Management issues for the Type which includes:

“Potential for erection of new farm buildings and houses within the open landscape, which would be conspicuous on the skyline.”

Furthermore, it highlights that “the skyline of the valley slopes are visually sensitive (to change sic) with potential new development being visible within several views to and from adjacent Landscape Character Areas and also within views across and along the valley. There is also a sense of historic integrity, resulting from enclosed meadows within the valley bottom, historic settlements (including Kelvedon) and a dispersed settlement pattern, comprising isolated manors, church/hall complexes, farms and moated sites.”

It goes on to suggest Landscape Strategy Objectives to conserve, to seek to protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures. It also suggests landscape planning guidelines for the A9 Landscape Type:

- Ensure that new built development is in keeping with landscape character.
- Conserve and enhance the landscape setting of settlements.
- Enhance the screening of the A12 and the railway line.

And finally, guidelines for land management:

- Conserve and enhance the existing hedgerow pattern and strengthen through planting where appropriate to local landscape character.
- Conserve and manage the ecological structure of hedges and ditches within the character area.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

In November 2007, CBA published a further study for Braintree 'Settlement Fringes Landscape Capacity Analysis for Kelvedon'. The objectives of this



settlement fringes assessment were to:

1. provide a consistent and objective assessment of the sensitivity and capacity of the areas around eight settlements, including Kelvedon and Feering to accommodate new development, and
2. to identify areas where new development could best be accommodated without unacceptable adverse landscape and visual impacts.

The analysis of each identified area was undertaken in terms of Landscape Character, Visual Characteristics and Landscape Value. The area surrounding both Kelvedon and Feering was divided into four areas of Landscape Settings, based upon their characteristics. The extent of these Landscape Setting areas is broadly the visual extent that the periphery of the villages can be seen from. Areas K1, K2 and K3 cover the areas from the north west-to west, south-west to south and south east around Kelvedon village respectively. (K4 is to the north and north-east of Feering). Following the assessment of the various qualities of the landscape character and visual sensitivity, the areas were also assessed for their Landscape Capacity to accept new forms of development. 'These capacity levels are indicators of the likely amount of change in terms of built development, which a particular Landscape Setting area can accommodate without having unacceptable adverse effects on the character of a landscape, or the ways that it is perceived, and without compromising the values attached to it.'

The study identifies K1 to the northwest of the Village as being of Medium to High landscape character sensitivity to development, as it provides a strong contribution to the setting of the village with its strong rural character. Visually, the area is also of Medium to High visual sensitivity due to the open nature of views within the area and intervisibility with the upper north facing slopes, particularly to the northern parts. Whilst closer to the village, there is reduced visual sensitivity due to the railway line and its associated pylons and movement. The area has a landscape capacity of Low to Medium.

Study area K2 lies to the west and south-west of Kelvedon. The study defines the area as being of High landscape character sensitivity due to its structure of semi natural vegetation and its historic relationship to the setting of Kelvedon. The visual sensitivity of K2 area is described as Medium overall,

due to the open nature of many views but with limited visibility from the wider landscape. The overall landscape value is described as Medium to High due to proximity to the Conservation Area and the numerous listed buildings which are visually prominent within the area. The area has a Low Landscape Capacity.

Area K3 extends south and eastwards from the River Blackwater to the A12 embankments and beyond. It is described as having Medium to High landscape character sensitivity, due to its rural river setting and its strong rural character. The visual sensitivity is again described as Medium to High, as the area is visually prominent in the wider landscape. The area has a landscape capacity of Low to Medium.

The 2007 'Settlement Fringes' study was further refined by the 'Evaluation of Landscape Capacity Analysis for Kelvedon and Feering' published in June 2015. It takes the large areas identified previously and subdivides them into parcels depending upon landform, landscape designations, hydrology, landscape scale, vegetation cover, land uses, pattern of settlement, presence of views and landscape features and communications.

These elements within the parcels were then assessed against a criteria based upon whether that element is permanent or a 'primary' element, such as landform, or more subject to change or enhancement such as the condition of the landscape, which was described as a 'secondary' element. Primary and secondary scores were weighted.

As with the previous assessment, Landscape Value was added to Landscape Sensitivity to give an overall Landscape Capacity. Landscape Value is described as being a statutory landscape designation such as an AONB, other ecological or heritage designations and local perceived value. Unfortunately, the study didn't consult the community and so the Landscape Value took its value from landscape designations, the presence of a Conservation Area, Listed buildings, the extent of Public Rights of Way and the perception of scenic beauty. All elements that were assessed for each parcel started with a baseline of mid way between A-E and were then compared and adjusted up and down this 5 point scale. Once the weightings were applied for each element, the scores for each parcel gave an Overall Capacity Profile ranging from Low, Medium-Low, Medium, Medium- High to High Landscape Capacity.



Those parcels that have a Medium, Medium-High or High Landscape capacity are considered to be the most suitable locations for development.

The analysis of the landscape capacity around the edges of Kelvedon concludes that:

“Wider landscape to the north, west and south-west of the settlement has Medium to Low capacity to accommodate development, given the more elevated ground away from the valley landscape of the River Blackwater and corresponding visibility in both close and distant views.

To the southern fringe of Kelvedon and surrounding Easterford Mill the landscape capacity for parcels 3h and 3g is also Medium Low. This is on account of the location partly within the floodplain of the river Blackwater and the valued and sensitive features of the landscape and built form. These include the Kelvedon Conservation Area and its setting, listed buildings, some intact historic field enclosures, a local wildlife site and the good condition and strong character of the valley landscape.

To the west of Kelvedon the landscape has an overall rural character with strong bands of vegetation that frame the edge of the settlement. The Conservation Area and large numbers of listed buildings line the settlement edge. A strong band of vegetation following a tributary stream forms a well-integrated settlement edge and enhances the setting of the historic core of the settlement. The steeple of St Mary the Virgin Church is a landmark feature in the area. Developments to this side of the village would be fairly prominent due to the declining field structure in parcels 2a and 2B and have an adverse impact on the existing rural setting to the settlement.”

METHODOLOGY FOR ASSESSING KEY VIEWS

Within the Kelvedon Community Survey of 2016, the residents were asked a number of questions concerning their perceptions of Kelvedon and which views and open spaces were important to them. With regards to their perceptions of Kelvedon and how they would like to be able to describe it in 15 years-time, residents were asked to pick their 5 most important descriptive words from a choice of twenty-two, which covered a range of topics. The highest scoring response, with 360, was for ‘Village’, the next

physical descriptive word was 180 responses for ‘Rural’, followed by 157 for ‘Conserving the Natural Habitat’ and 110 for ‘Tranquil’ and 94 for ‘Attractive’.

Further questions asked whether it was important to prevent coalescences with neighbouring villages. Of the responses, 92% said that it was important. A subsequent question asked in which direction is it important to keep as open countryside and protect from development. Four choices were given relating to north, south, east and west of the village. The highest score of 36% was to protect the open countryside to the south towards Rivenhall, whilst 23% west towards Coggeshall, 22% east towards Tiptree and 19% North towards Feering.

A final question concerning the village setting asked residents to choose broadly the direction of their favourite views into and out of the village. The view from Brockwell Meadows to the east scored the highest with 29% of the vote, closely followed by the view of St Mary’s church from London Road with 28%. Views northwards towards Coggeshall from Observer Way scored 14%, whilst westwards towards Felix Hall from Rolley bridge scored 13% and southeast towards Greys Mill across Bridgefoot bridge 12%.

From the above results it was decided to consider the views at the following locations:

- Eastwards from Brockwell Meadows.
- Westwards from Rolley Bridge towards Felix Hall.
- Eastwards from the turn in PROW 11 towards the southern end of the village and the spire of St Mary the Virgin Church.
- Northwards from the A12 off-slip ramp towards the village and the spire of St Mary the Virgin Church.
- North from near to Observer Way towards Coggeshall.

Viewpoints have been evaluated visually on the ground. Information about each viewpoint is provided in the table below. The table provides a reference number which corresponds with viewpoint markers shown on the Map of Key Views included at the end of this document. It is important to note that the written descriptions of viewpoints and views are intended to take precedence



over map markers, which are for indicative purposes only. For example, a viewpoint which fits the description of and offers essentially the same views as an identified viewpoint should be considered part of that viewpoint, even if it is several hundred metres from the location marked on the plan.

The table provides the following information:

- the location of viewpoints. For the most part, viewpoints are publicly accessible (e.g. roads, footpaths, bridleways or public open spaces), as these have more frequent usage than viewpoints on private land.
- Any designation applying to land where the viewpoint is located (e.g. Conservation Area, LNR).
- The height of viewpoints. Height estimates have been derived from Ordnance Survey map contours and have been given in metres above ordnance datum (sea level).
- The type of viewpoint, ie: Movement corridor and whether road, footpath, cycle trail.
- The number of viewpoint users (many / moderate / few), as well as the type of users (e.g. vehicle, pedestrian, cyclist).

Viewpoints have been graded as either 'exceptional', 'special' or 'representative'.

Exceptional viewpoints include sites within nationally designated landscapes such as historic sites of particular importance (Grade I/II* listed buildings, Scheduled Monuments); and sites where viewers have unique and prolonged/unfolding views from main transport corridors, or national cycle network routes.

Special viewpoints include historic sites of national importance (Conservation Areas, Grade II listed buildings); and sites where viewers have opportunities to appreciate views – for example, approach roads and well established/ used footpaths leading to the village within markedly tranquil settings.

Representative viewpoints include typical local landscapes; unregistered heritage assets (e.g. locally listed buildings); sites which are degraded by the

presence of urban or highway structures; and sites where viewers are on movement corridors which are typical of the locality or which provide only fleeting views.

In grading viewpoints, account has been taken of how many people experience a viewpoint, as well as of the quality of that experience. Speed of transit would normally have a bearing on the quality of experience. Thus, the view of a well-known landmark from a quickly moving vehicle might be qualitatively inferior than the same view experienced by a pedestrian. However, busy roads are experienced by a large number of people daily, thereby increasing their importance. For example, a busy motorway offering brief, iconic views of a picturesque castle, might be considered as important a viewpoint as a seldom used footpath in the midst of nationally designated scenery.

Views have also been evaluated visually on the ground from the identified viewpoints. The table includes a description of each view, which records characteristics such as:

- whether the view is panoramic, elevated, glimpsed, open or expansive;
- whether there are dominant elements in the foreground, middle distance or on the skyline;
- whether it is framed by built development, vegetation or landform;
- whether it is essentially rural or urban;
- whether it is likely to be significantly altered by seasonal change (i.e. views opening up as a result of trees losing leaves in winter);



The table records the key components of each view, including:

- features that positively contribute to the importance, distinctiveness and attractiveness of a view (e.g. the river);
- iconic features (e.g. Listed buildings);
- the degree of containment;
- the rural setting;
- detractors in view (e.g. busy transport corridors, overhead powerlines, largescale/extensive development).

The table records the psychological experience brought about by each view (which is likely to vary with each individual observer). Experiences might include:

- an attraction to a view;
- a sense of release deriving from open countryside;
- a sense of tranquillity;
- a desire to explore;
- other associations (e.g. landmark signifying home).

Views have been graded as either 'exceptional', 'special' or 'representative.' Exceptional views might include highly valued, panoramic views or long-distance views across intact countryside; they might capture the quintessential character of an area; they might allow for an appreciation and understanding of the wider surroundings of Kelvedon; they might contribute to the enjoyment of important heritage or cultural locations; or they might be unique in their own way.

Special views might include panoramic or long-distance views, dramatic scenery and skyline features; they might allow an appreciation of the more intimate setting of the village within its landscape; they might help to reveal landscape character types; or they might be comparable to other special views.

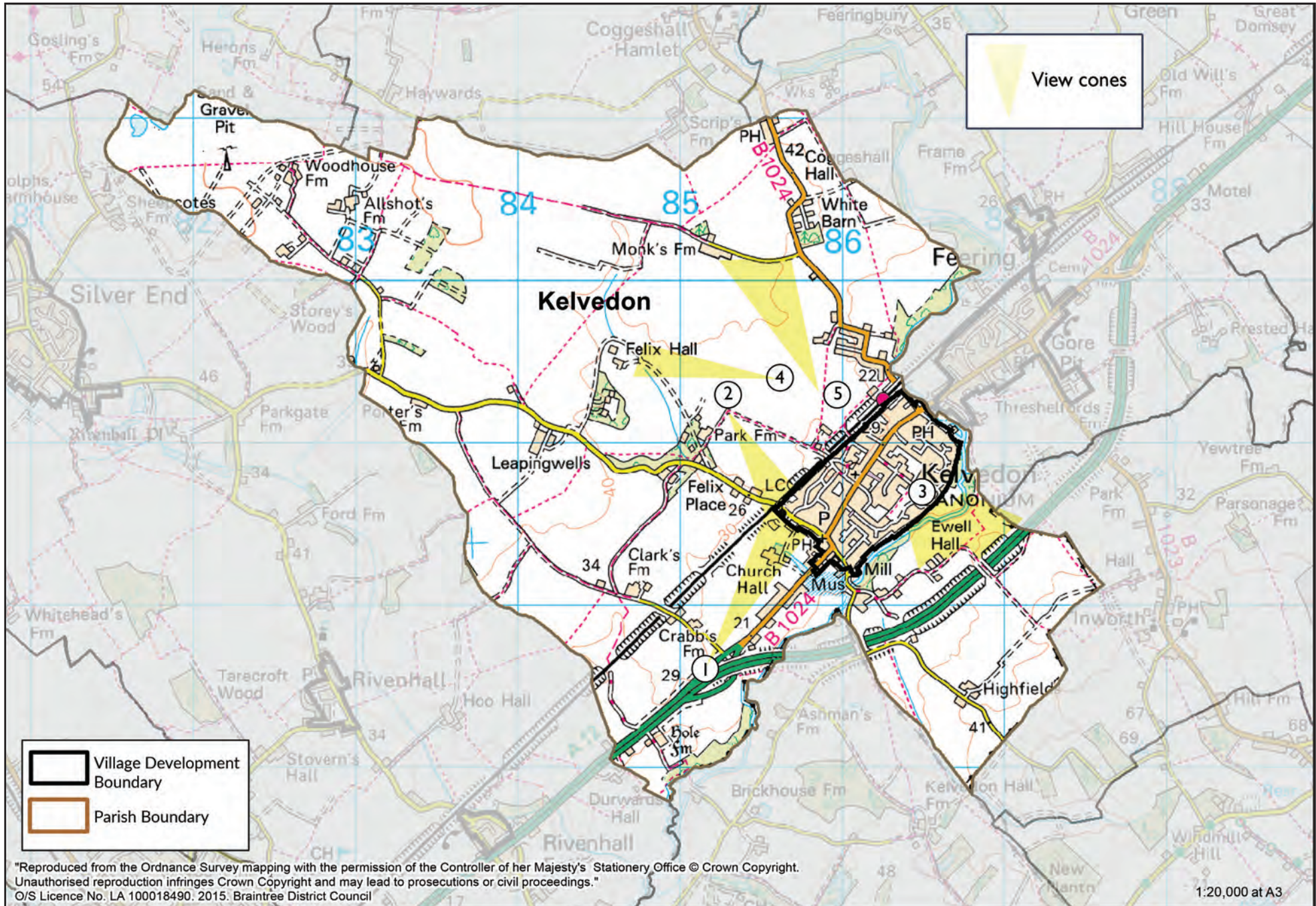
Representative views might include narrow or glimpsed views; they might be marred by the presence of negative features which detract from the quality of the experience; or they might be typical views which are replicated elsewhere.

Each view has been given an overall rating of 'exceptional', 'special' or 'representative'. This is arrived at through combining the importance of both the viewpoint and the view. A 'representative viewpoint' combined with a 'representative view' would result in an overall rating of 'representative'. A 'representative viewpoint' combined with an 'exceptional view' would result in an overall rating of 'special'. A 'representative viewpoint' combined with a 'special view' would result in an overall rating of either 'representative' or 'special', depending on which factors predominated.

Of those views listed above, it was decided that only those that were rated overall as 'special' or 'exceptional' would be included in the NE6 Policy Protection of Key Views and have been included in the Kelvedon Neighbourhood Plan Regulation 14 version.

This assessment will be published on Kelvedon Parish Council's website as part of the Neighbourhood Plan Evidence Base. The views of parish residents and external organisations will be sought through the consultations on the Regulation 14 version of the Neighbourhood Plan.

The table below provides information about each of the views that has been assessed including those that have been included within the NE6 Policy identified in the Kelvedon Parish Neighbourhood Plan Regulation 14 version. The Key Views identified by this assessment should not be considered a comprehensive list of every important view within Kelvedon Parish. However, all of the Key Views identified should be considered to have local value and importance.





View point reference	Location of Viewpoint	Designation (CA or LNR)	Height of Viewpoint (AOD)	Type of Viewpoint	Number and type of Viewpoint users	Direction of view	Description of View
1	A12 north bound off slip road 5852°N, 2175°E	None	32m	Movement corridor- main road	Many vehicles, as well as some cyclists, few pedestrians	N	Open panoramic view of St Mary's Church tower, spire and flag pole visible above mature tree line beyond the fields defining edge of the village. View is framed by vegetation
2	Junction of PROW 92-11 towards Village 5853°N, 2192°E	None	37m	Movement corridor-footpath	A well used footpath as a part of a circular route	SE	Open panoramic rural view of St Mary's Church tower and spire and flag pole within mature tree line defining western edge of village The railway line is partially evident in front of the church but the mature hedgerows in front of it partially screen the movement of trains and the overhead wires, thus reducing the distraction
3	East from Brockwell Meadow 5866°N, 2184°E	LNR	20m	Recreation	Many pedestrians, as a well used area for a variety of activities	E	Panoramic view across the water meadows, river and up towards the rise in the land with Ewell Hall Farm just visible. Including river valley, willow plantations. Occasional glimpsed views of high sided vehicles on A12
4	From permissive footpath towards Felix Hall 5856°N, 2195°E	None	36m	Movement corridor-footpath	Moderate pedestrians	NW	Glimpsed views of the recently renovated C18th Grade II listed Felix Hall, mature tree'd setting within rural agricultural setting
5	From PROW 92-21 near Observer Way	None	34m	Movement corridor-footpath	Moderate pedestrian use	N	Arable fields, layers of hedgerows in the foreground rising to arable fields to the skyline. The buildings of Kings Seeds are just visible in the winter with no longer distance views available beyond the ridgeline

Key to table text

Importance of View

Designation	E	Exceptional
CA Conservation Area	S	Special
LNR Local Nature Reserve	R	Representative



	Key Components of View	Psychological experience of view	Importance		
			View- points	View	Over-all
	St Mary's Church spire, mature belt of trees include distinctive pine trees, panoramic view of rural setting to the entrance to the village, hedgerows in the foreground, glimpsed view of Church Hall Farm in front of trees and distinctive poplars	As a gateway to the village, it signifies 'home'	S	E	E
	St Mary's Church tower and spire, mature belt of trees, panoramic view of rural setting to the western entrance to the village, including hedgerows and fields, railway line is glimpsed and heard. Telegraph poles detract from the view. Hills towards Tiptree and Braxted are visible on the sky line Layers of vegetation.	Panoramic view of the rural setting of the village which is still discernible in the summer through trees	S	E	E
	Open informal POS, Willow plantation and established hedgerows, river, steeply rising fields which frame the view	A picturesque view of river valley and rural setting	S	S	S
	Felix Hall, mature parkland, arable fields, driveway	An impressive sight of the white stucco building against the trees within its rural setting	S	S	S
	Broad views of open arable fields, rising land, hedgerows and warehouses/farm buildings	Open countryside and reminders of past extensive seed production in the area	R	R	R



VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 5



APPENDIX E - PREVENTING POLLUTION

INTRODUCTION

This appendix has been shared by Coggeshall Neighbourhood Plan Subcommittee as part of the collaborative approach between the neighbouring Parishes, as a number of issues are common to both .

It provides greater background detail and evidence for policy NE9 Preventing Pollution. It is important that users of the plan understand the local context and concerns of the Parishes in regard to the prevention of pollution in all its forms and the impact that it will have on the community’s health and well-being and that of the environment and wildlife. Pollution of all types: air, dust, odour, light, noise or in our river systems can and will impact the Parish even if the proposals are outside of the parish boundary. It is impossible to isolate and contain our rivers, our air or stop noise. The pollution policy states that “Development proposals, both within and beyond the parish boundary, that increase air, land, water, odour, noise or light pollution to a level which could detrimentally impact upon the health, quality of life, and residential amenity of existing and future residents will not be supported.” The source of potential pollutants justifies the inclusion of this statement within the KNP pollution policy.

In 2018, the Government published a new environmental report : ‘A Green Future, Our 25 year Plan to Improve the Environment’. It sets out a number of goals for the period:

1. Clean air. Meeting legally binding targets to reduce emissions of five damaging air pollutants. This should halve the effects of air pollution on health by 2030.
2. Ending the sale of new conventional petrol and diesel cars and vans by 2040.
3. Maintaining the continuous improvement in industrial emissions by building on existing good practice and the successful regulatory framework.
4. Clean and plentiful water.

5. Thriving plants and wildlife.
6. A reduced risk of harm from environmental hazards such as flooding and drought.
7. Using resources from nature more sustainably and efficiently.
8. Enhanced beauty, heritage and engagement with the natural environment.

The report goes on to further explain how it will manage pressures on the environment in order to achieve these goals:

1. Mitigating and adapting to climate change.
2. Minimising waste.
3. Managing exposure to chemicals.
4. Enhancing bio-security.

Where possible, Kelvedon Parish seeks to support these goals through the Pollution Policy, to identify and address the issues the report raises at a local level.

AIR QUALITY, DUST AND ODOUR

Our local roads are increasingly congested. Kelvedon is en-route for a large number of HGVs to the supermarkets and factories in Tiptree to the east and Coggeshall to the west and beyond, as well as those cars accessing the A12 north and south bound. Air pollution from car emissions is now a serious problem in this area, with Braintree being declared a hot spot for pollution after a study by Friends of the Earth. http://www.braintreeandwithamtimes.co.uk/news/15390903.Study_finds_town_is_a_neglected_air_pollution_hotspot/.

The A120 is to be re-routed to the south of Kelvedon (as the ECC preferred route 2020) and the A12 is to be expanded to increase road capacity. This will bring more air pollution to the area. Stansted Airport is now a very busy hub and air traffic is set to double in the future.

The Royal College of Physicians Report ‘Every breath we take: the lifelong



impact of air pollution' Feb 2016 and the National Audit office report on Air Quality of Nov 2017 details the negative impact of air pollution on human health.

<https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take/long-term-impact-air-pollution> <https://www.nao.org.uk/report/air-quality/>

Trees are now recognised as having a significant impact on cleaning the air we breathe. They are essential for our well-being en masse in forests and as single specimens in gardens and on the street. They remove CO² and pollutants from the atmosphere. The following study 'How trees clean the air in London' identifies a mixture of species, including evergreens, for all year-round removal of pollutants. www.sciencedaily.com/releases/2011/10/111005110800.htm www.ecology.com/2011/09/02/air-and-trees/

Braintree District is not an Air Quality Management Area. The district's immediate neighbours do qualify as AQMA's. The latest report (2018) does, however, indicate rising levels of air pollution. The KNP's policy on airborne pollution helps to safeguard the parish from the negative impacts of air pollution on the environment and the community for the life time of the plan.

ODOUR AND SMELL

Odour and smell can contribute to air pollution and be offensive. They can harm health and affect the use and enjoyment of the place where we live, work and play. Odour has been included in the plan, as it can become a statutory nuisance under the 1990 Environmental Protection Act.

DUST

'Dust', the fine particles resulting from farming, industrial and construction, has the potential to pollute the atmosphere. Impacts of dust in the atmosphere can impact upon people's health, particularly respiratory problems. Dust also affects the respiratory systems of wildlife.

Kelvedon Parish is set within agricultural land and our boundary borders with existing and proposed gravel extraction work. The generation of dust is therefore a concern for the Parish and is so included in this plan.

WATER QUALITY ABSTRACTION AND TEMPERATURE FLUCTUATION

The Coggeshall Neighbourhood Plan Subcommittee have liaised with the Environment Agency and have passed on their findings to KNP in the spirit of co-operation with regard to matters affecting the River Blackwater, that runs through both parishes. Coggeshall Neighbourhood Plan Sub-committee have also undertaken additional desktop research.

The Environment Agency 2007 report, Science Report Climate Change Impacts and Water Temperature states in paragraph: " 1.2.1 The ecological effects of changes in water temperature are outside the scope of this project, but should be considered briefly here. Thermal regime influences aquatic organisms in terms of growth rate, metabolism, reproduction and life history, distribution, behaviour and tolerance to parasites/diseases and pollution (Alabaster and Lloyd, 1980, Crisp 1996, Webb 1996, Caissie 2006). Most communities and species in freshwater ecosystems are cold-blooded and will therefore be sensitive to changes in the water temperature regime (Conlan et al. 2005).

The effects of temperature change on the distribution, abundance and diversity, growth and reproduction of freshwater fishes have been particularly well documented. Davidson and Hazlewood (2005) predict that future temperature increases are likely to have significant effects on the growth rate of freshwater fish, such as trout and salmon, in UK rivers. Similarly, Webb and Walsh (2004) have predicted that higher river temperatures as a result of climate change will be detrimental to the habitat of cold-water fish species such as Atlantic salmon, brown trout and grayling, although warm water species may benefit.

"Natural and anthropogenic modifications to the river heat budget can result in changes to the thermal regime. The more common types of modification (predominantly anthropogenic) are as follows: 1. Land use changes. 2. Forestry/removal of cover. 3. Flow and abstraction. 4. Flow regulation. 5. Heated effluents. 6. Climate change.

Conclusions: Moving average plots of water temperature data from the main



river in each region have revealed an upward temperature trend over the last 20 to 30 years. This trend is particularly apparent in the Anglian, Thames and South West Regions... . The plots confirm that river water temperatures have increased in recent years, and suggest that the warming trend is likely to be more noticeable in the south and east of the UK and in the lower reaches of a river.”

See studies below for expanded explanation https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290975/scho0707bnag-e-e.pdf

<http://www.waterencyclopedia.com/Re-St/Stream-Ecology-TemperatureImpacts-on.html>

COGGESHALL WATER RECYCLING CENTRE (WRC)

The EA advised the CNP (Jan 2018) that the Coggeshall Water Recycling Centre is at 98% of its capacity. The Coggeshall WRC takes the sewage waste from not only Coggeshall but from Kelvedon and Feering, as well. Large scale development such as that proposed in totality for all three villages would cause the sewage works to breach its permit. The discharge permit specifies both a set of quality limits for the discharge, and a maximum permitted volume (expressed in terms of megalitres per day). At 98%, Coggeshall is discharging volumes of water very close to its permitted limit. The permit would be breached and a too high nutrient load would enter and pollute the Blackwater, a protected river, flowing into Kelvedon Parish. This would contravene BDC draft Local Plan policy LPP 73 ‘Protecting and Enhancing Natural resources, Minimising Pollution and Safeguarding from Hazards.’ This states: ‘Development will not be permitted where, individually or cumulatively, there are likely to be unacceptable impacts arising from the development on surface and groundwater quality’. Furthermore, the EA advised that development should not be approved within the Parish until an upgrade plan for the Water Recycling Centre is in place and has been carried out. Anglia Water in its Water Recycling -Long Term Plan, published in September 2018, have identified that improvements to the Coggeshall Water Recycling Centre will not be undertaken under 2032.

<https://www.anglianwater.co.uk/siteassets/household/in-the-community/>

[water-recycling-long-term-plan.pdf](#)

WATER ABSTRACTION

The Environment Agency advised CNP (Jan 2018) through their Integrated Environmental Planning Team that the River Blackwater is officially categorised by the EA as ‘Overabstracted’. Flow rate through Coggeshall remains healthy, however any further consumptive licences, (“except in a few special circumstances”) would not be granted because it would cause detriment to the health of the bottom of the river below the abstraction and the estuary below it.“ The only circumstances in which we would grant another consumptive license was if they were only abstracting during very very high flows over winter, when there is enough water coming down the river that everyone’s needs (including existing licences and the environment) can be met and there is some spare. The Blackwater has this status of over-abstracted at the moment, without the entirety of everyone’s licences being abstracted. So of course, if everyone abstracted to their permitted maximum, it would make the situation worse. Granting further licences (apart from the specific circumstances mentioned above) would increase the risk that over abstraction would cause damage.”

The evidence above clarifies and justifies the KNP policies regarding pollution and the Parish’s waterways. It is important that we (the Parish) heed the warnings in regard to the health of our rivers and act upon them to protect and enhance their long-term health and that of the environment.

LIGHT POLLUTION

The Coggeshall Neighbourhood Plan sub-committee has liaised with the CPRE regarding light pollution in addition to carrying out desktop research. Furthermore, NPPF180 c) states that new development should ‘limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.’

Light pollution disrupts the daily cycle of light and dark and negatively impacts upon amphibians, birds, mammals, insect and plants. The following websites were consulted for more information. <http://www.darksky.org/light-pollution/wildlife/> <https://www.alive.com/health/the-negative-effects-of->



light-pollution/

The CPRE has mapped light pollution in England. Map 9 in Volume 1 is taken from their interactive map. The boundary of Kelvedon Parish has been plotted onto the map. The area primarily to the north and west of the main village settlement is relatively free from light pollution currently, falling into the bottom 3 categories according to the legend. The KNP has identified these areas (1 NanoWatt/cm²/sr) to form the basis of our evidence to justify and designate the areas to the north -west of the parish, which are the darkest areas, to be maintained within the lowest level of light pollution. (www.nightblight.cpre.org.uk)

In the listed action recommendations within 'Night Blight: Mapping England's light pollution and dark skies'- CPRE 2016 they state: "Local Authorities should develop policies to control light pollution in local plans which will ensure that existing dark skies are protected, and that new developments do not increase light pollution. Our maps can be used as evidence to inform decisions on local planning applications."

The KNP has taken this advice in the preparation of the policy and the associated figure.

NOISE POLLUTION

Noise pollution is mainly caused by industry and transport systems but increasingly from roads and individual transport. It has a negative impact on animal and human health. It can lead to stress, heart disease, hearing loss, loss of sleep and impact on the quality of life. It is therefore important that proposals which will increase background noise pollution within the parish are prevented or the noise is mitigated against. The NPPF para 180 states that:

"Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting

from noise from new development- and avoid noise giving rise to significant adverse impacts on health and the quality of life."



APPENDIX F - FLOOD PREVENTION

INTRODUCTION

This appendix supports NE 9 Policy and has included a desktop study of the following background information and documentation:

- CIRIA report C753 The SuDS Manual-v6. • Rainfall runoff management for developments:
- Report – SC030219. Environment Agency / Department for Environment Food & rural Affairs Oct 2013.
- LI: Management and maintenance of Sustainable Drainage Systems (SuDS) landscapes : Interim Technical Guidance Note 01/2014.
- LI: Achieving Sustainable Drainage- A review of delivery by Lead Local Flood Authorities. January 2019
- The Essex County Council SuDS Design Guide.
- <http://www.engineeringnaturesway.co.uk/resource/preventflooding-landscape-institute-lets-get-nibbling/> •
- A Green Future: Our 25 Year Plan to Improve the Environment: HM Government 2018. Chapter 1 Section: Reducing risks from flooding and coastal erosion. The government’s policies are:
 1. Using more natural flood management solutions where appropriate.
 2. Increasing the uptake of sustainable drainage systems, especially in new developments.
 3. Improving the resilience of properties at risk of flooding and the time it takes them to recover should flooding occur.
- 2019 NPPF: The NE9 policy seeks to fulfil at a local scale Section 14 of the NPPF: ‘Meeting the challenge of climate change, flooding and coastal change.’

PERMEABLE SURFACING AND INFILTRATION SYSTEMS

The policies set out in the BDC emerging Local Plan encourages the use of SuDS, including permeable surfacing and infiltration systems. The EA report ‘Rainfall runoff management for developments’ states in its executive summary under point 8.4:

“Flood flows. Runoff up to the 1% annual probability event should preferably be managed within the site at designated temporary storage locations unless it can be shown to have no material impact by leaving the site in terms of nuisance or damage, or increase river flows during periods of river flooding.”

Therefore, as much rainwater should be returned to the ground as possible. Furthermore, under point 12 it states

“Percentage runoff from developments: Calculation of the runoff volume from the developed site for preliminary assessment and design of drainage facilities will assume 100% runoff from paved areas and 0% runoff from pervious areas.”

Section H3 of the CIRIA report C753 The SuDS Manual-v6 describes the circumstances in which pervious paving or effective infiltration of surface water from impervious surfaces can be employed. To date there have been significant advances in these technologies and construction techniques, providing a greater variety of materials for numerous uses as well as forms of construction .

Given that technologies now enable paved areas to be pervious, it is reasonable to require that hard surfaces, both within public and private spaces within new development should, as much as possible, utilise these products. It is important that developments aim to return on site, as much of the calculated annual rainfall into the ground as possible to minimise exacerbating flood and drought events. Developers will be required to justify why impervious products have been chosen over pervious ones if similar exists. The necessity at a strategic level to encourage water back into the ground to recover ground water levels for drought events and reduce overland flow and or temporarily store water in high rain fall events is well



documented. This is also very important for Kelvedon Parish, which is in the driest county in England and yet has suffered a number of flood events over the years, the last significant one being in 2001. Climate change exacerbates these events.

This Policy reflects the consultations that were undertaken by Coggeshall Neighbourhood Plan group with the Environment Agency and reviewed by the EA in November 2018, plus comments provided by the Flood & Coastal Risk Management Advisor for Essex and which has been shared with its neighbours, including Kelvedon, in the spirit of co-operation.

