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Feering Parish Council Village Assessment & Design Guide Neighbourhood Plan 2020

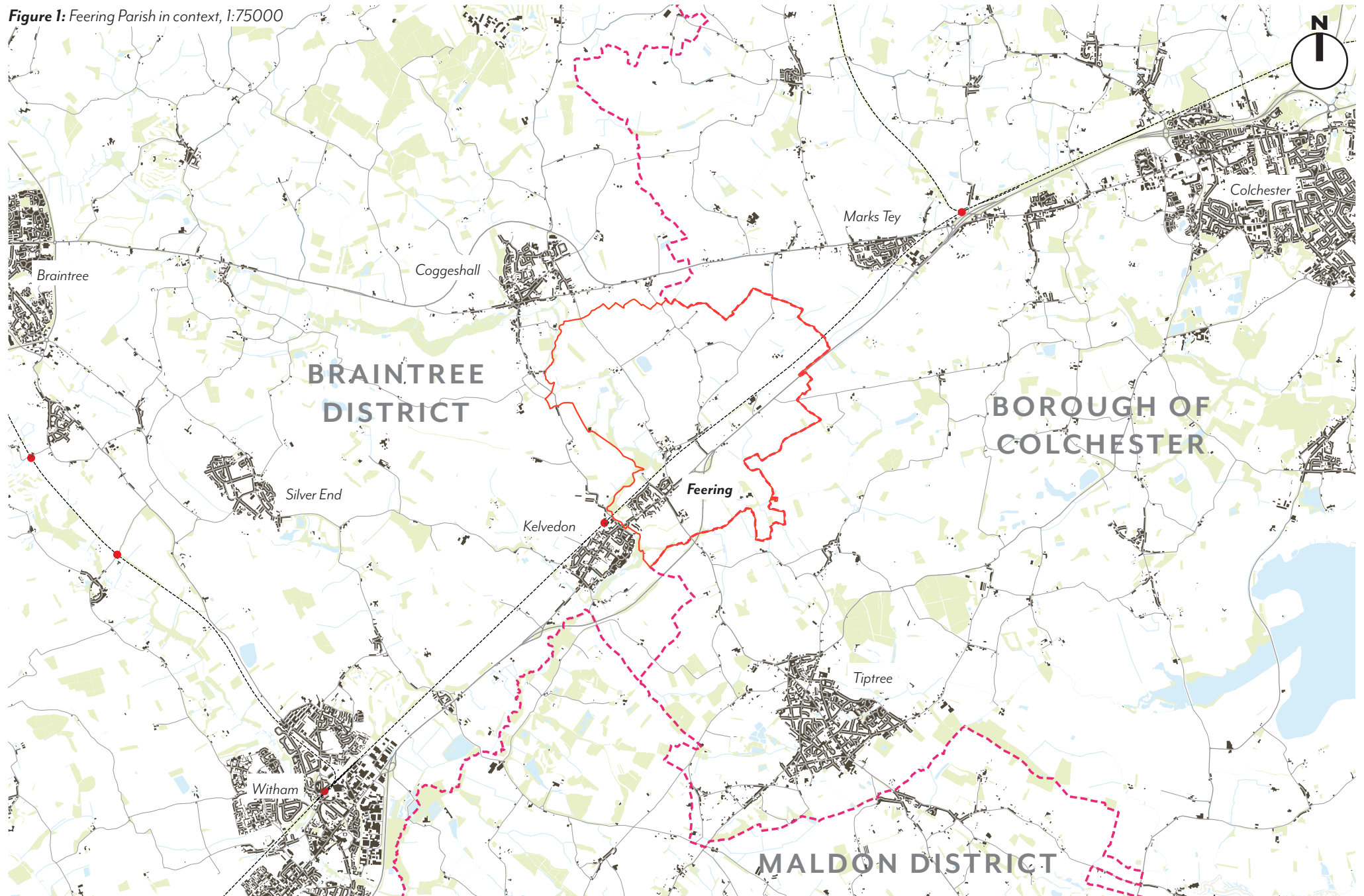
This report has been produced by AR Urbanism on behalf of Feering Parish Council, to support the production of the Feering Neighbourhood Plan.

All maps within the report have been oriented with North to the top of the page.

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Figure 1: Feering Parish in context, 1:75000



Introduction

This report provides a wide ranging analysis of the Feering Neighbourhood Plan area. This work aims to both support the Feering Neighbourhood Plan (FNP), as well as provide a design guide to ensure forthcoming development in the area aligns with the policies of the FNP through the promotion of high-quality, sustainable and responsive design.

The FNP is a community led document which expands on the Feering Parish Plan published in 2012 and provides local people with more say in what happens in their local environment. In March 2015, Feering Parish Council submitted a request to Braintree District Council (BDC) for the Parish to be designated as a Neighbourhood Area. Confirmation was later provided by BDC that the Parish of Feering had been designated as a Neighbourhood Area for the purposes of producing a Neighbourhood Plan. A subcommittee of the Parish Council was established to oversee the production of the Plan.

The Neighbourhood Plan Committee (NPC) has engaged with the local community and stakeholders to seek views and inputs into shaping the draft FNP. Drop-in sessions and public exhibitions were held in February 2016, February 2017 and February 2018. In April 2016, the Rural Community Council of Essex (RCCE) carried out a housing needs survey. In early 2017 the NPC carried out a survey of local businesses. In October 2017 a Parish wide survey of the community was undertaken, which included three public exhibitions held in the Community Centre.

In addition to public consultation, the NPC has also been producing evidence base documents to inform the production of the FNP related to the historical background of the Parish, key Parish statistics, an assessment of local character, mapping of local facilities and community assets, and documenting the local environmental context. AECOM have previously provided technical support to the FNP, on behalf of Locality, producing a series of masterplanning options for the Parish presented in

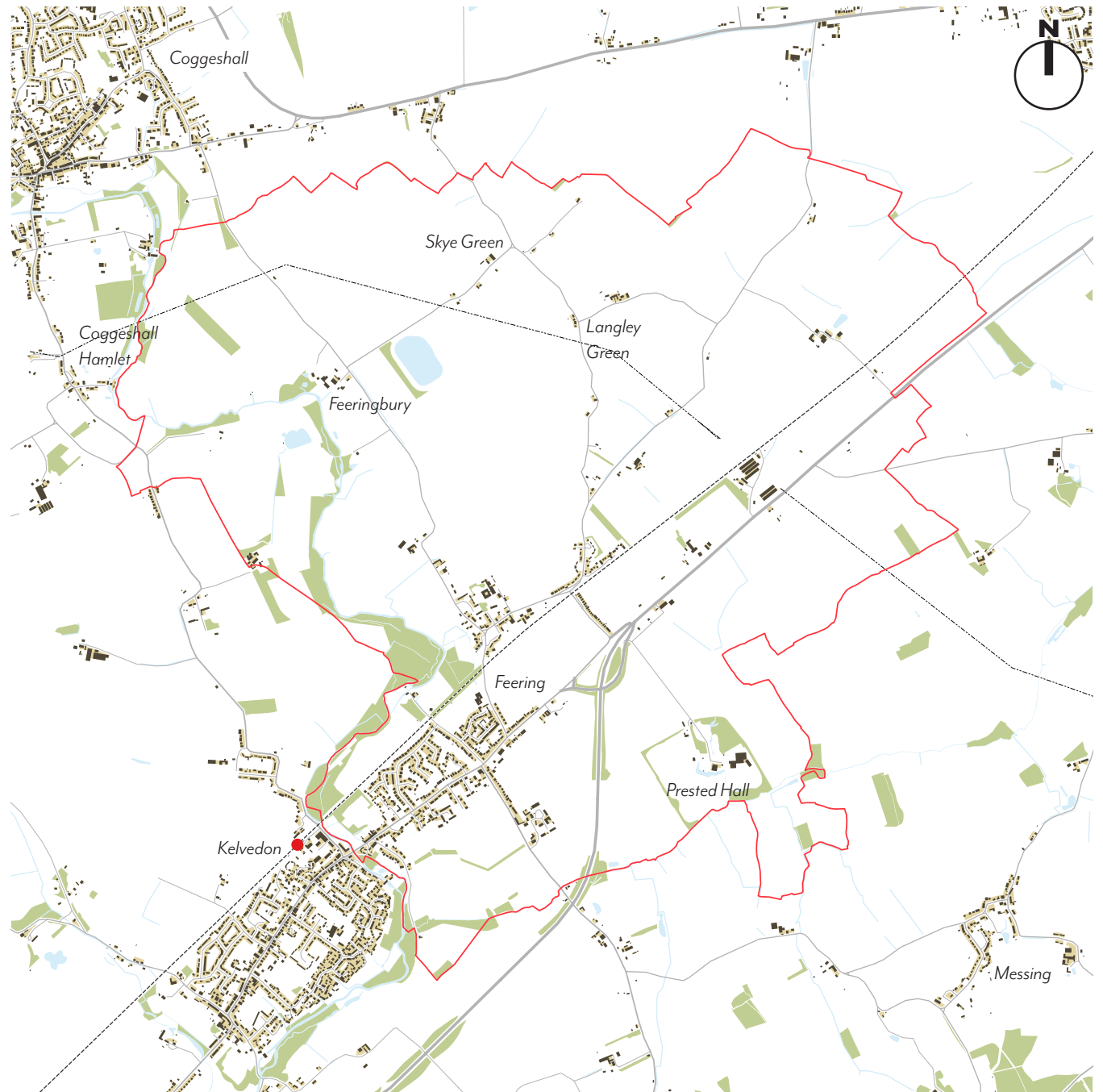
August 2017. DAC Planning was commissioned by the Parish Council in January 2019 to provide support in producing the Regulation 14 Draft FNP consultation document.

AR Urbanism have been commissioned by Locality on behalf of the Parish Council in April 2019 to develop a design code that would inform best-practice development in the Parish as part of the FNP. As an initial stage, the following parish analysis has been produced, which provides an assessment of the Parish's physical context. This includes a description of character and how Feering functions as a place. This baseline was used to develop the following series of design codes that align with the vision for Feering Parish, as outlined within the emerging FNP.

Key:-

-  Parish & Neighbourhood Plan Boundary
-  Local Authority Boundary

Figure 2: Feering Parish, 1:30000



Key:-

Parish & Neighbourhood Plan Boundary



Parish Context

The Parish of Feering is located in the District of Braintree, Essex. It shares its eastern border with the Borough of Colchester. The designated Neighbourhood Area for the purposes of producing the Neighbourhood Plan is consistent with the Parish boundary (see figure 2). The Parish has a population of over 2,000 residents and around 830 houses, predominantly located within the village of Feering.

The boundaries of the Parish follow a historical legacy and would have been defined by the limits of the former manor and its estate which itself would be informed by agricultural use and settlement in the area. The western boundary of the Parish is commensurate with the valley of the River Blackwater, which would form a natural divider between Parishes. The Parish Church of All Saints has its origins in the 12th or 13th century and would have formed the centre of life in the Parish.

Feering Parish consists of Feering village, and a number of small hamlets. The hamlets of Feeringbury, Skye Green and Langley Green are located in the north of the Parish, and consist of dispersed houses and agricultural buildings set back from the road on large plots. The northern area of the Parish is predominately agricultural and rural in character, accessible via mostly small single track country lanes. Prested Hall, to the south east of the Parish, contains a former manor house which has now been converted into a popular and well used sports and leisure complex with facilities for events.

The village of Feering is the largest settlement in the Parish, located in the south west of the Parish and adjacent to the larger village of Kelvedon (separated via the River Blackwater). Kelvedon hosts a railway station that provides access towards London (45 minutes) and Norwich (1 hour 24 minutes). Kelvedon also provides some shops and facilities as a dedicated local centre.

Feering has developed over many centuries as an agricultural centre and as a coaching station on the B1024 London Road, which historically was the main route between London and Colchester. These two distinctive economic activities have each contributed to the evolution of the village and its built environment and underpin the character of buildings throughout the village as a whole. The historic core of the village (known as Old Feering) is located off London Road and contains a number of listed buildings predominantly located around the Parish Church.

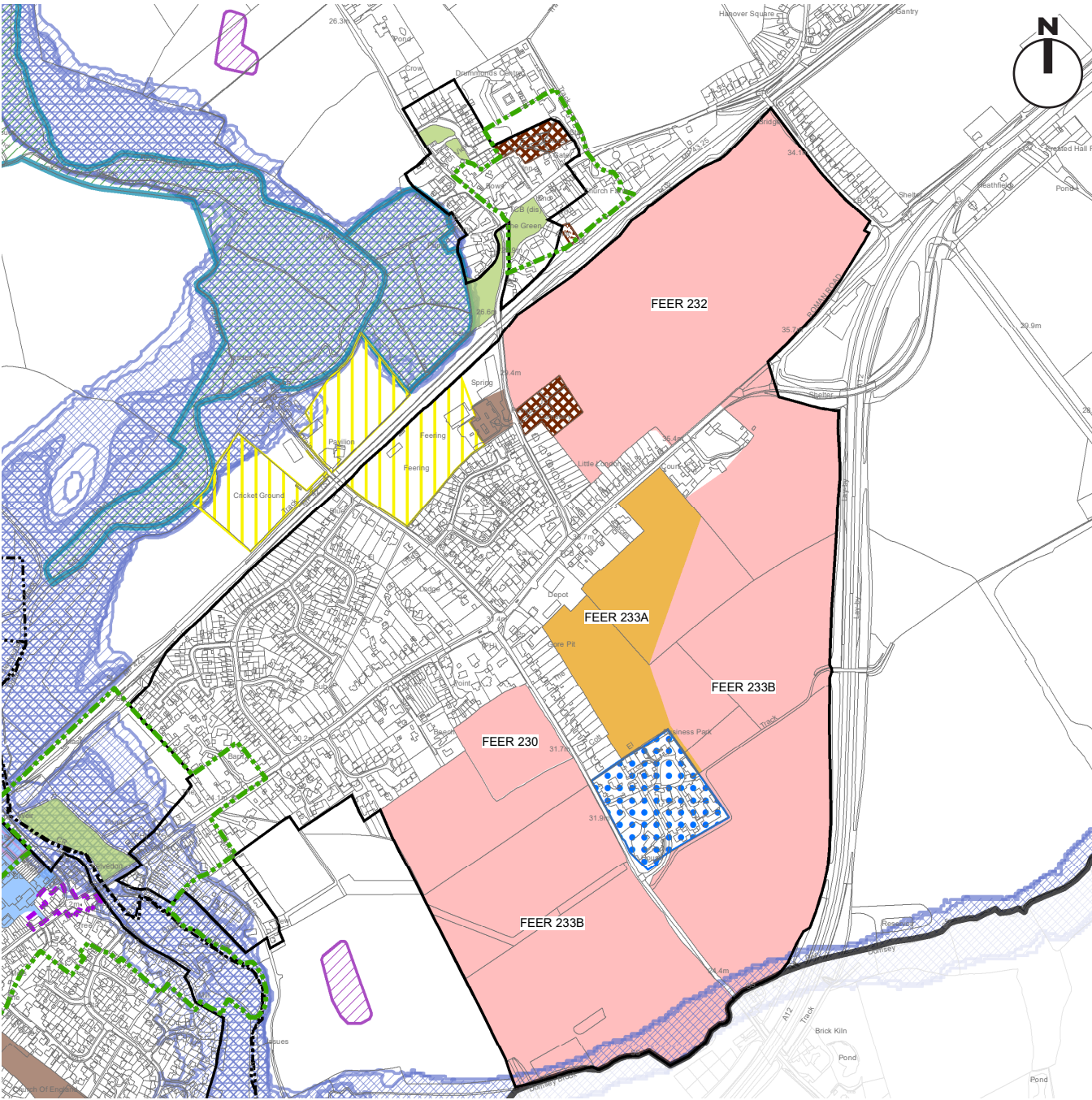
Movement through the Parish is dominated by the A12, which bypasses the village and Kelvedon to the South, and the Great Eastern Mainline, which provides services from London Liverpool Street and Stratford, onwards through Chelmsford, Colchester, Ipswich and Norwich. The existing A12 junctions to the north of Feering and the south of Kelvedon, provide only limited access, requiring traffic originating in Feering or Kelvedon to often travel across both villages to access the relevant direction of the A12.

Other nearby settlements besides Kelvedon include Coggeshall, to the north, which features an attractive historic village centre, with numerous shops and pubs set along the River Blackwater. Tiptree, to the south-east, is the nearest town and provides a more substantial retail offer including a large supermarket. The larger closest towns of Colchester (north-east), Braintree (west) and Witham (south-west) are accessible by both public transport, car and train (Colchester and Witham only) and provide further amenities.

Figure 3: Feering Proposals Map from the BDC Post-Submission Local Plan, NTS

Key:-

	District Boundary		Strategic Growth Location		Informal Recreation
	Inset Map		Residential Site 10 or more Dwellings		Allotments
	Development Boundary		Specialist Housing		Visually Important Space
	Conservation Area		Proposed Gypsy/Travellers Site		Structural Landscaping
	Road Proposal		Business Use		Cemetery/Churchyard
	Protected Lanes		Employment Policy Area		Local Greenspace
	2033 Cycleway		Comprehensive Development Area		Green Buffer
	Local Centre		Special Employment Area		Suitable Accessible Natural Greenspace
	District Centre		Vehicle Storage		Local Wildlife Site
	Town Centre		Transport Related Policy Area		Local Nature Reserve
	Primary Shopping Area		Regeneration Area		Site of Special Scientific Interest (SSSI)
	Primary Frontage		Education		Historic Parks and Gardens
	Secondary Frontage		Car Park		Scheduled monument
	Retail & Town Centre Uses		Community Uses		Flood Zone 2
	Retail Warehousing		Leisure and Entertainment		Flood Zone 3
	Factory Outlet Centre		Formal Recreation		Flood Zone 3B



Local Planning Context

New development in Feering Parish is currently guided by the policies contained within the adopted Braintree District Local Plan, together with other material considerations (including national planning policy). The Local Plan sets a framework for future growth in the area, identifying the level of need and locations for new housing, employment, and retail development. The Local Plan also includes specific policies which guide the design, scale, impact and location of new development and infrastructure, as well as policies related to protecting and enhancing heritage assets, the environment, town centres and rural areas.

Braintree District Council (BDC) currently has an adopted Local Plan Review published in 2005, and a Core Strategy published in 2011. These two documents form the Development Plan for the District. A new Local Plan (BDLP) is in progress. The production of the BDLP has included an Issues and Scoping consultation in 2015, and formal Regulation 18 consultation on the Draft BDLP in summer 2016.

The Publication Draft (Regulation 19) BDLP was published for consultation in summer 2017 and was submitted to the Secretary of State for independent examination in October 2017 with minor modifications made post consultation. When adopted, the BDLP will comprise the new Development Plan for the District including strategic policies, development management policies, and site allocations.

The BDLP includes Strategic Section 1, which is shared by all three North Essex local authority areas of Braintree, Colchester, and Tendring. Section 1 includes policies on strategic cross-boundary issues including infrastructure and housing numbers and included proposals for three new Garden Communities.

Examination of the joint Strategic Section 1 began in 2018. In May 2020 the Inspector found two of the proposed Garden Communities unsound - the Colchester/ Braintree Borders and the West of Rayne Garden Communities. Section 1 has been modified such that only one Garden Community now remains - the Colchester/ Tending borders Garden Community in the area of Essex University. The modified joint strategic Section 1 has been consulted on and is being examined. It is likely to be adopted in the first half of 2021.

The examination of Braintree District specific Section 2 of the publication draft Local Plan has been delayed by the extended time taken for the examination of the joint Strategic Section 1 of the Local Plans. Inspectors for the examination of specific Braintree District Section 2 of the Local Plan were appointed in August 2020. Hearings for the Section 2 draft BDLP are expected to take place during 2021.

The emerging BDLP seeks to allocate land within Feering Parish for the development of 750 new homes as a Strategic Growth Location for the District. The provision of 750 homes within the Parish will significantly exceed the extent of housing required to meet housing needs within the Parish over the plan period and is a strategic growth allocation that will contribute to meeting the overall needs of Braintree District. The allocation is formed across three sites outlined in figure 3.

Proposals Maps accompany the BDC Section 2 Submission Draft Local Plan. The maps show development boundaries and site allocations across the whole of the Braintree District. The site allocations were arrived at from BDC's "Calls from Sites" and BDC's Strategic Housing Land Availability Assessment (SHLAA) in 2016. The three Feering sites forming the "Strategic Growth Location - Land at Feering" are - FEER 230, FEER 232 & FEER 233.

- FEER 230: Land at Inworth Road.
- FEER 232: Land south of Feering, west of A12 - between Coggeshall Road and New Lane.
- FEER 233: Land south of Feering, west of A12 - land off London Road.

Civil Parish	Resident Population
Finchingfield	1,471
Little Baddow	1,586
Steeple Bumpstead	1,627
Rettendon	1,627
Cressing	1,649
Layer-de-la-Haye	1,767
Wickham Bishops	1,829
Great Yeldham	1,844
Dedham	1,907
East Donyland (Rowhedge)	1,930
Feering (Current Size)	2,035
Clare	2,028
Stock	2,100
Great Bentley	2,253
Rayne	2,299
Newport	2,352
Elsenham	2,446
Black Notley	2,478
Marks Tey	2,551
Tollesbury	2,621

Civil Parish	Resident Population
Mistley	2,685
East Bergholt	2,765
Thaxted	2,845
Great Totham	2,930
Blackmore	3,040
Felstead	3,051
West Bergholt	3,344
Takeley	3,367
Long Melford	3,518
Kelvedon	3,587
Boreham	3,597
Earls Colne	3,693
Feering (2033)	3,835
Mayland	3,855
Silver End	3,861
Sible Hedingham	3,994
Theydon Bois	4,062
Southminster	4,272
Hatfield Peverel	4,376
Coggeshall	4,727

Civil Parish	Resident Population
Ingatestone & Fryering	4,783
Danbury	5,087
Writtle	5,383
Kelvedon & Feering (combined)	5,622
Galleywood	5,738
Great Burstead & South Green	5,968
North Weald Basset	6,032
Ongar	6,521
Great Notley	6,496
Wivenhoe	7,367
Burnham-on-Crouch	7,671
Kelvedon & Feering (2033)	8,022
Brightlingsea	8,076
Heybridge	8,175
Rochford	8,471
Stanway	8,509
Tiptree	9,182

Table 1: Population comparisons (current and proposed) with surrounding Essex and Suffolk civil parishes

Proposed Growth in Feering

Population Forecasts

Population of Feering Parish (2011 census):

2,035 people

Population of Feering Parish (2033 prediction, at 750 new households and average household population at 2.4):

3,835 people

Current Population of Kelvedon and Feering parishes combined (2011 census):

5,622 people

Proposed population of Kelvedon and Feering parishes combined by 2033 (taking into account a total 750 new homes at Feering and 250 new homes at Kelvedon, at an average household population at 2.4):

8,022 people

*N.B. For reference, another **250 homes** developed later within the area would represent a further increase of around **600 persons**.*

Feering has been identified as a Strategic Growth Location for the District of Braintree in the emerging Braintree District Local Plan (BDLP). The current site allocations within the emerging BDLP propose a growth of 750 new homes by 2033, with the potential for an additional 250 homes beyond the plan period.

When compared to the current size of Feering, this development will substantially increase the population and size of the Parish, from around 2,035 people (as recorded in the 2011 census) to approximately 3,835 by 2033 (projecting the completion and occupation of 750 new homes only). This is an increase of around 188%.

Feering currently has a 'village' feel, due to its scale, integration with surrounding landscape, and retention of traditional village forms (such as rural housing types, and a well defined older centre comprising a Parish church and associated green). The substantial increase in population and built up area would affect the 'place' of Feering by fundamentally altering the scale of the settlement. However, this is not to guarantee that the character and amenity that Feering currently offers would be at threat. Numerous surrounding settlements, such as Coggeshall, Danbury and Long Melford, have successfully grown to substantial sizes comparable to small towns while retaining their 'village feel' through well considered development, protection of their key historic, landscape and community assets, and an ability to integrate new required services for the expanded population.

Feering would not benefit from the longer-time frame that many of these Parishes have had to grow in an incremental way. Therefore, it is important for the Neighbourhood Plan to take a proactive approach to growth which outlines a clear vision as to how the settlement should feel in the future, what assets

must be protected, what services should be provided to ensure sustainability, and how place-making can build on the existing character to create an attractive place to live.

By forecasting the potential population growth in Feering, it is possible to provide a comparison of Feering to other surrounding Essex and Suffolk parishes. This helps visualise what kind of scale Feering is likely to be in the future, as well as provide examples of how larger villages and small towns can build and retain existing character at different scales of population. As an initial assessment, three Parishes, whose populations would be comparable to Feering in 2033, have been selected for assessment in terms of: character, place-making, service provision, and how heritage, landscape and community assets have been protected and integrated.

Figure 4: Earls Colne, 1:10000



Key:-

- Parish Boundary
- Woodland
- Green Open Spaces
- Local/ Village Centre

St Andrews Church



High Street



Comparator Village: Earls Colne

Resident Population (2011):	3,693
Proposed Population of Feering (2033):	3,835

Earls Colne lies to the north of Feering, and is a historic village. It follows a traditional linear structure, with major uses and many historic buildings following a fairly consistent building line along the High Street. This helps create a sense of enclosure and activity, but retain a sense of scale through consistent building heights between 2 and 3 storeys, and the playful architectural variety created by a range of windows, doors and apertures.

The High Street provides a local centre for numerous key services, with the Parish Church providing a visual terminus to this key space. This street offers a range of services including shops, cafés, community centres and offices to create an important centre for the local community, not just in terms of employment and shopping needs, but also as a key social space in which to meet friends and neighbours.

Newer developments such as in Massingham Drive, have incorporated the retrofit and restoration of heritage elements, while delivering high-density residential development that creates well enclosed streets and a square, and helps to provide a coherent sense of form. These developments have adopted some aspects of the character of Earls Colne, featuring pitched roofs and use of brick.

Massingham Drive - new development



Earls Colne Green



Figure 5: Silver End, 1:10000



Key:-

- Parish Boundary
- Woodland
- Green Open Spaces
- Local/ Village Centre

Aerial view of Silver End, under construction



New development, acknowledging existing character



Comparator Village: Silver End

Resident Population (2011):	3,861
Proposed Population of Feering (2033):	3,835

Silver End lies to the west of Feering and is a unique planned community. The original village was conceived and constructed by Francis Crittall to hold his window manufacturing works, as well as housing and facilities for its workforce. The village is well known for its early modernist architecture.

Much of Silver End's character comes from its original planning, as a series of streets which define large green open spaces, with major uses forming a small local centre. These green spaces vary from landscaped parks to large open recreation grounds, and the residential streets feature substantial tree planting and foliage. The extensive presence of greenery helps maintain a 'village feel' despite its significant population.

The characteristic architecture of the village is protected by a designated conservation area. Newer developments have embraced the existing character of Silver End to create new residential typologies that adopt the form and street integration of the existing architecture, which helps to both build on and maintain the character of Silver End.

Silver Street



Built heritage in Silver End



Figure 6: Kelvedon, 1:10000



Key:-

- Parish Boundary
- Woodland
- Green Open Spaces
- Local/ Village Centre
- Railway Station

1-7 High Street



Junction of High Street and Maldon Road



St Mary the Virgin Church



The Lawn House, High Street



Comparator Village: Kelvedon

Resident Population (2011):	3,587
Proposed Population of Feering (2033):	3,835

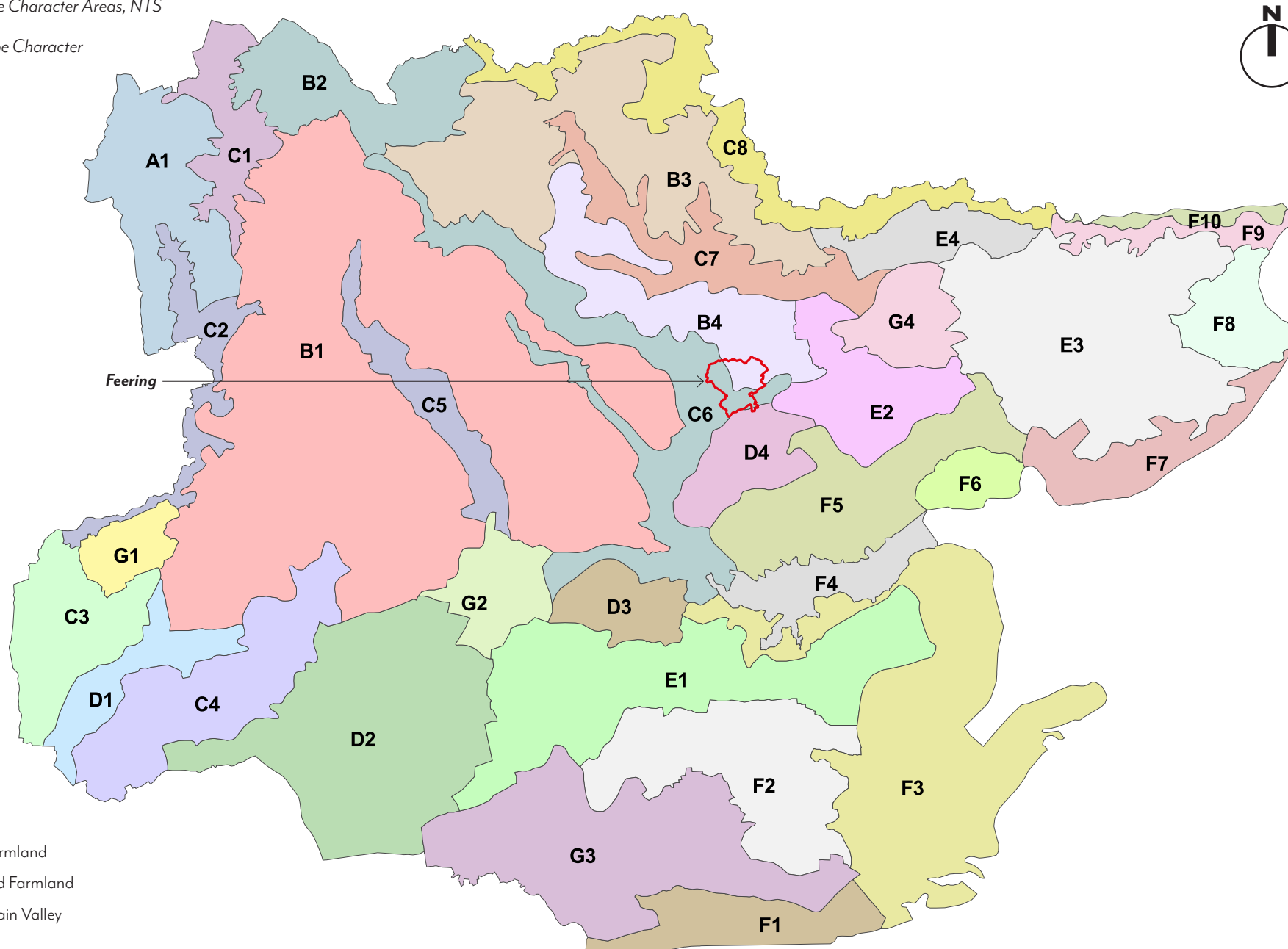
Kelvedon is the adjacent Parish to Feering, divided from each other by the River Blackwater. They share a major road however (London Road/ Feering Hill) which is the historic route between London and Colchester, since replaced by the A12 that bypasses both settlements.

Kelvedon is a historic town with a traditional linear structure, providing a High Street on which major uses and buildings are focused. Heritage buildings along this street tend to face the road directly and follow a continuous back of pavement building line, helping to create a sense of enclosure as well as the built form characteristic of larger English villages.

Like Feering, Kelvedon has located much of its green open space along the River Blackwater, enhancing its roles as a landscaped corridor. Newer development in Kelvedon tends to be located off the main street, in a series of smaller infill sites which differ in quality and character.

Figure 7: Essex Landscape Character Areas, NTS

Data from Essex Landscape Character Assessment, 2003



Key:-

- B1** Central Essex Farmland
- B4** Gosfield Wooded Farmland
- C6** Blackwater & Brain Valley
- D4** Tiptree Ridge
- E2** South Colchester Farmland

Analysis

Landscape

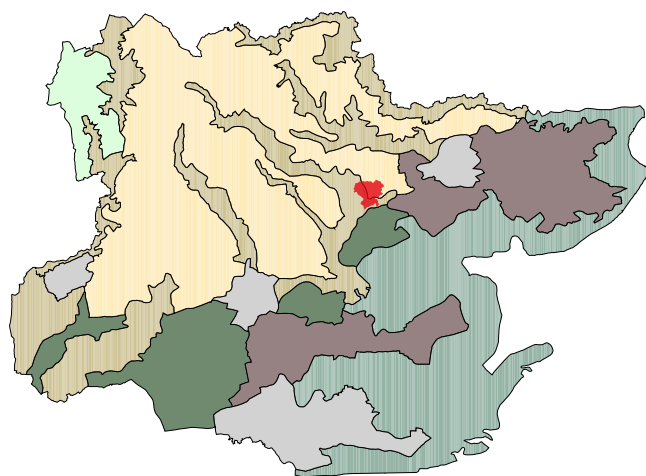


Figure 8: Essex Landscape Character Types, NTS

Key:-

- Parish Boundary
- Chalk Uplands
- Coastal Landscapes
- Glacial Till Plateau
- London Clay Landscapes
- River Valley Landscapes
- Urban Landscapes
- Wooded Hills/Ridges

The 2003 Essex Landscape Character Assessment provides a strategic understanding of the character and sensitivity of landscapes throughout the county. The 2006 Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment provides further detail on the landscape character within Braintree. These two documents provide the following detail on the landscape character of Feering and its adjacencies. These have also been supplemented by a 2015 Landscape Capacity Study that explores the potential for identified landscape parcels to accommodate new development.

Feering sits within the landscape of Essex, a county of low hills and undulating valleys, with extensive areas of low flat land near the coast. The altitude rises very gently from the coast towards the north-west, interrupted by a series of low hills and ridges. The county has a large number of rivers, largely as a consequence of the proportion of clay soils. They are an important component of the county's topography, character and identity. The River Blackwater flows around Feering and is a river corridor of landscape, nature conservation and heritage value, as well as providing public access opportunities and the focus of other recreational activities. Feering sits at the intersection of several identified landscape character types, which include:

River Valley Landscapes - a significant component of the county's topography, character and identity. The valleys to the north are steeper and more deeply cut, becoming shallower as the rivers flow either south into the Thames or east into the North Sea. Organic field shapes are common as they are defined by the valley topography. The high ground of the plateau allows 'tunnelled' views through deciduous woodland to the valley bottom, and the river courses are often marked by their associated vegetation.

Glacial Till Plateau - dominates the north and west of the county and is part of the extensive claylands that stretch from north Essex into south Suffolk and beyond. It is heavily dissected by the River Valley landscapes that cut into boulder clay. Predominantly arable, with some wooded areas and an irregular field pattern.

Wooded Hills/Ridges - are a distinctive landscape type, their relief and strongly wooded character are a marked contrast to surrounding areas of more open arable farming and river valleys.

Feering straddles two identified landscape character areas: Gosfield Wooded Farmland and the Blackwater & Brain Valley. These have been further subdivided within the 2006 Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment into sub-areas. These include: the Langley Green Farmland Plateau, the Blackwater River Valley, which includes a further sub-division of the Blackwater River Valley Floor.

Blackwater River Valley (& Valley Floor) - The valley floor is notably wooded south of Coggeshall and around Feering. Throughout the valley the hedgerows delineating field boundaries are in mixed condition with some well trimmed hedges and others that are more scrubby and fragmented with scattered hedgerow trees. On the valley slopes surrounding the river there are small villages and isolated farmsteads that are occasionally moated. The villages tend to be linear along roads. All the settlements are well screened by deciduous trees. Interest is added to the landscape through the presence of a number of halls and large dwellings made from brick with a timber frame. The river valley has a strong sense of character and place with tranquil areas located

Landscape looking east to Inworth Road



Landscape around Prested Hall



River Blackwater



Landscape looking south-east towards the former Crab & Winkle Line



along the narrow rural lanes away from key settlements and busy roads. Sensitive key characteristics and landscape elements within this character area include distinctive linear poplar and willow plantations along the river banks, which are sensitive to changes in land management. The skyline of the valley slopes is visually sensitive, 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, Feering and Coggelshall) and a dispersed settlement pattern, comprising isolated manors, church/hall complexes, farms and moated sites. There are also several important wildlife habitats within the area which are sensitive to changes in land management.

Langley Green Farmland Plateau - Flat to gently sloping agricultural land to the east of the River Blackwater valley centred on the small village of Langley Green. The flat arable landscape is dominated by medium to large fields bound by low hedgerows with trees overlying a boulder clay plateau. Most of the field boundaries are also delineated by deep wide ditches. This has created a relatively open landscape with views only constrained by the hedges with hedgerow trees. There are a series of pylons in the area that break the skyline. The roads are generally at a lower level than the surrounding fields and are surrounded by banks and ditches. There are a mixture of buildings within the area in the villages and dispersed across the landscape as farmsteads. The houses tend to be modern with earlier colour wash and brick frontages. There are also a range of large agricultural barns and outbuildings associated with the isolated farmsteads. Away from the A120, A12 and the railway line there is a very tranquil sense of place. Sensitive key characteristics and landscape elements within this character area include low hedgerows with trees and deep, wide ditches at field boundaries (which are sensitive to changes in land management). The open nature of the skyline of several areas

of plateau is visually sensitive, with new development potentially visible within expansive views across the plateau. There is a sense of historic integrity, resulting from a dispersed historic settlement pattern and a strong sense of tranquillity away from the main road and railway corridors (which is sensitive to change or new development). Overall, this character area has low to moderate sensitivity to change.

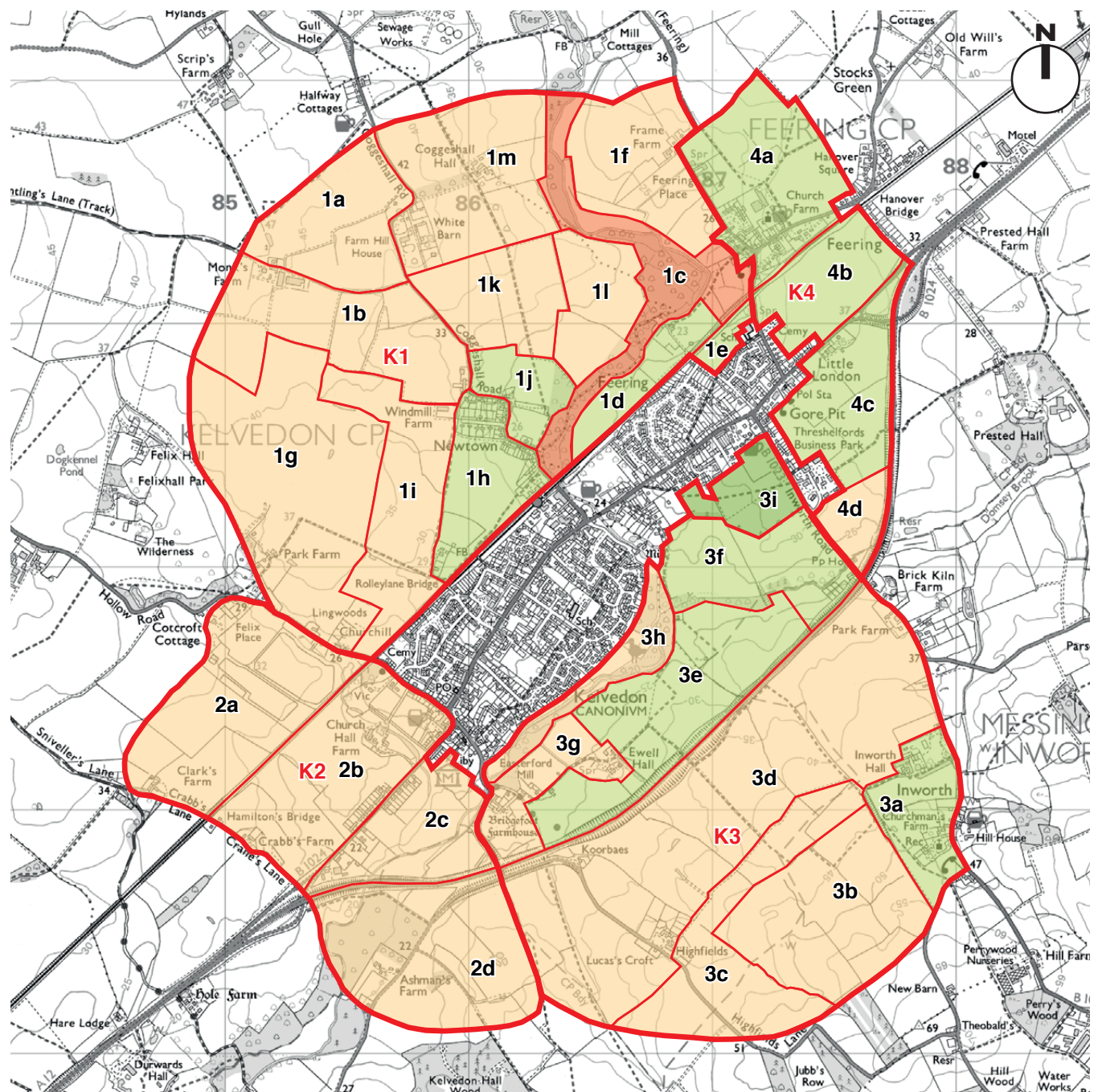
The 2015 Landscape Capacity Analysis further subdivides the landscape around Kelvedon and Feering, in line with the designation of strategic development sites within the emerging BDLP. The land around the two settlements has been divided into 4 key landscape setting areas, with 3 of them intersecting the Parish. These are further subdivided to create parcels for capacity testing to following of which align with the current designation of Strategic Growth Locations:

Parcel 3f - this Parcel is located on the south-west facing lower valley slopes of the River Blackwater and Domsey Brook. The well vegetated water courses and dense tree belts to the north of the Parcel provide strong visual enclosure. The Parcel is open to view from the public footpath to the west but is generally well screened from surrounding residential properties on the Kelvedon settlement fringe. Development within the Parcel would form only moderate associations with the existing urban fabric but the vital enclosure of the Parcel, strong landscape framework and opportunity to improve the settlement fringe presents good scope to provide effective mitigation to development proposals. Proposed mitigation measures include: the concentration of the development to the eastern side of the Parcel so as not to disturb the scheduled monument and provide a buffer between any built development and the public footpath to the west, public footpaths to be retained and enhanced preserving to the wider landscape, retention and enhancement of the existing landscape framework of mature trees, riparian vegetation and planted tree belts, and

Figure 9: Kelvedon and Feering Landscape Capacity Study (2015), 1:25000

Key:-

- Landscape Parcels
- Low Landscape Capacity
- Medium-Low Landscape Capacity
- Medium Landscape Capacity
- Medium-High Landscape Capacity
- High Landscape Capacity



ensuring that development would be an appropriate scale to the rural setting of the Parcel and reflect characteristics of Feering.

Parcel 3i - this Parcel is located to the south of Feering and framed on three sides by housing on the settlement fringe. The landforms gently slopes south-west towards the meeting point of the River Blackwater and Domsey Brook. Dense tree belts on the southern boundary provide visual containment from the river valley landscape to the south. Variable vegetation along rear garden boundaries provide some open views into the Parcel from the adjacent housing. Threshelfords Business Park is relatively prominent through breaks in vegetation to the east. However, the Parcel has close visual and physical associations with the urban fabric and the existing landscape framework provides good scope to mitigate proposed development. Proposed mitigation measures include: provision of additional planting along the B1023 to contain development from the road, more consistent boundary treatment along the existing settlement edge, and ensuring that development is at an appropriate scale and form in relation to existing development within Feering. The landscape framework provided by a mix of historic and more recent field enclosure patterns should be preserved to maintain the time-depth element of the landscape's character, to utilise the screening benefits in the wider landscape and to reduce the massing of development. The public footpath route through the Parcel should be retained and enhanced, preserving connections to the wider landscape to the south and east.

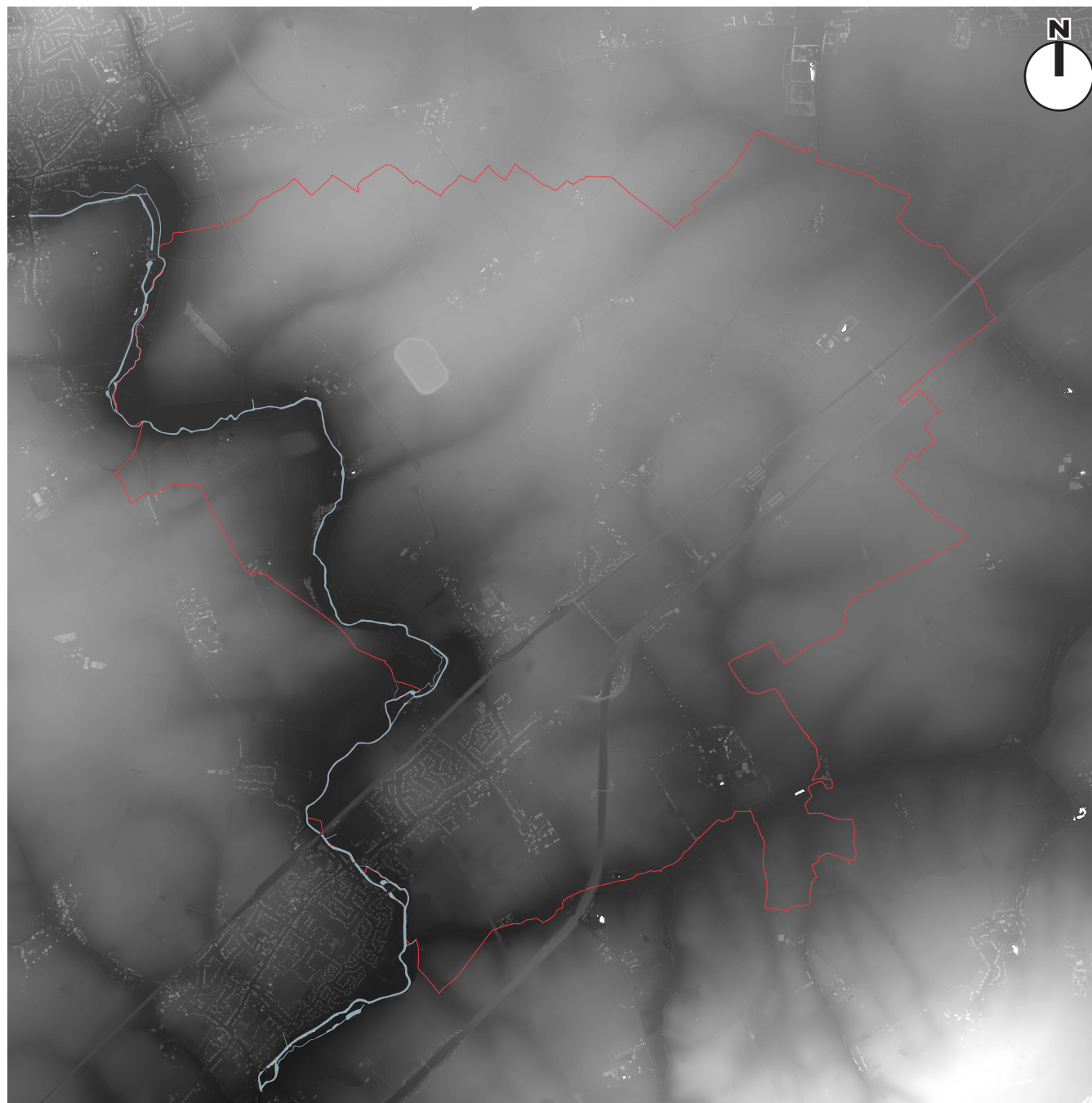
Parcel 4b & 4c - Occupying predominantly flat land abutting the eastern fringe of Feering, the Parcels are dissected by the B1024 and contained by the railway line and A12. Parcel 4b comprises a single arable field that extends north-east towards the row of housing referred to as Hanover Bridge, facing the Parcel on from New Lane. The northern boundary is partly enclosed by vegetation along the railway line. Parcel 4c to the south comprises smaller

scale arable fields divided by a fragmented hedgerow structure. Both parcels are locally intruded by the railway line, Threshelfords Business Park, the A12 and the A12/B1024 junction. The visual containment of the Parcels in the wider landscape and the close associations with adjoining urban fabric present relatively good opportunities to mitigate development in these locations. Mitigation methods identified include improving the framework of tree and shrub planting, creating stronger buffers to the A12 and the railway. Additional planting would also be required to maintain the well vegetated settlement edge when viewed from outside the Parcel. These is the opportunity to reinforce the character of the settlement with development that reflects local characteristics incorporated into the newly created settlement fringe. The public footpath to the southern boundary should be protected with the opportunity to create green links to the wider landscape.

Parcel 4d - Parcel 4d to the east of Feering slopes south towards Domsey Brook. The capacity of the landscape to accommodate development is reduced in this area by the poor vegetation structure and openness to views from the surrounding roads and the public footpath to the northern boundary.

Figure 10: Topography, 1:30000

Data from Environment Agency LIDAR Composite 2017 - 25cm, available via Open Government License



Key:-

 Parish & Neighbourhood Plan Boundary

 Lower Ground

 Higher Ground

 River Blackwater

View of the Church tower from the cricket pitch*View of Old Feering across open fields from London Road*

Topography & Views

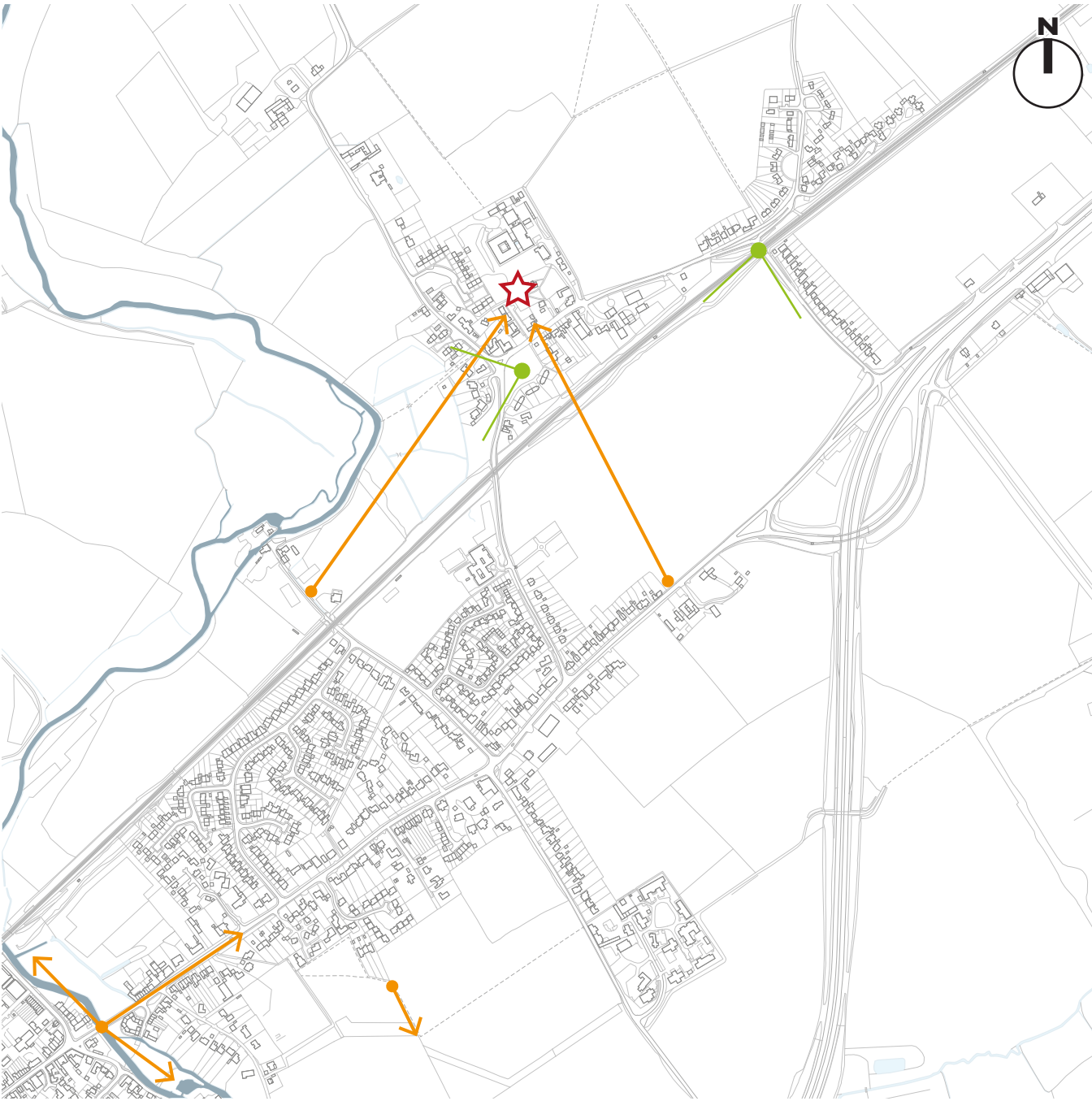
The majority of Feering sits on higher ground, surrounded on its western and southern border by river valleys. The River Blackwater to the west, is a substantial meandering feature which has carved a significant flood plain around the northern and western edge of the Feering settlement before moving south along the southern edge of Kelvedon. Domsey Brook meets the River Blackwater just to the south of Feering, and delineates the southern border of the parish. It provides a further river valley, but of a smaller scale than that of the Blackwater.

The A12 and railway line are two artificial features which also contribute to the topography of the Parish. The A12 spans over the River Blackwater, before cutting into the hill on which Feering Sits, with the junction 24 south-bound exit rising above the road and providing views of the surrounding landscape by car. The cutting of the A12 does help limit its visibility from the village itself, notably from the New Lane road bridge, which spans across the railway line and provides a panoramic moment over the south of the Parish.

The Railway line spans across the River Blackwater through a brick viaduct which has aged well and provides a key component in the character of the Lady Meadow and area around the south-western end of Feering. However, the railway embankment provides a significant barrier and hard edge along the northern boundary of the village, cutting it off from a more integrated relationship with the River Blackwater. Several cuttings allow access across the embankment, at Rye Mill Lane and Coggeshall Road, but these tend to be of poor pedestrian quality with constrained footpaths and poor lighting. Along Old Feering, the railway is cut into the ground before rising to ground level just north of Hanover Square.

Figure 11: Topography and Views, 1:10000

- Key:-
- Framed Views
 - Panoramic Views
 - ☆ Landmark (Parish Church)



Feering Church, by John Constable (c.1814)

The Parish Church is positioned prominently along the eastern ridge of the River Blackwater valley, and enables a series of views, both from and towards this landmark, that is a fundamental aspect of the character of Old Feering. The views towards the church from the Cricket Pitch are particularly noticeable, and well framed by mature landscaping and surrounding buildings. There is also a key view of the Church Tower from an existing break in the hedgerows along London Road. The Green, adjacent to the Church, also benefits from a panoramic view over the residential buildings to the west towards the river valley.

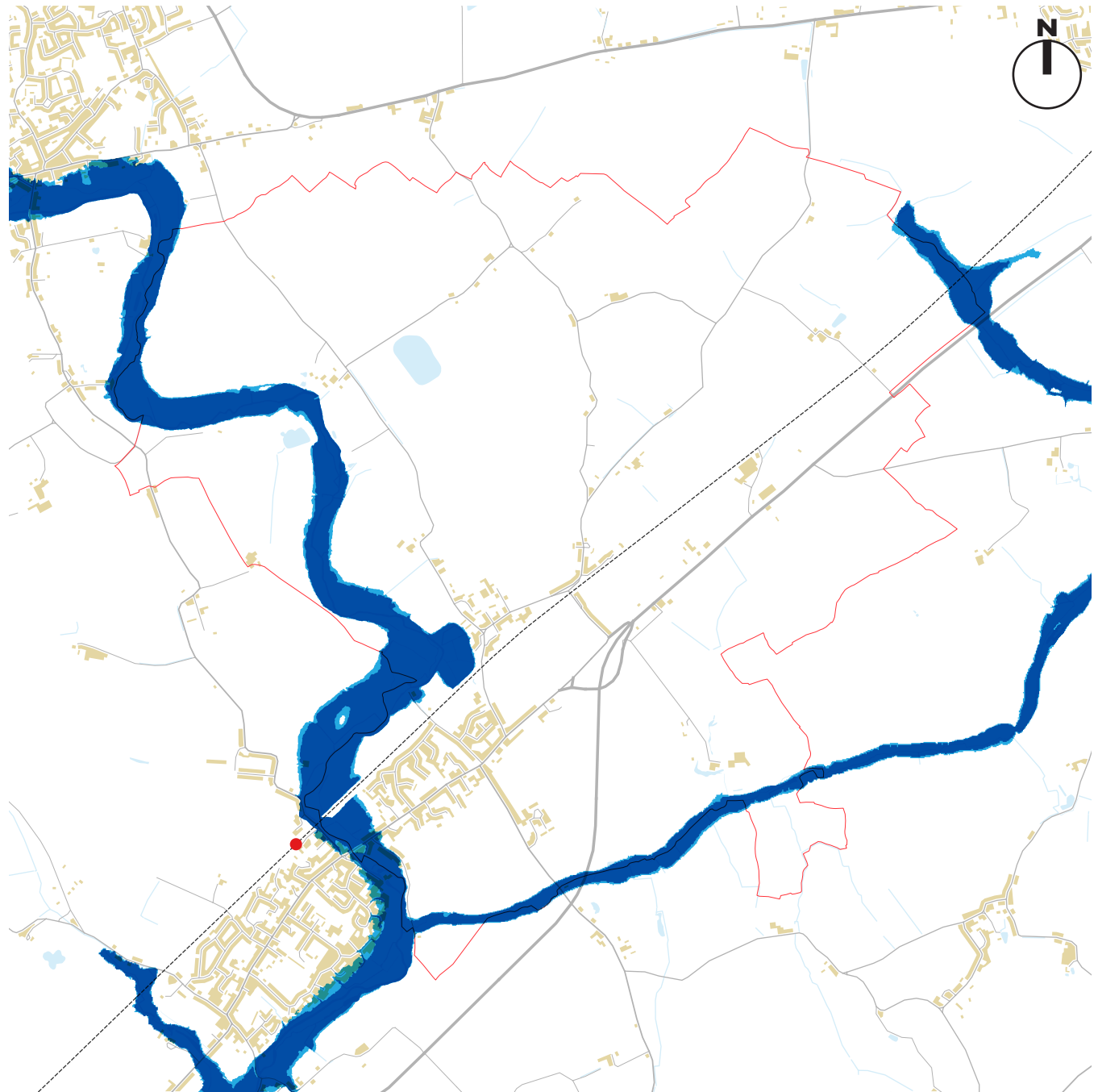
Other views that are deemed to be characteristic of Feering include: views down the former Crab and Winkle Line towards the Domsey Brook, views up and down the River Blackwater from the Feering Hill Bridge (including views across Lady Meadow to the railway Viaduct), and the view up Feering Hill from the Bridge over the River Blackwater.

Several views of Feering have been immortalised by John Constable in a several sketches taken around the village, as he was a frequent visitor to the local Reverend. The sketches capture the sloping topography of the village as well as the prominence of the church tower as a key landscape landmark.

View of Church tower from the Green*View of Church tower from rear of graveyard*

Figure 12: Flooding, 1:30000

Data from Environment Agency Flood Map for Planning -
Zones 2 & 3, available via Open Government License



Key:-

- Parish Boundary
- Flood Zone 2
- Flood Zone 3



Flooding & Drainage

The Meadows adjacent to the River Blackwater are within the flood plain. In October 2001, thirty-four properties were severely affected by flooding. The Environment Agency are currently progressing proposals for a flood alleviation scheme in partnership with Blackwater Aggregates. A low impact and passive scheme has been developed that combines the construction of an “on-line” embankment across the River Blackwater and an “off-line” flood storage area next to the river. Together they would provide protection against a 1 in 100 year flood event by storing at least 3million m³ of water.

Once the design stage is complete a planning application and environmental impact assessment will be submitted to Essex County Council Minerals & Planning Team.

Figure 13: Proposed Flood Alleviation Scheme, NTS

Data from ‘Environment Agency, Coggeshall, Feering and Kelvedon Flood Alleviation Scheme, Detailed information about the proposed scheme’ p8)

Key:-

- Dam Location
- Flow monitoring upstream
- Modelled ‘1 in 100 year Flood Event’ post-scheme

Figure 14: Natural Environment, 1:30000

Data from Natural England Priority Habitat Inventory (England), available via Open Government License



Key:-

- Parish Boundary
- Marsh
- Rough Grassland
- Non-coniferous trees
- Mixed Woodland
- Coniferous Trees
- Coppice or Osiers
- Orchard

Fields around Feering



Pond near Skye Green



Boardwalk along River Blackwater



Lady Meadow



Natural Environment

The Parish of Feering, from Feering Hill to the north and west, is flat lime rich arable land, generally classified as grade 2 agricultural land, which is used for the growth of cereals and related crops. There is a predominance of elm hedgerows to the west of the Parish, many in poor condition and in need of suitable management and regeneration. These were historically common in north Essex and there are some veteran elms on Elm Lane and around the hamlets of Domsey and Feeringbury which survived Dutch Elm disease. Trees predominantly found in the Parish include field maple, oak, ash and elm.

There is very little woodland within the arable areas, although there are some shelter belts that have been recently planted which provide landscape benefits. Further shelter belts are located bordering lanes at Langley Green, Lordship Lane and Mill Lane. There are a number of ancient trees within the Parish countryside, mainly consisting of oak trees. Riverside areas bordering the River Blackwater also have a semi woodland character, with numerous Willows planted commercially used for the growing of wood for cricket bats. Feering Hill was previously lined with trees and there were many orchard areas which have now been developed for housing. There are however a number of veteran trees remaining which add to the attractiveness of the village landscape.

Agricultural fields are predominantly large, but in some areas, remnants of a smaller field pattern exist. The area is characterised by small lanes and high hedges, however there are also areas of the Parish with low and open hedgerows. The River Blackwater runs along the western edge of the Parish and provides a floodplain area that is a valuable recreational area for walkers, and also an important habitat area for wildlife such as otters, kingfishers, herons, deer, water voles and many other small animals.

Figure 15: Detailed Natural Environment, 1:10000

Data from Natural England Priority Habitat Inventory (England), available via Open Government License

Key:-

- Marsh
- Marsh & Non-coniferous Trees
- Rough Grassland & Scrub
- Non-coniferous Trees with Scrub
- Non-coniferous Trees
- Coniferous & Non-coniferous Trees
- Coniferous Trees
- Coppice or Osiers
- Agricultural Fields
- Local Wildlife Space





The local lime rich soils support a number of unusual wildflowers and plants which grow on the roadside verges and can be seen in the spring and summer time, including *Carduus Tenuiflorus* (Slender Flower Thistle). Roadside verges support cowslips, clustered bellflowers and bee orchids along with more common roadside herbs such as vetch and cow parsley. Dogwood and viburnum can often be seen within hedgerows in the Parish.

Small lanes, bridleways, footpaths, and corner field plantings in the Parish provide good habitats for local wildlife, including muntjac and roe deer, buzzards, songbirds, rabbits, stoats, hazel dormice, and foxes. There are a number of ponds and farm reservoirs which provide a valuable habitat for wildlife such as frogs, newts, eels and elvers.

There are two Local Wildlife Sites in the Parish (identified on the Proposals Map), Feering Marsh (Bra234) located between the River Blackwater and the main London Railway Line, and Coggeshall Hall Farm (Bra225) which follows the River Blackwater valley across 30.3 hectares of open cricket bat willow plantations, flower rich grasslands and hedgerows. Bra225 is a key foraging area for the nationally rare bumblebee *Bombus Ruderatus*, while also providing a foraging habitat for other scarce invertebrates including bee species *Sphecodes Niger* and *Losioglossum Pauxillum*.

Figure 16: Satellite image of Feering showing location of hedgerows within strategic development sites, NTS

Figure 17: Satellite image of Feering showing location of hedgerows around potential location of West Tey Garden Community, NTS

Data from Google Earth



Key:-

 Parish Boundary

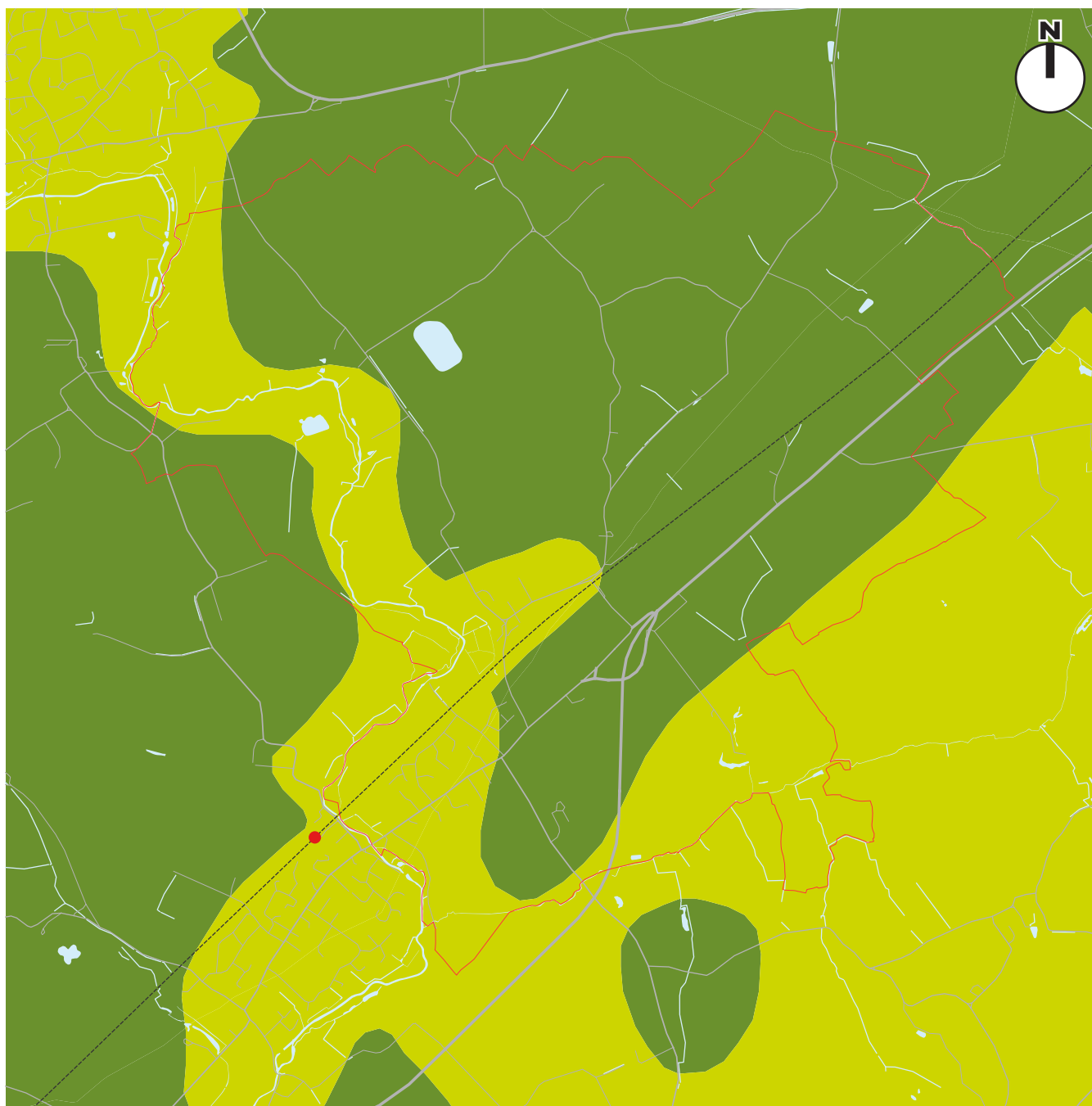


Figure 18: Agricultural Land Classifications, 1:30000

Data from Environment Agency Provisional Agricultural Land Classification Grade, available via Open Government License

Key:-

- Parish Boundary
- Grade 2
- Grade 3

Figure 19: Agricultural Land Coverage, 1:60000

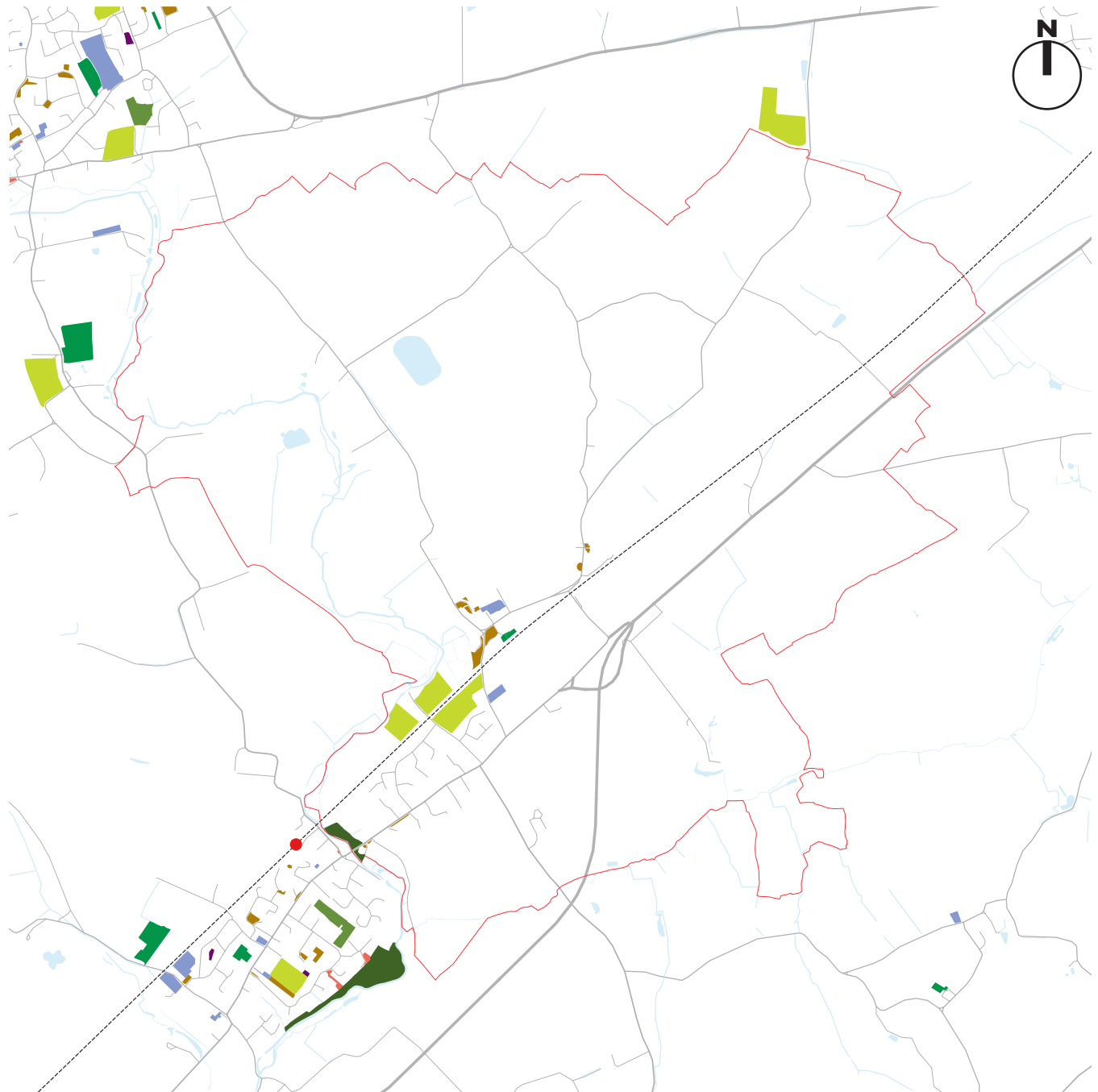


Figure 20: Green Open Spaces, 1:30000

Data from Ordnance Survey Open Greenspaces Data, available via Public Sector Geospatial Agreement

Key:-

- Parish Boundary
- Natural/Semi-Natural Green Spaces
- Sports & Recreation Grounds
- School Playing Fields
- Amenity Green Spaces
- Allotments
- Religious & Burial Grounds
- Parks & Gardens
- Play Spaces



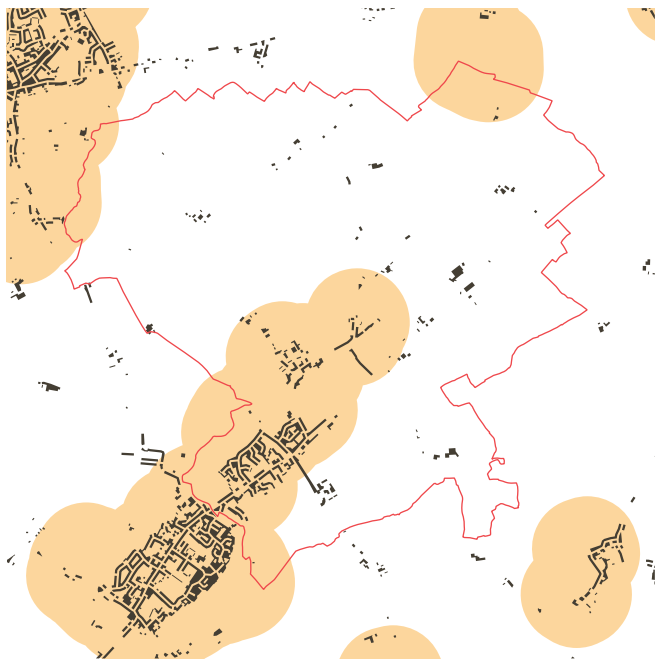


Figure 21: Green Open Spaces Deficiency, showing all areas within a 5 minute walk from a designated open space (400m), 1:60000

Open Spaces

As a rural settlement, Feering has an abundance of green open spaces scattered around its primary settlement. These can be broken down into a variety of different types that reflect different uses and characteristics.

Lady Meadow, and the green space around Packhorse Bridge have a natural or semi-natural character with intense vegetation reflecting of their location as banks on the River Blackwater. Lady Meadow is privately owned with no public access but is identified in the emerging Local Plan policy map as a visually important space.

Within the centre of the village lies a series of sports and recreation grounds. These are owned and managed by the Parish Council. To the north of the railway, and on either side of Rye Mill Lane, are the pitches of the Kelvedon and Feering Cricket Club. The eastern pitch also contains a club house, including a bar, that doubles as a well-used event space. The character of this cricket pitch is enhanced with long views towards the tower of the Parish Church to the east. The riverwalk, a decked public right of way, runs along the northern edge of the cricket pitch to provide access to Old Feering. To the south of the railway, the large open green space to the west of the primary school and community centre provides space for a football pitch, running track, playground and skatepark. This is the primary public open space of Feering and is well used by the local community, both on an everyday basis and for key events such as the May Fair. All three sports and recreation spaces are identified as formal recreation spaces in the emerging Local Plan policy maps.

There are two religious and/or burial grounds within Feering, including the church yard surrounding the Parish Church, which features mature landscaping and historical gravestones. Another cemetery is offered directly opposite the community centre, and features attractive landscaping. These cemeteries are

approaching capacity, and there is an intention to expand the cemetery on Coggeshall Road to better serve the community.

There are numerous amenity green open spaces also dotted around Feering. This includes The Green, which although owned by Greenfields Housing Association is a registered village green (designated on the 1st August 1972) which allows it to be used for recreation. The adjacent amenity space to the west is owned by the Parish and features a range of mature trees and some seating. Further amenity spaces around Glebe Gardens and Hanover Square are in a range of ownership but are generally well maintained, with a group of attractive mature trees within Glebe Gardens.

The Feering allotments are adjacent to the railway and accessed through a small path to the rear of the Green. The allotments are popular but suffer from poor water access and drainage.

The Feering Falcons Youth Football Club currently use a field on the northern edge of the Parish for training. Access to these fields is currently restricted due to their isolated location along narrow country lanes. There may be potential to reprovide this community facility in a more appropriate location as new development is completed.

Figure 22: Detailed Green Open Spaces, 1:10000

Data from Ordnance Survey Open Greenspaces Data, available via Public Sector Geospatial Agreement

Key:-

- Natural/Semi-Natural Green Spaces
- Sports & Recreation Facilities
- Amenity Green Spaces
- Allotments
- Religious & Burial Grounds



Lady Meadow



Packhorse Bridge



Glebe Gardens



Cricket Pitch



Allotment



Park



Churchyard



The Green



Graveyard



Figure 23: Road Hierarchy, 1:30000

Key:-

- Parish Boundary
- Primary & A Roads
- B Roads
- Minor Roads
- Local Roads
- Local Access Roads

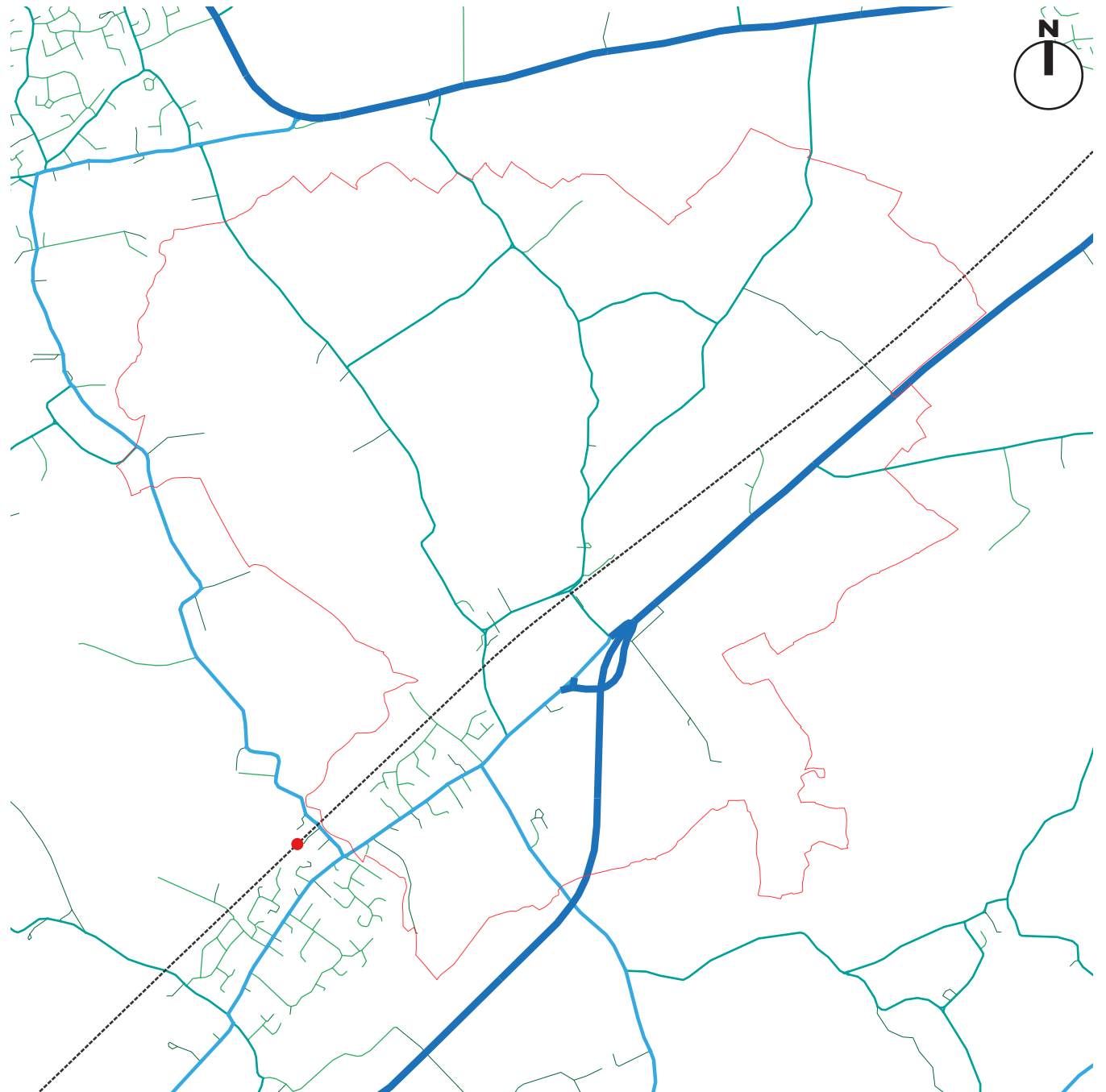


Figure 24: A12 Integration, 1:25000



Movement

Movement around Feering is dominated by the A12, for vehicular traffic, and the Great Eastern Mainline, which provides railway services between Norwich and London. Historically, Kelvedon and Feering developed as places along a key Roman road connecting Colchester and London, which has since been superseded by the A12. The A12 bypasses the two villages with a junction at either end. However, these only offer one-way entry/exit, generating a condition where residents of both villages have to often travel across each other to reach the relevant junction for their required direction. This generates substantial through movement along London Road, which diminishes the sense of Kelvedon and Feering as two distinct villages separated by the landscape buffer of the River Blackwater.

Traffic congestion is further worsened by the fact the lack of direct access from the larger town of Tiptree (to the south-east), whose significant population must drive into Feering as a pre-requisite for joining the A12. This creates significant congestion around Gore Pit Corner. Residents of Coggeshall also contribute to congestion as those who seek to travel southbound on the A12 enter Kelvedon via the B1024 or enter Feering via Coggeshall Road, before joining the A12. This situation could be improved with two way entry/exit at the junctions, and a more direct route connecting traffic from Tiptree to the A12.

Two roads, Coggeshall Road and New Lane, provide access across the railway line and to the north. All other roads within Feering form cul-de-sacs, complimented by a more permeable network of alleys and footpaths.

Figure 25: Public Transport, 1:30000

Bus No.	Route	Peak Frequency
71/71A/71C	Colchester Town Centre - Chelmsford City Centre	30 mins
91	Tollesbury - Witham	Intermittent
506	Heybridge - Colchester	School Service
525	Colchester - Chelmsford	School Service

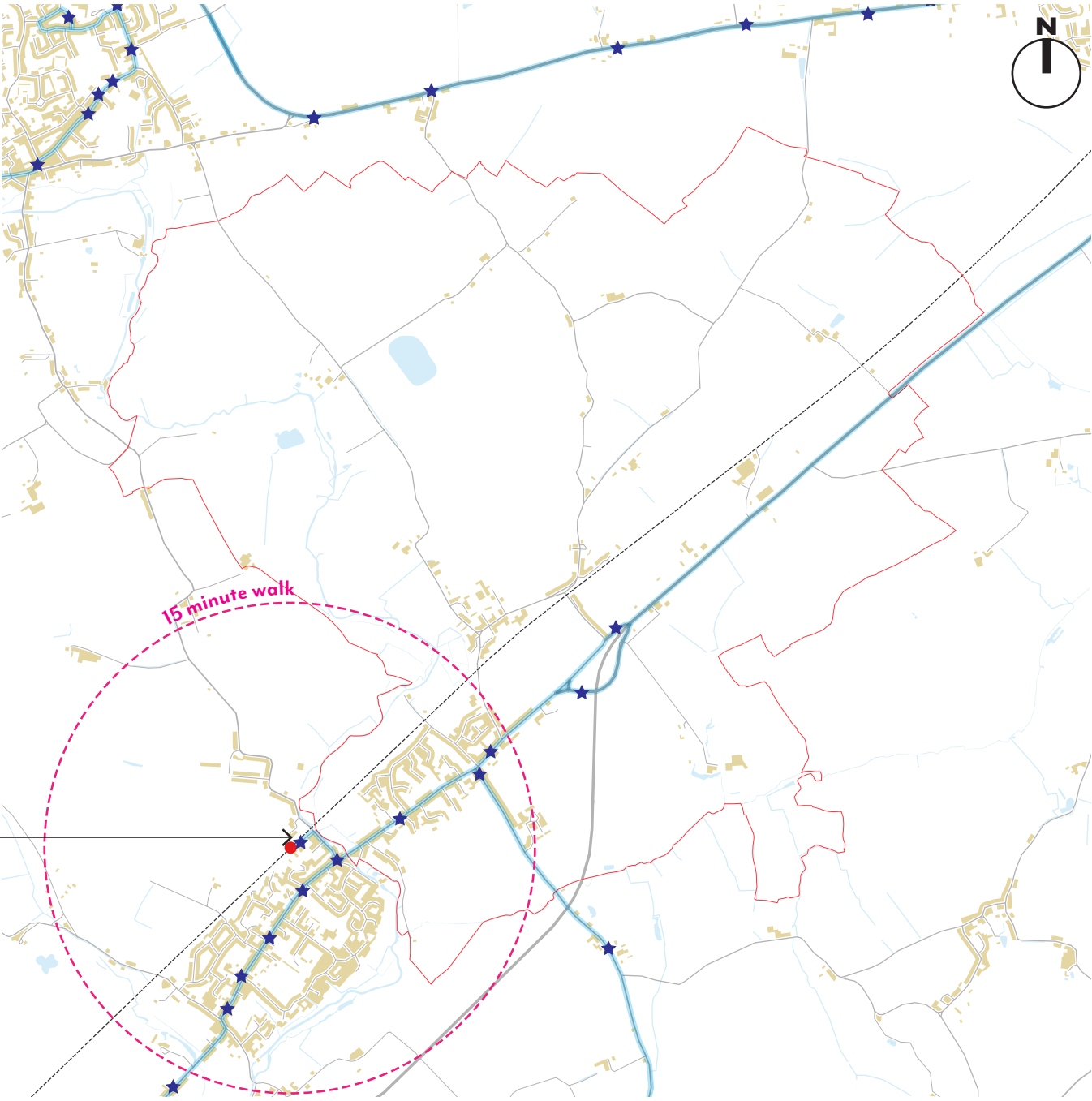
Key:-

Routes served by buses

Bus Stops

Train Station

Volunteer morning/evening peak times
community small bus service only





Congestion along London Road



Existing Bus Stop on A12 slip road near New Lane



Pedestrian Crossing along Feering Hill



Public Transport

Feering is served by several public buses which provide access to nearby major towns including Tiptree, Witham, Colchester and Chelmsford, among others. Bus stops are currently all located along London Road and Feering Hill, but their quality suffers due to a lack of space and proximity to the busy road. They also currently lack real time information on bus schedules.

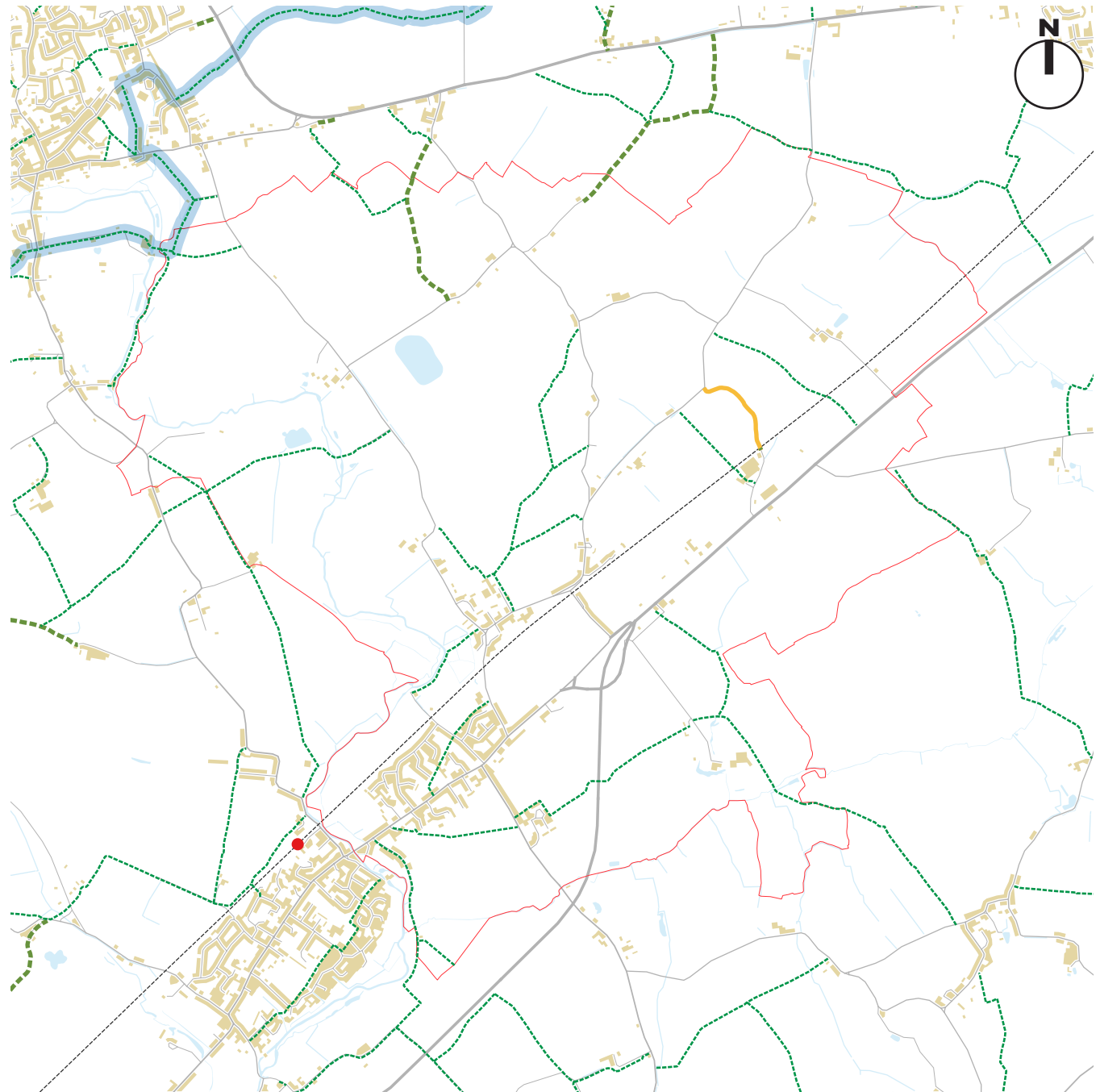
There is no regular bus service to the adjacent nearby village of Coggeshall. This is further compounded by a lack of a dedicated footpath between the two closely linked places, necessitating private car transportation between the two. However, a volunteer bus service connects commuters from Coggeshall to the train station at Kelvedon.

Train services, between Norwich and London run at half hour intervals at peak time from Kelvedon train station, which is around a 15 minute walk (as the crow flies) from much of Feering village, but more than this if walking from Old Feering.

Feering Parish has a higher proportion of older residents (aged 45-74) than the District average. The proportion of older residents in the Parish is projected to increase throughout the Plan period. High quality and accessible public transport that responds well to local needs is an important factor in creating sustainable development, and would need to consider how this relatively older demographic could better access and use existing arrangements. This would include creating more regular services throughout the day, and adjusting routes to allow easier access to key amenities such as local hospitals and key town centres. Current access to local hospitals (either at Colchester or Chelmsford) requires more than one bus journey.

Figure 26: Public Rights of Way, 1:30000

Data from Essex County Council Definitive Map, available via <https://www.essexhighways.org/getting-around/public-rights-of-way/prow-interactive-map.aspx>



Key:-

— The Essex Way

— Byway

- - - Bridleway

. . . Footpath

Walking & Cycling

Underpass at Rye Mill Lane



Existing Cycle Provision on London Road



As a rural Parish, Feering benefits from a strong network of public right of ways. These provide access from the settlement out into the wider landscape, as well as connecting to smaller hamlets and other nearby villages. It is noticeable that there is currently no direct footpath route to Coggeshall from Feering, which could then provide onward access to the long-distance walking route of the Essex Way. Much of a route exists between Kelvedon and Coggeshall, but this requires use of a narrow and busy vehicular lane for some of the distance. Footpaths do provide a route from Feering Hill to Prested Hall, over a small pedestrian bridge across the A12. This is the only dedicated pedestrian crossing of the A12, and highlights the extent to which the major road is a substantial barrier to pedestrian access to the landscape. This route then connects onwards from Prested Hall towards Messing.

The Braintree District Council have recently installed a board walk along a section of the River Blackwater, providing a pleasant and resilient public right of way between Old Feering and Rye Mill Lane. This route is not continuous however, and there could be scope to extend the walk both north and west to provide a pleasant landscape route from Packhorse Bridge all the way to Coggeshall.

The railway is a notable obstruction to north-south pedestrian movement and cuts off easy access to the River Blackwater from the surrounding local community. Rye Mill Lane and Coggeshall Road both underpass the railways to provide some access, but due to the lack of a public right of way through Lady Meadow, there is little access towards the south-west of the settlement.

Several public rights of way exist within the settlement and vary in quality. The public right of way that runs along the southern edge of Sherwood Way has poor visibility, with substantial vegetation providing a constricted sense of enclosure.

The entrance to this route is also obstructed by parking relating to adjacent properties whose vehicular access intersects with this route. This route continues along the southern edge of the playing field, along the rear of properties within Watermill Road. This route is similarly enclosed with a mesh fence, separating it from the adjacent green open space.

As well as several rights of way within the village, there exist numerous routes that provide pedestrian connection between different developments and spaces. These include short connections within Sherwood Way and Watermill Road, which simply connect existing cul-de-sacs to adjacent public rights of way, promoting permeability more widely in the settlement. The Parish church features a small alleyway that connects the churchyard to Glebe Gardens, along the rear of several properties. However, this route is poorly kept due to an ambiguous ownership, and therefore management, regime.

Paving throughout Feering is variable in provision and quality. While many of the newer developments feature good quality and standard paving designs, the busy, older routes suffering from poor to no pavements restricting pedestrian connectivity. There is a noticeable lack of appropriate pavement connecting Old Feering to Hanover Square, and onwards over the bridge and along New Lane. Inworth Road is another prime example where a lack of pavement restricts accessibility between Gore Pit Corner and Threhelford's Business Park, a key employment centre.

Feering Hill and London Road is a busy vehicular route with no active frontage along the majority of its stretch. Pavements exist on both sides of the road, but quality and width varies to acknowledge the incremental growth of development along the road. There are only four pedestrian crossings across the road, this includes a dedicated zebra crossing by Barnfield, and three pedestrian refuge crossings which enable informal

Figure 27: Pedestrian Environment, 1:10000

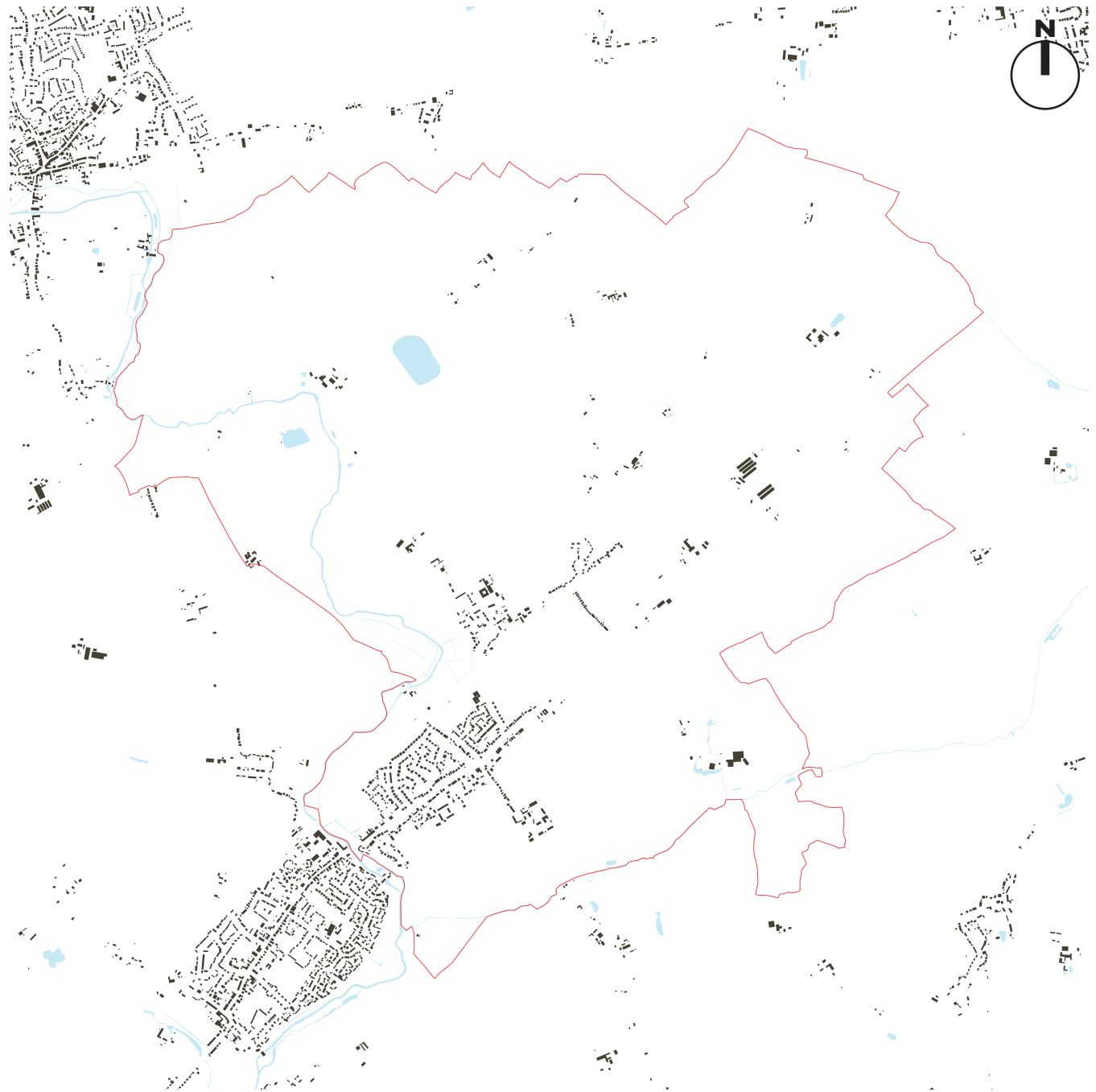




crossing to the east and west of Gore Pit Corner. These include a recently delivered crossing installed as a consequence of recent development of 162 homes by Bloor Homes.

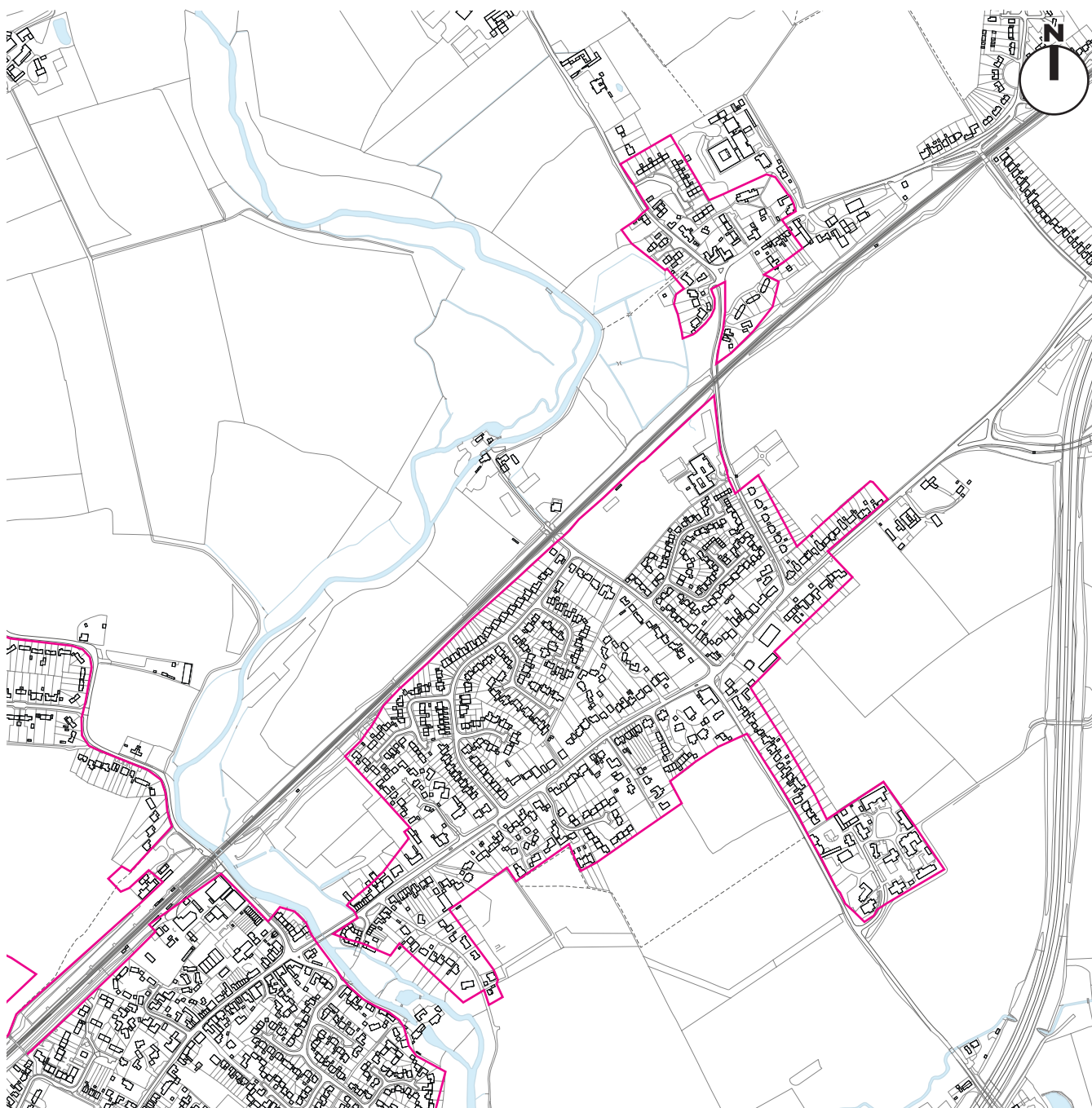
Cycling provision in Feering suffers from a lack of dedicated infrastructure, restricted street widths and significant traffic congestion. Feering is not currently integrated into the National Cycle Network, nor features within dedicated cycle routes as part of the 2018 Braintree Cycling Strategy. This restricts the capacity for medium-distance, safe and dedicated cycle connections between Feering and surrounding service centres including Tiptree. The restricted width of many of the older routes in the Parish may prevent the capacity to deliver shared cycle lanes within existing roads, but there are opportunities to promote improved cycle provision within the newer development, particularly in regard to improving access to Kelvedon railway station. There may also be scope to improve cycling access along existing footpaths through widening and design.

Figure 28: Built Form, 1:30000



Key:-

- Parish Boundary
- Built Form



Built Form

Feering has a varied built form which reflects the historical growth of the village. Old Feering remains structured around the fork of three routes, with the Parish Church and the Green located around this intersection, creating a more centripetal collection of buildings.

The rest of the Feering settlement has been structured around London Road/Feering Hill, in a similar fashion to Kelvedon and this form of linear settlement is very common in older English villages. More modern ribbon development is present along New Lane and Inworth Road, with long strings of detached housing along consistent plot sizes.

The growth of Feering has been accommodated in a series of developments which effectively infill spaces adjacent to existing built areas while being defined by existing boundaries including the railway line, existing open spaces and areas at risk of flood.

Figure 29: Village Envelope, 1:10000

Key:-

Village Envelope (emerging BDLP)

Figure 30: Building Height, 1:10000

Key:-

- 1-Storey
- 1.5-Storey
- 2-Storey
- 2.5-Storey
- 3-Storey
- 4-Storey



1-storey housing



1-storey housing



Building Height

The majority of buildings within Feering are two-storeys tall, this includes both historic and modern developments. There are also a significant number of one-storey bungalows and buildings, which are both integrated into larger developments (for instance, providing accessible living within the Sherwood Way development) but also are reflective of 'plotland' type development of bungalows along New Lane and World's End Lane. A characteristic of Feering is the presence of buildings with storeys partially incorporated into the roof. This minimises the presence of the building while creating an attractive roof-line and delivering effectively 3-storey buildings throughout the village.

The more historic houses in Feering vary in absolute height. Many of the Georgian and Victorian buildings tend to be taller, in absolute terms, than newer buildings of similar storeys, due to their more generous floor-to-ceiling heights. However, many of the more historic cottages and rural worker's housing represent the opposite tendency with smaller floor-to-ceiling heights.

Buildings heights in Feering should also consider the role of the extensive topography of the area in assessing the visibility of development in the context of surrounding landscape. The major development sites to the south slope down towards the Domsey Brook, and should be considered in allocating building heights.

2-storey housing



2-storey housing



2.5-storey housing



2.5-storey housing



Figure 31: Housing Typologies, 1:10000

Key:-

- Bungalow
- Terraced Bungalow
- Detached
- Semi-Detached
- Terrace



Terraced Bungalows



Bungalows



Semi-detached Housing



Semi-detached Housing



Detached Housing



Detached Housing



Housing Typologies

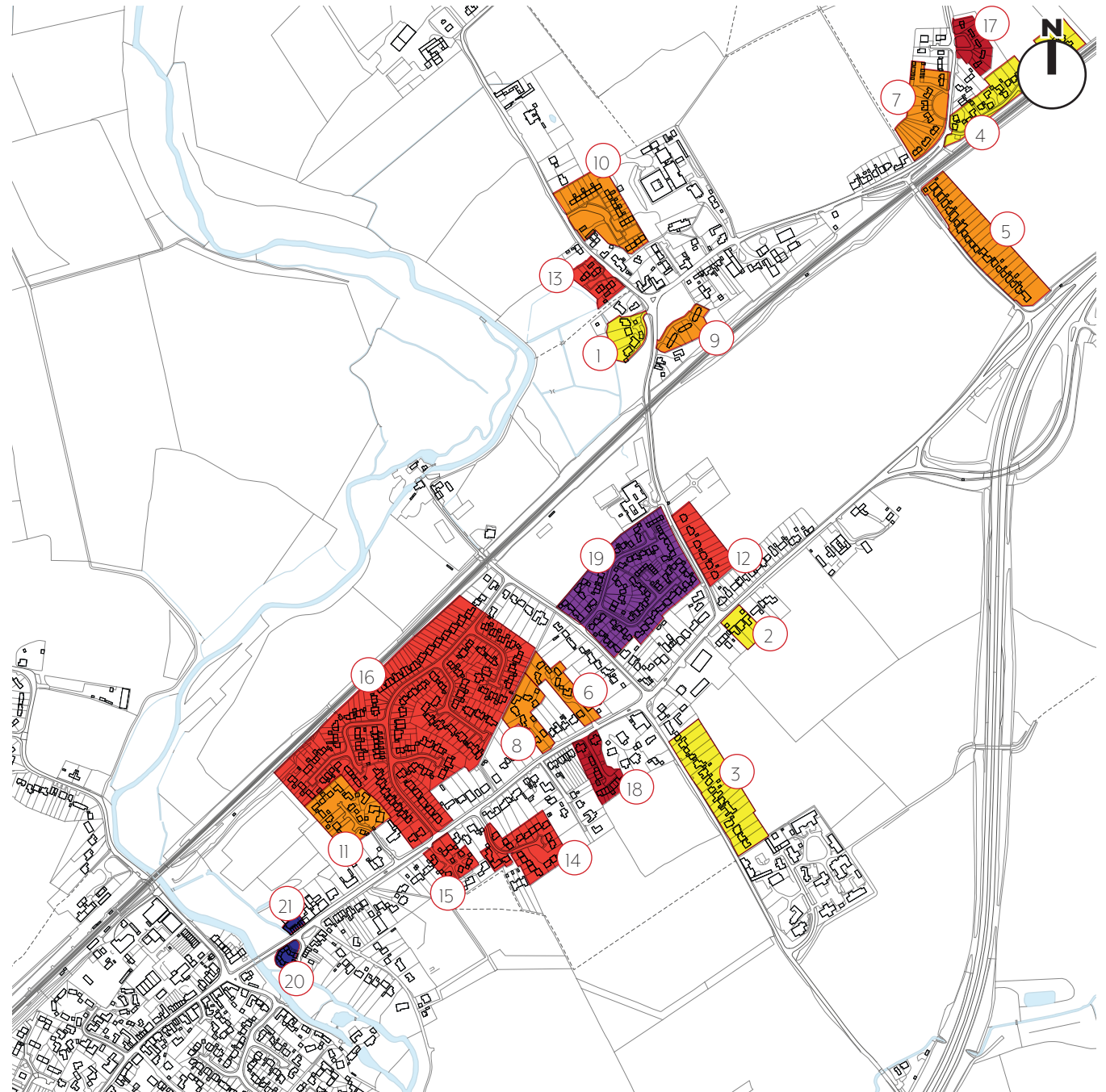
Housing within Feering follows several typologies. These include bungalows, terraced bungalows, detached houses, semi-detached houses and terraces. Similar housing typologies tend to be grouped by development site, as opposed to street hierarchy or other overarching structure.

Sherwood Way is noticeably dominated by semi-detached housing, with several terraced bungalows and a few detached buildings. The compositional layout of Watermill Lane has, in comparison, generated a mix of different housing typologies within including semi-detached houses, detached houses and terraces.

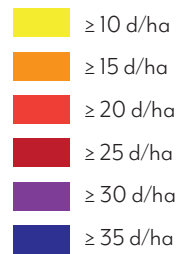
Bungalows tend to form part of pre- and inter-war ribbon development along New Lane and Inworth Road, with other examples found as a minority within newer developments such as Sherwood Way. A notable feature of Feering is the use of adjoining bungalows to form semi-detached and terraced buildings, examples of which are seen in Glebe Gardens, Hanover Square, Sherwood Way and adjacent to the Green.

Terraces are also present both along the main road of London Road/Feering Hill, as well as within development. Some of the more successful newer developments have feature terraced typologies to create a sense of built form that successfully addresses the street while enabling a denser living arrangement.

Figure 32: Development Density, 1:10000 (Numbers refer to adjacent table on page 55)



Key:-



No.	Name	Area (ha)	Dwellings	Density (d/ha)
1	The Street	0.38	4	10
2	Franklin Gate	0.26	3	11
3	Inworth Road	1.36	16	12
4	Long Acres	1.27	18	14
5	New Lane	1.44	21	15
6	Hall Farm Close	0.46	7	15
7	Wills Green West	0.91	14	15
8	Hillfield	0.48	7	15
9	The Green	0.37	6	17
10	Glebe Gardens	1.13	19	17
11	Barnfield	0.90	17	19
12	Coggeshall Rd East	0.61	12	20
13	Coggeshall Rd West	0.36	8	22
14	Greenways	0.92	20	22
15	John Raven Court	0.39	9	23
16	Sherwood Way	7.97	195	24
17	The Crescent	0.41	10	25
18	Kings Gardens	0.48	14	29
19	Watermill Road	2.90	89	31
20	Bridge Meadow	0.13	11	88
21	Feering Hill North	0.06	7	113

Residential Density

Much of Feering developed incrementally, creating areas that differ in residential density. In terms of assessment, 19 clearly defined developments were isolated within Feering and subjected to density measurement. This produced a range of results, in which lower density areas tend to represent developments of detached housing set within generous plots, while the higher density areas feature a mix of housing typologies.

The emerging Braintree Draft Local Plan indicates that a density of 30 dwellings per hectare would be expected for new developments, but also acknowledges that density of development relies of a series of factors to be considered on a site by site basis.

Four sites measured in Feering have densities of around 30 dwellings per hectare and above. These are all relatively newer developments and include King's Garden, Watermill Road, Bridge Meadow and Feering Hill North. They adopt multiple housing typologies to achieve a suitable density without feeling cramped by the co-location of numerous detached buildings. The developments of Bridge Meadows and Feering Hill North maintain very high densities through a lack of private gardens for each unit, and use of dense terraced and flatted forms that are atypical in the rest of Feering.

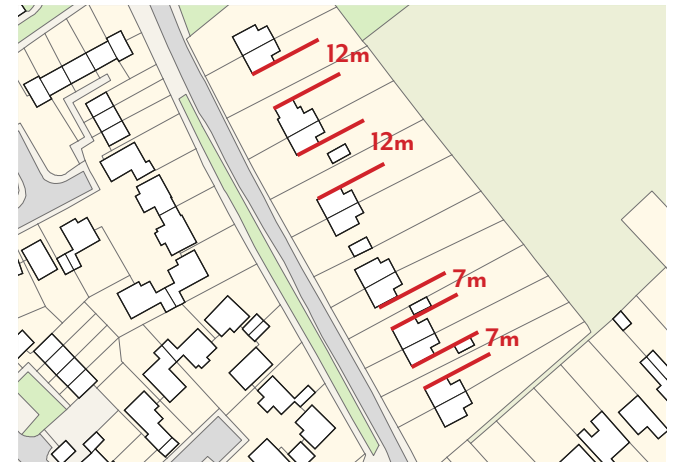
The development of Wills Green East, at a density of 25 d/ha, is also an example as to how semi-detached buildings can be combined with communal open space to create a dense but attractive living environment.

Developments with densities between 20 and 25 d/ha include the major areas of Sherwood Way, as well as Greenways, John Raven Court, Coggeshall Rd East and Coggeshall Rd West. These developments tend to feature buildings placed in close proximity (explored further in the next section).

The majority of developments had relatively low densities of between 15 and 20 d/ha. These includes older ribbon development such as New Lane, as well as inter-war development

at Glebe Gardens, the Green and Wills Green West, which tend to feature semi-detached, terraced and bungalow typologies set within extensive communal green spaces. It is notable that several contemporary developments are of this density as well, including Barnfield, Hillfield and Hall Farm Close. While the low densities of Hillfield and Hall Farm Close can be explained due to the restrictive size and odd geometry of their plots, Barnfield has adopted a lower density through the provision of substantial front parking for each unit, with smaller rear gardens but lacking in usable communal green space.

The lowest density developments include 'The Street', Long Acres, Franklin Gardens and the ribbon development along Inworth Road. The Street features significantly larger residential detached houses each with a large garden creating an inefficient development in terms of land use. Long Acres also features detached housing (including bungalows) each set within substantial plots with front and rear gardens, generating a lower density development. Franklin Gardens is a small development of three large executive houses, set back from London Road. Its low density comes in part from a substantial portion of the site dedicated to car parking, with each house receiving a double garage and shared parking area in front of the residences. Inworth Road also features a very low development density, due to the presence of significant back gardens and detached properties set within individual plots.



Sherwood Way, 1:2000

Area (ha): 7.97
Number of dwellings: 195
Density (d/ha): 24

A mix of 2-storey semi-detached houses set back from the street. Buildings step down to either 1-storey garages between buildings leaving a 1m gap for access to rear gardens, or a larger 5m gap with semi-detached garages along property line set back from the building frontage.

Greenways, 1:2000

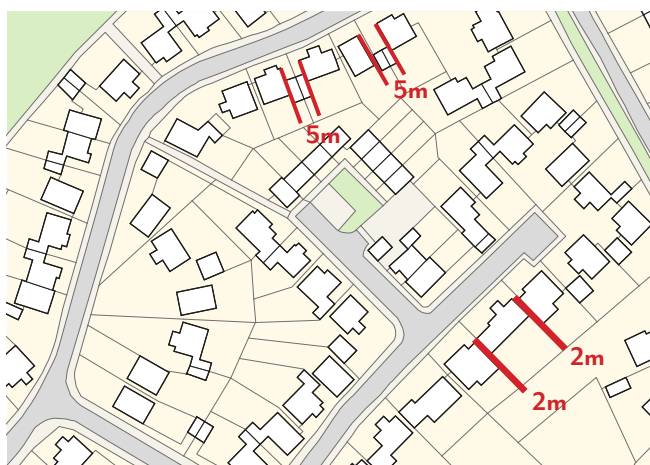
Area (ha): 0.92
Number of dwellings: 20
Density (d/ha): 22

2-storey detached houses, with built-in garages that follow the building line. Small gaps between houses provide restricted access to rear gardens.

Coggeshall Road East, 1:2000

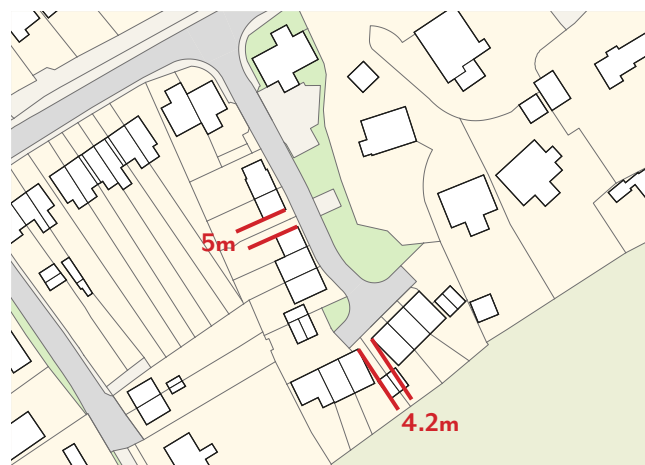
Area (ha): 0.61
Number of dwellings: 12
Density (d/ha): 20

2-storey semi-detached houses set within generous plots, set well back from the street and buildings spaced well apart. Some detached garages and out-buildings within the gaps, with easy access to rear gardens.

**Watermill Road, 1:2000**

Area (ha):	2.90
Number of dwellings:	89
Density (d/ha):	31

2-storey houses semi-detached through 1-storey garages between buildings. Also includes some terraced housing. Garages set back from the building line to create 5m gaps between buildings, with some detached buildings with garages following the building line with 2m gaps between.

**Kings Gardens, 1:2000**

Area (ha):	0.48
Number of dwellings:	14
Density (d/ha):	29

2.5-storey terraced housing in a Georgian style, with semi-detached garages set back from the building line. Gaps between 4-5m separate terraces and provide visual links to landscape behind.

Building Proximity

Density measurement is a numerical calculation that often fails to elucidate on the place quality of developments. Often a perception of density is generated less by the number of houses present, but in the perception of cramming, often expressed through awkward site layouts, poorly shaped gardens, and the prevalence of detached homes with small gaps between them, often mixed with three-storey apartment buildings to accommodate one- and two-bedroom affordable homes in the most cost-effective way that meets the local authorities' policy on housing mix.

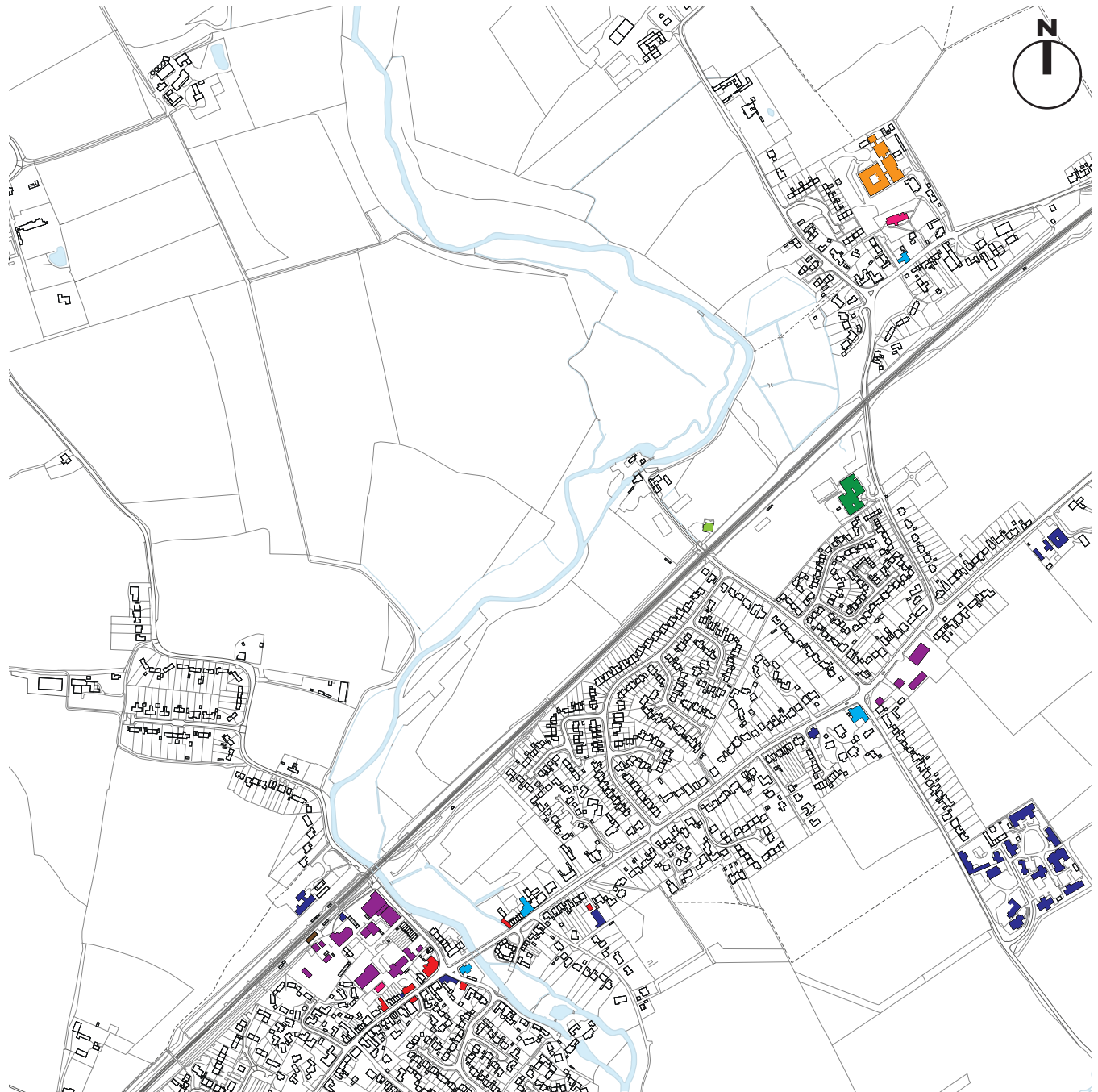
This is particularly true for Feering where the perception of density in development does not always match the calculation of density. Greenways is a notable example, where detached houses have been co-located with minimal gaps of around 1m between each, giving an impression of density and over-crowding, despite being a lower density development. This is also true for Sherwood Way, but the perception of density is lessened by the use of semi-detached housing.

On the other hand, new developments such as King's Gardens have created high-density living without a sense of cramming and over-crowding. This has been achieved through use of terraces, with generous gaps between that open up to the open landscape behind. This, combined with the use of communal landscaping and green spaces, gives an impression of more amenable residential density while being an efficient and sustainable use of land.

Figure 33: Key Uses, 1:10000

Key:-

- Pubs/Restaurants
- Shops
- Churches & Religious Buildings
- Industrial & Semi-Industrial
- Residential Institution
- School/ Community Centre
- Employment
- Assembly & Leisure



The Bell Inn



The Sun Inn



Threshelfords Business Park



Uses

Feering is a predominantly residential village, but there are several non-residential uses dotted around the settlement. Its is notable, however, that Feering currently lacks a defined 'village centre', in the sense of a cluster of key uses and services which provide amenity for local residents. Previously, this would have been around the Parish Church and Green, with a Post Office and village shop which operated until the early 2000s and is now a residential unit.

Feering currently has three pubs: the Blue Anchor, the Sun Inn and the Bell Inn. These are all within listed buildings have strong heritage characters as well as providing important community and social spaces. The Cricket Club pavilion also holds a bar and can be hired for special events.

There are only two shops within the village, both are beauty salons and include Do Dahs (located along Feering Hill and adjacent to the Sun Inn) and Lua Beauty (which occupies small premises to the rear of a residential building to the south of Feering Hill). There are currently no provision for a local shop that could provide convenience retail for the local village. This shopping is accommodated within Kelvedon (with a small parade of shops at the junction of Station Road and Feering Hill) with a larger more substantial supermarket at Tiptree which provides for much of the weekly convenience retailing.

The Feering Community Centre is adjoined to the Feering Church of England Primary School, with access to a large open green space to the rear and significant parking provision along Coggeshall Road. The community centre is run by the Feering Community Association and hosts the offices of the Parish council, as well as providing rooms for events and activities. With substantial planned development around the village, the school will need to expand, with options to either take over the community centre space (to be re-provided elsewhere) or to relocate entirely to a larger new facility within one of the strategic growth locations.

Offices and employment uses are concentrated within Threshelford's Business Park along Inworth Road. These feature a range of offices in historic agricultural buildings, as well as several new business premises whose architecture references that of the traditional Essex barn. This typology of office space within traditional Essex barn spaces is further present along London Road.

Both Ridgeon's and the Beacon Hill Garage reflect semi-industrial units along a key site in the centre of Feering. These uses are also present around Kelvedon station. While these play important roles in the local economy, these uses offer a poor pedestrian environment along key areas of the village. Relocation of these uses as substantial development occurs could help release these key sites for more appropriate development while protecting the economic resilience of these existing businesses by providing them with sites that have the capacity to grow and with better connections to surrounding transport infrastructure.

Prested Hall, to the south-east of the village, is a former manor house which has now been transformed into a health and leisure club, with substantial facilities for hosting events such as conferences and weddings.

A residential care facility for those with learning and physical disabilities is located adjacent to the Parish Church. There are currently no elderly residential institutions or assisted living schemes within the village.

Key services not provided in Feering are available in adjacent towns, with the nearest railway station in Kelvedon, large hospitals in Colchester and Chelmsford, and the nearest secondary school in Tiptree.



Figure 34: Historic Map of Feering 1888-1913, NTS

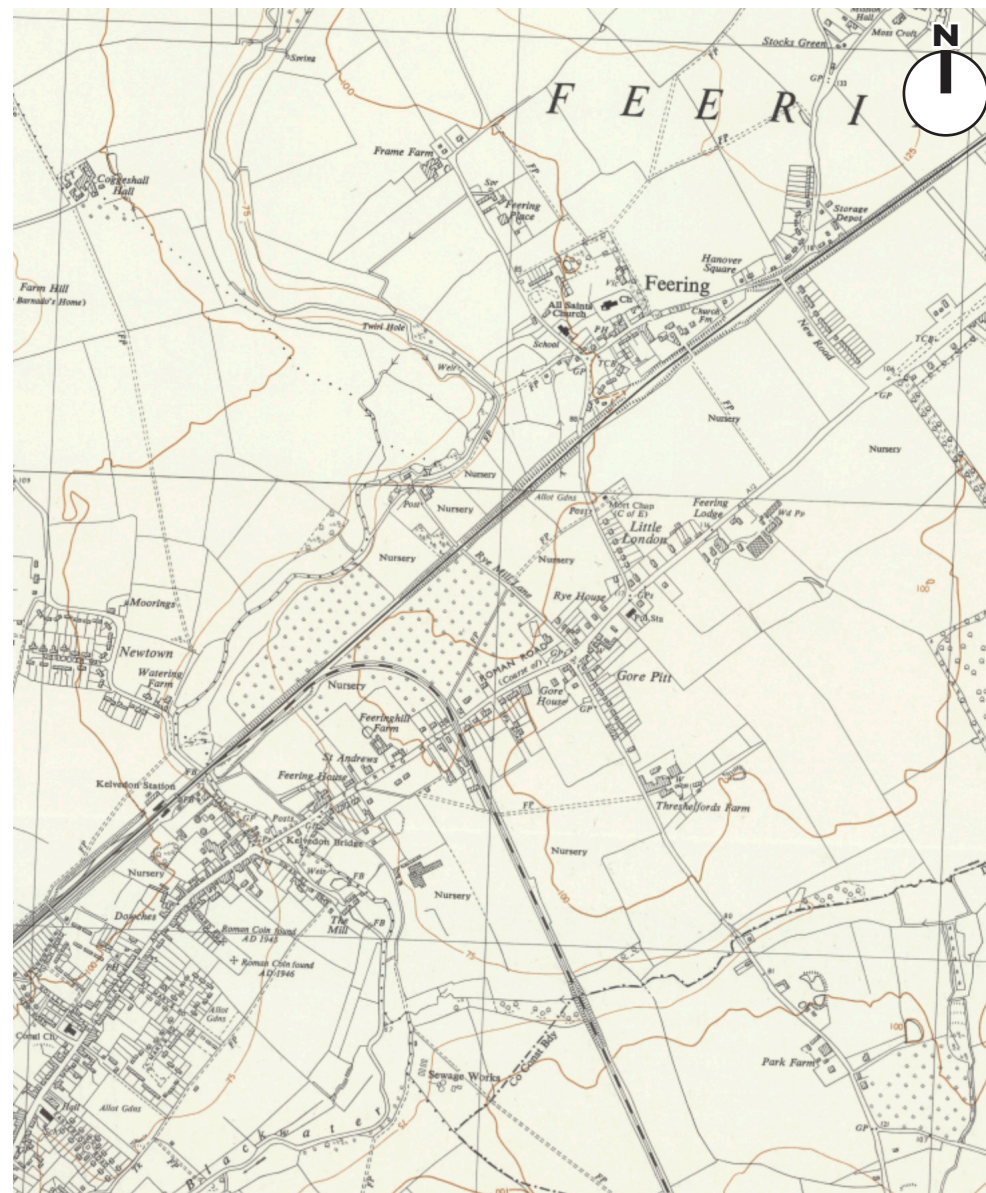


Figure 35: Historic Map of Feering 1949-1968, NTS

Data available from National Library of Scotland, via <https://maps.nls.uk/os/>

Historic Development

Prested Hall c.1874



Prested Hall c.1925



The name Feering is thought to derive from Feringas or Pheringas (as it is referred to in the Domesday Book) meaning Bulls Pasture or Meadow, or from the Saxon Fering meaning dwellers by the road. However, there is evidence of earlier habitation as artefacts have been found dating to the Stone Age, Iron Age and Roman periods as well as the Saxon and Medieval (some of these are in the Colchester and Essex Museum). The remains of a mammoth have also been found in this area.

Feering has always been important geographically as it is the crossing point of the River Blackwater and traces of the old Roman London to Colchester road have been found on Feering Hill. The present bridge was built around 1785 and the arches of the earlier bridge, some 50m to the south east, can still be seen. Originally the Parish was much larger than it is today, extending around the north side of Coggeshall. Feering Hill remained an important connection between London and Colchester until the building of the Kelvedon by-pass in the 1960s.

The parish church, which is built of flint, septaria rubble and English bonded red bricks, is dedicated to All Saints. The Abbots of Westminster were its Patrons and Rectors until the 16th century. The nave is 12/13th century in origin, the chancel is mainly early 14th, the north aisle early 14th and the west tower which includes Roman tile 15th century. The south wall of the nave and the south porch which has an unidentified merchants mark in the brick vaulting, are early 16th century. Sir George Gilbert Scott restored the chancel arch in 1845 and fragments of the old arch were incorporated into the altar of the Lady Chapel when it was built in 1961. There is a 13th century coffin lid in the floor of the north aisle and in the middle of the north wall there is a late 14th century tomb recess.

There were two capital manors in the village, Feeringbury and Prested Hall and two lesser ones, Houchins (now in the parish of Coggeshall) and Chambers. Also there was a Quaker burial site

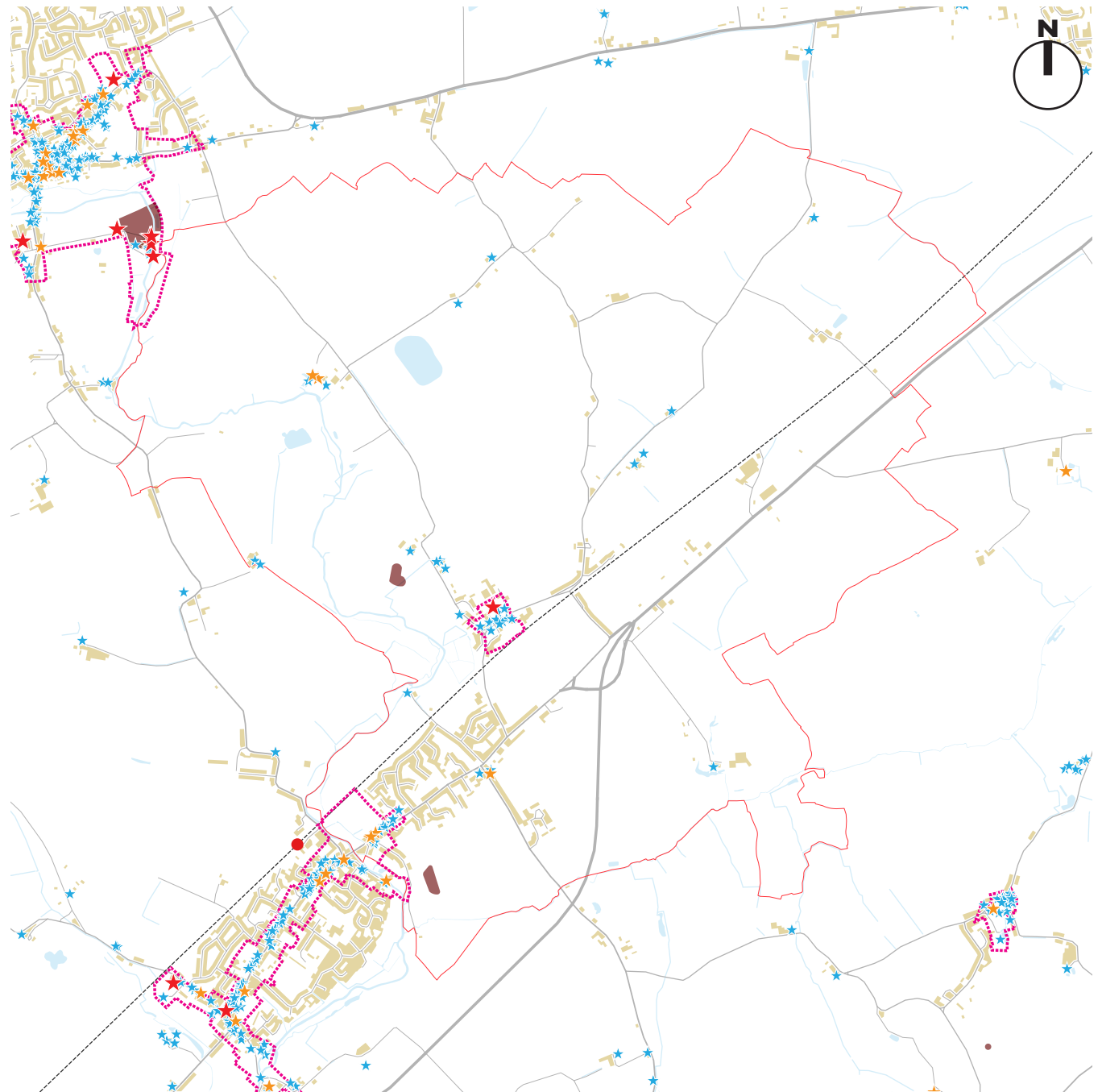
on Feering Hill that was in use between 1727 – 1834. What is now Feering essentially developed a series of small groups of buildings at different points, which grow out to meet one another. These points included Feering House and associated buildings along London Road, a series of buildings by Gore Pit, Feering Lodge to the east, Threshelford Farm to the south, Rye Mill along the River Blackwater, Old Feering and Hanover Bridge. For this reason, Feering lacks a clear and coherent village structure characterised by the definition of a clear centre and a hierarchy of spaces.

The Railway arrived in 1843, extending from Brentwood to Colchester. While the Parish was sparse at the time, the railway created a fundamental divide between the Parish centre in Old Feering and newer development around Gore Pit and Feering House. It should be noted that this division also helps to preserve some of the scale of older buildings around the Parish Church, as development was concentrated instead around London Road and Feering Hill. The Kelvedon & Tollesbury Light Railway was opened in 1904 with a route that cut across London Road. It was referred to locally as the Crab & Winkle line and provided access to the small port at Tollesbury. The route was well used for freight by food and agricultural industries around Tiptree, including Wilkin & Son, but ultimately failed as a tourist route and was closed for passenger and freight traffic in 1951.

A Post Office and shop used to trade opposite the Green in Old Feering, but ceased trading in the early 2000s.

Figure 36: Heritage, 1:30000

Data from Historic England, National Heritage List for England (NHLE), available via <https://historicengland.org.uk/listing/the-list/data-downloads/>



Key:-

- ★ Grade I Listed
- ★ Grade II* Listed
- ★ Grade II Listed
- Conservation Area
- Scheduled Ancient Monument

All Saints, Feering



The Sun Inn



Rye Mill House



Heritage

The rationale for the location of the settlements of Kelvedon and Feering relate to the confluence between the River Blackwater and an important Roman road which linked London to Colchester. As the key river crossing on this route, the two settlements benefited from the passing trade and movement. Feering developed as a poly-focal settlement, with one focus at the river crossing and the other to the north at an earlier road junction. While the development of the Parish over time, particularly in the 19th and 20th centuries, has built over what would have been earlier Roman settlement, much historic and built heritage remains and is protected through several conservation areas, scheduled monuments and listed buildings.

Conservation Areas

- *Feering* - Comprising Old Feering including the Parish Church, Green and surrounding buildings. In townscape terms this Conservation Area protects the historic core and setting of the Parish Church and associated Green.
- *Kelvedon* - Comprising the townscape of the High Street throughout Kelvedon, and extending north to include much of Feering Hill, including Lady Meadow, the Sun Inn and former Feering House. This Designated Area is currently under review as part of the emerging Braintree Local Plan and its boundary may adjust in the future.
- *Coggeshall* - Comprising the historic core of Coogleshall villahe, adjacent to the parish to the north-west, including uses surrounding the River Blackwater (such as a historic Friary).

Ancient Scheduled Monuments

- *Long mortuary enclosure and round barrow by Frame Farm* - The monument includes the buried remains of a Neolithic mortuary enclosure and adjacent round barrow sitting on the northern slope of the Blackwater river valley. Although the long

mortuary enclosure and round barrow are no longer visible on the ground, their infilled ditches can be seen from the air as cropmarks. The long mortuary enclosure is defined by a fairly narrow oblong ditch with rounded corners, enclosing an area some 70m long by 25m wide; a 4m break in the ditch circuit at its south western end, facing the river, represents its entrance.

- *Anglo-Saxon cemetery 150m east of Easterford Mill* - The monument includes part of an Anglo-Saxon cemetery situated on the river gravels which rise to the east of the River Blackwater, overlooking the valley. The cemetery includes at least four ring ditches with central graves. These are visible as cropmarks revealed by aerial photography. Originally these burials had earthwork mounds over the central graves, the material for the mounds being derived from the surrounding ditches. Further flat burials between the ring ditches, which were never marked by mounds, are also indicated on aerial photographs.

Key Grade I listed buildings

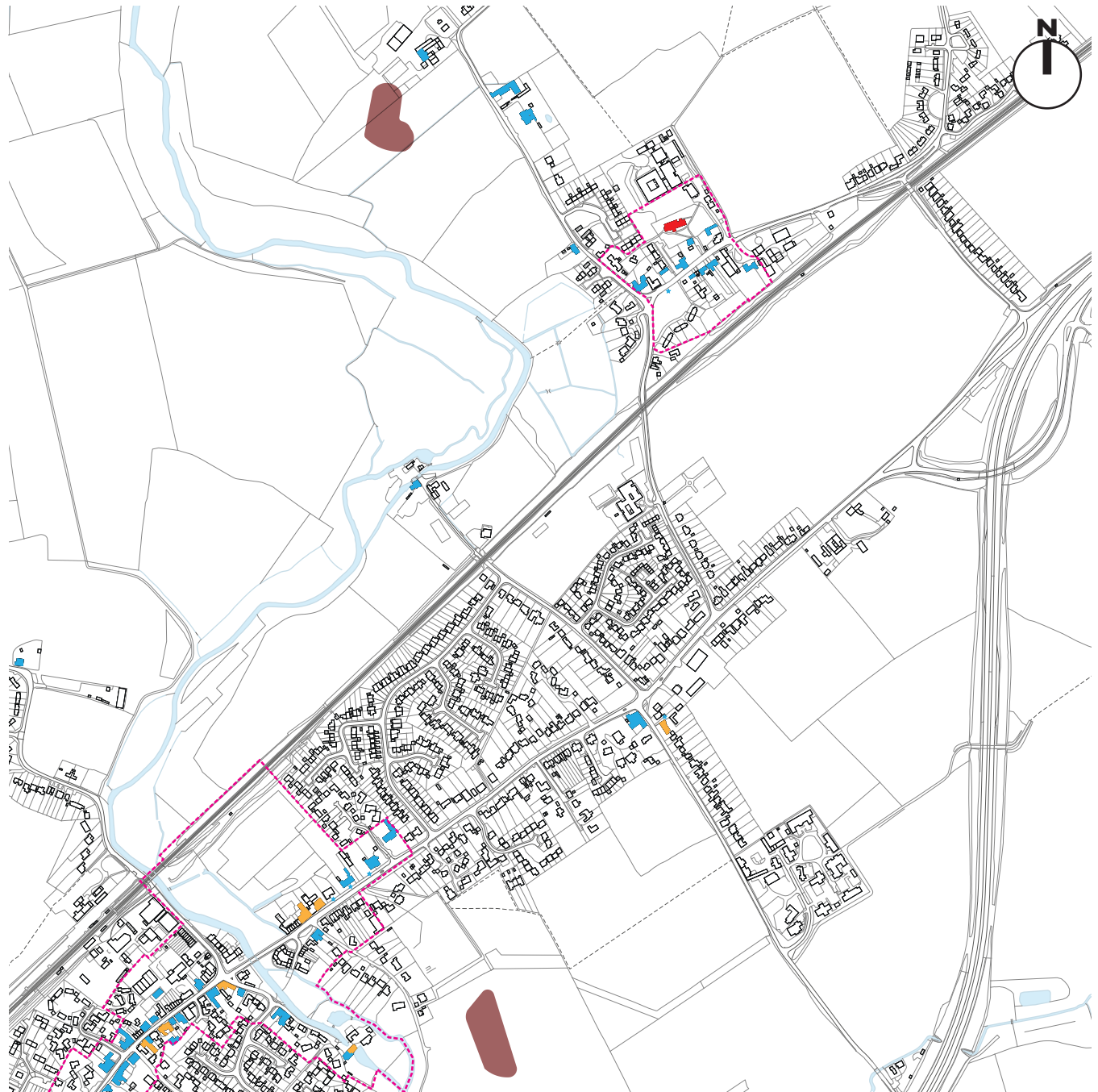
- *Parish Church of All Saints, The Street* - A Parish Church originally constructed between the 13th and 16th centuries, and subject to restoration in the 19th century. The building is constructed from flint and septaria rubble and red brick in English bond, with dressings of brick, clunch and limestone, roofed with handmade red plain tiles and lead. The chancel-arch is reported to be by Sir George Gilbert Scott, 1845, and reproduces the original of c.1200. The early 15th century west tower is of 3 stages within a moulded plinth, and moulded bands between the stages. The south porch is of red brick with a diaper pattern of flared headers. In townscape terms, the church provides a key landmark for the Feering, with its tower prominent above surrounding buildings and highly visible from key views, including from the cricket pitch.

Figure 37: Heritage Assets, 1:10000

Data from Historic England, National Heritage List for England (NHLE), available via <https://historicengland.org.uk/listing/the-list/data-downloads/>

Key:-

- Grade I Listed
- Grade II* Listed
- Grade II Listed
- Conservation Area
- Scheduled Ancient Monument



Cobham Oak Cottages



Feering House



The Blue Anchor



Key Grade II* Listed Buildings

- *Cobham Oak Cottages, Inworth Road* - Formerly three cottages, now one dwelling. Constructed in periods in the 13th, 16th and 18th centuries. The buildings are timber framed, plastered, and roofed with handmade red plain tiles. The building backs onto a strategic growth location and is therefore particularly sensitive to changes in context.
- *The Sun Inn and Sun Cottage, Feering Hill* - Part of a mansion, now a popular inn. It dates from the early 16th century, and was altered in the late 16th century and 20th century. The structure is timber framed, plastered, roofed with handmade red plain tiles. A rare feature is an original gallery, extending across the whole rear elevation. The building is one of the main features of the townscape along the southern part of Feering Hill, providing a continuous back-of-pavement frontage, with parapet, in a manner traditional to English village High Streets.
- *Feering House, Feering Hill* - Part of mansion. 14th-16th century. Timber framed, plastered, roofed with handmade red plain tiles. Forms with the Sun Inn and Sun cottage a consistent piece of townscape along the southern extent of Feering.

Key Grade II listed buildings

- *Rye Mill House, Rye Mill Lane* - House dating from the 17th century and extended in the 18th. Timber framed, weather-boarded and plastered with facade of painted brick in Flemish bond, roofed with handmade red plain tiles. The adjacency to the River Blackwater prevents a potential extension of the river walk along the water's edge at this point.
- *The Old Anchor Public House (now the Blue Anchor), Gore Pit Corner* - House, now public house. 15th and 16th century, altered in the 20th century. Timber framed, plastered with some exposed imitation framing, some painted brick, roofed with handmade red plain tiles and red clay pantiles. The pub occupies a key part of this busy junction, with associated customer parking on a plot opposite. The setting of this building

is degraded by the presence of Beacon Hill Garage to the east, whose substantial clutter and semi-industrial nature does not contribute to a coherent townscape.

- *The Bell Inn, The Street* - House, now public house. 16th century extended in the 18th and early 19th century. Timber framed and plastered, partly of red brick in Flemish bond, roofed with handmade red plain tiles. This pub sits in the Old Feering Conservation Area and provides a key community asset within the older part of the settlement.
- *K6 Telephone Kiosk, The Green* - Type K6 telephone kiosk designed 1935 by Sir Giles Gilbert Scott. This is now used as a 'community library', with books available for lending.
- *Moor Cottage, Coggeshall Road* - House. Early 17th century, extended in the 18th century. Timber framed and brick, plastered, roofed with handmade red plain tiles.
- *The Vicarage, Feering Hill* - House. Early 19th century. Plastered brick stacks of gault brick, roofed with slate.
- *The Barn, Feering Hill* - Barn and attached ancillary buildings. Timber framed, weather boarded, roofed with handmade red plain tiles. This building reflects a tradition of barn conversions within the area (such as at Threhelford's Business Park) as well as the popularity of the traditional 'Essex Barn' typified through the use of black weatherboarding, as an appropriate architectural typology for new building in the village.
- *Feering Hill House, Feering Hill* - House, now divided into 2. Circa 1700, extensively altered in the 18th century and in late 19th century. Red brick in Flemish bond with blue and gault headers, partly plastered, roofed with handmade red plain tiles.
- *Timbers, Feering Hill* - House. 15th century and altered in the 16th, 17th, and 18th centuries. Timber framed, plastered, roofed with handmade red plain tiles.
- *Bridge House, Feering Hill* - House. 16th century, altered in the 17th and 18th centuries. Timber framed, plastered with some weatherboarding, roofed with handmade red plain tiles.

In total there are **51 listed buildings** in the Feering Parish

Packhorse Bridge



'Kissing gate'



Cemetery Gates



Threshelfords Barn



9-10 London Road



Access to River Walk



Feering Lodge



Old School House



Walnut Tree Cottage



3-4 The Street



Drummonds



Church Farm outbuildings



Non-Listed Assets

The Kelvedon & Feering Heritage Society have compiled a 'local list' which highlights non-listed structures and spaces of Feering which have a positive contribution to the character of Feering and the 'sense of place' present at different parts of the settlement. These non-listed assets have been grouped and include the following:

Hanover Square & New Lane

- Hanover House
- Maytree Cottage
- Hanover Cottage

Old Feering

- Former Post Office
- Church Cottage
- 3-4 The Street
- Church Farm outbuildings
- Lodge House
- Drummonds (former Feering Rectory)
- Jubilee Cottages, 1-2 Coggeshall Road
- Bridge Cottage
- Old School House
- Hunt Memorial
- Walnut Tree Cottage and attached buildings

Rye Mill

- River Walk

Packhorse Bridge

- Packhorse Bridge
- Listening Bench
- 'Runner Bean' sculpture
- Small island green with Amelanchier bushes

- Lady Meadow
- 8-14 Feering Hill
- Welingtonia, garden of 11 Feering Hill
- 16 Feering Hill
- 26-32 Feering Hill
- Metal 'kissing gate' to public footpath

Feering Hill

- Marker Posts (indicating line of former railway)
- 74-78 Feering Hill
- Brooklands Villa, 96-98 Feering Hill
- Victoria House, 72 Feering Hill
- 100 Feering Hill
- 108-118 Feering Hill
- 102-106 Feering Hill
- Nissen Hut, Spa Road

Coggeshall Road

- Cemetery Gateway

London Road

- Rye House
- Former police station
- Barns adjacent to Feering Lodge
- Feering Lodge
- 9-10 London Road

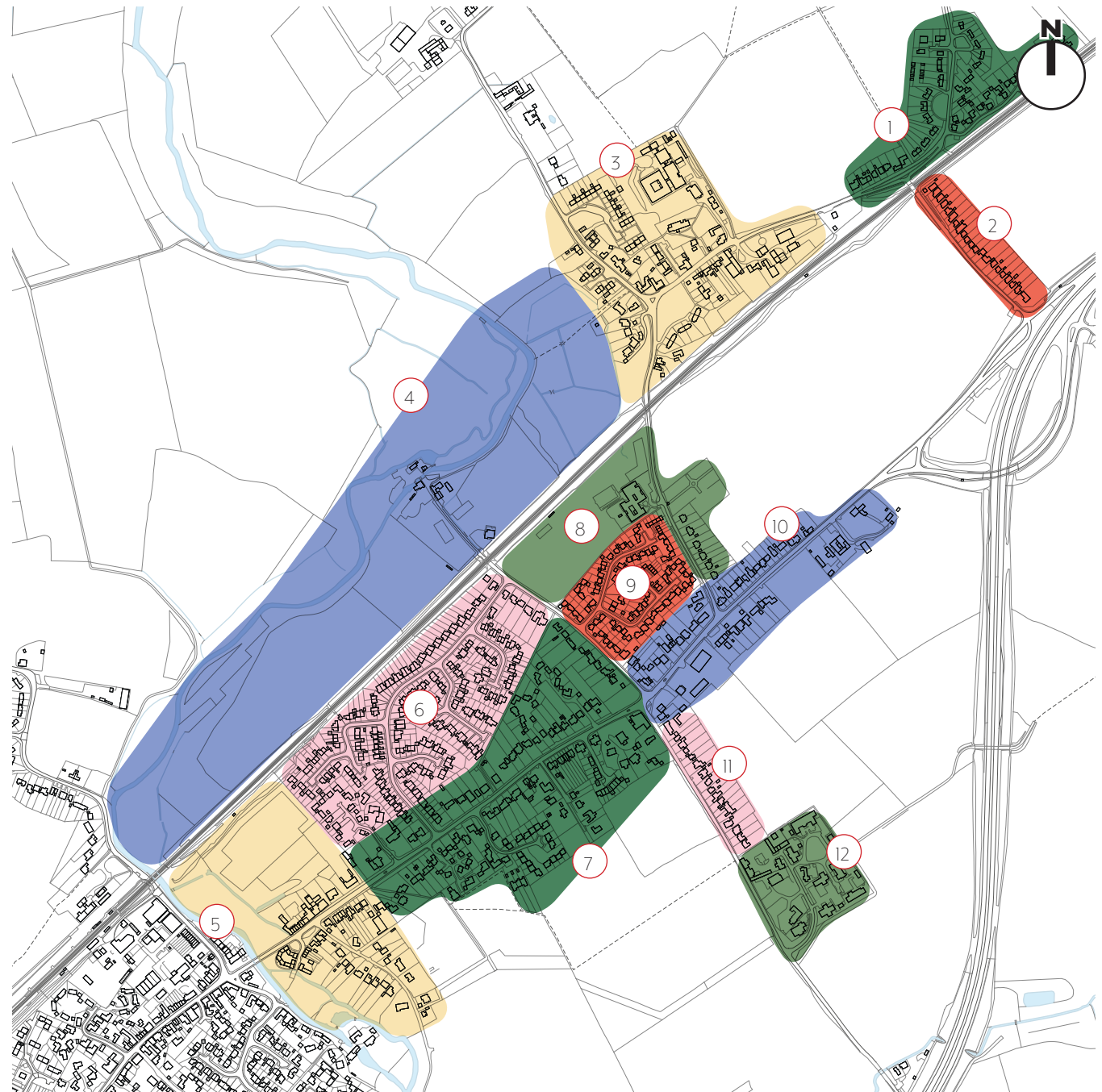
Inworth Road

- Gore House
- Cottage to the rear of Cobham Cottage

Threshelfords

- Former Farm House
- Timber weather-boarded barns

Figure 38: Character Areas, 1:10000



Key:-

1. Hanover Square
2. New Lane
3. Old Feering
4. Rye Mill
5. Packhorse Bridge
6. Sherwood Way
7. Feering Hill
8. Coggeshall Road
9. Watermill Road
10. London Road
11. Inworth Road
12. Threshelfords

Character Areas

Following the village assessment, a series of character areas can be identified, which splits the main settlement of Feering into a series of distinct ‘places’, that can be considered in terms of their coherent character and form. These areas are well harmonised to create an integrated sense of place that is Feering. These character areas both acknowledge the larger scale developments that have occurred in Feering, as well as the presence of key landscape and artificial edges, such as the railway and the River Blackwater. These divisions have formed 12 preliminary character areas:

1. Hanover Square - Comprising housing and amenity green spaces along Hanover Square and Long Acres, bordered by the railway to the south. Outside the village envelope.

2. New Lane - Comprising a string of ‘plotland’ type ribbon development along the eastern side of New Lane, connected to Hanover Square by a bridge over the railway.

3. Old Feering - The historic core of Feering, comprising the Conservation Area and immediate surrounds, bordered by the railway to the south and the marshland of the River Blackwater to the west.

4. Rye Mill - The area between the River Blackwater and the railway, including the cricket grounds, Rye Mill and extensive landscape parcels.

5. Packhorse Bridge - The south-western edge of the Parish, bordered by the River Blackwater and comprising an older and coherent townscape along Feering Hill. Also includes the green open spaces of Lady Meadow and Packhorse Bridge.

6. Sherwood Way - A large post-war housing estate between Feering Hill and the railway. An area of coherent housing typology and design, bordering Rye Mill Lane to the east.

7. Feering Hill - Development either side of Feering Hill between Barnfield and Inworth Road. This includes older Georgian and Edwardian properties facing the road, as well as newer and smaller cul-de-sac developments that feed off from the main road. This character area borders open agricultural land to the south, which is designated as a strategic growth location.

8. Coggeshall Road - The area comprising the properties along Coggeshall Road, between London Road and the railway. This includes the cemetery, and the area occupied by the community centre and primary school, and associated green space. Watermill Road abuts to the rear of Coggeshall Road but does not face onto the street and hence forms a separate character area.

9. Watermill Road - A coherent contemporary residential development featuring a consistent approach to housing design, landscaping, parking and street layout.

10. London Road - The stretch of the central spine road between Inworth Road and the A12. This includes incremental building on either side of the road, including the Ridgdon's yard and several gaps to the open agricultural fields behind (both are strategic growth locations)

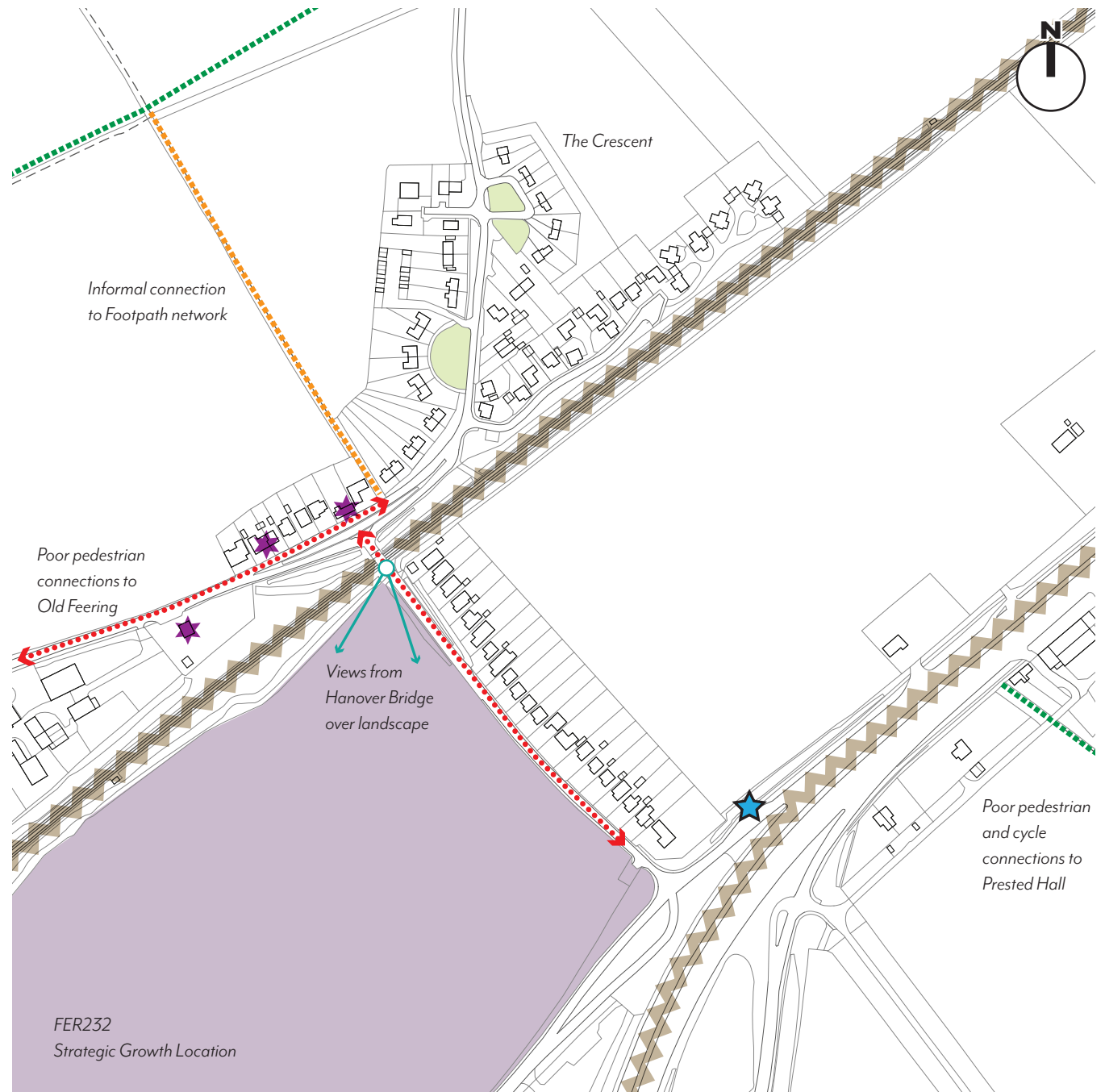
11. Inworth Road - A string of ‘plotland’ type ribbon development along the eastern edge of Inworth Road, backing onto open agricultural fields (a strategic growth location). The western edge of Inworth Road currently opens out onto agricultural fields, also identified as a strategic growth location.

12. Threshelfords - A former farm and associated buildings which have now been transformed into a business park, surrounded on three sides by open agricultural fields, identified in the emerging Local Plan as a strategic growth location.

Figure 39: Hanover Square & New Lane, 1:4000

Key:-

-  Bus Stops
-  Non-listed Assets
-  Views
-  Major Edges
-  Poor Pedestrian Connection
-  Informal Connections/Desire Lines
-  Public Footpaths
-  Green Open Spaces
-  Development Sites





Hanover Square & New Lane

Hanover Square and New Lane are two character areas just outside the established village envelope, to the east of Old Feering.

Hanover Square sits to the north of the railway line and forms a collection of housing along both the Square and Long Acres (which forms a cul-de-sac). Housing is a mixture of 1920s and 1950s Council housing and bungalows, with some newer executive-style homes. There are two older examples of rural workers cottages, which are not listed however. The Crescent, a rural community-led housing scheme was constructed in the 1990s, allowing local people with connections to the area to stay living nearby. Houses are between 1 and 2 storeys tall, and feature a mix of materials including brick, plaster or weatherboarding, with tiled roofs.

New Lane follows a standard pattern of ribbon development, with a string of detached housing set within narrow and long individual plots. These buildings would have been developed incrementally, often through a process of self-build. As such, they lack a clear coherent character but share some aspects in common including a general height of between 1 and 2 storeys, use of pitched roofs and a materiality of brick or render finish.

While there are no dedicated open public spaces in the area, two communal green amenity spaces are formed on either side of Hanover Square with houses forming a crescent around. The low building heights also helps contribute to a sense of openness to the landscape, with an informal connection to the footpath network that runs to the north of this character area.

Pedestrian connectivity is poor in the area, with no pavements along The Street providing safe connections to Old Feering. Similarly, pedestrian connections over the vehicular bridge are absent and this continues along New Lane, creating a poor connection between these character areas and the nearest bus stop along the A12. There is also very little pedestrian connectivity

to the nearby Prested Hall, whose facilities are well used by the local community.

The bridge over the railway is elevated and provides the opportunity for a panoramic view over the existing agricultural fields to the south, which are designated within the emerging BDLP as a strategic growth location.



Figure 40: Old Feering assessment, 1:2500

Key:-

-  Landmark
-  Non-listed Assets
-  Views
-  Major Edges
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Public Footpaths
-  River Walk - Public Footpath
-  Green Open Spaces
-  Primary Green Open Spaces
-  Allotments
-  Local Wildlife Site
-  Conservation Area
-  Listed Buildings
-  Community Assets
-  Development Sites



FER232
Strategic Growth Location



Old Feering

The original village lies within the Feering Conservation Area and is centred around the Grade I listed All Saints Parish Church, The Street and Village Green. It sits north of the railway line and has a view of the River Blackwater and meadow. There is a public footpath which leads down to the River Walk which can be accessed opposite the old school house. This area boasts 12 Grade II listed buildings including the Bell Inn Public House, Church Farm and a Gilbert Scott designed telephone box. It holds true rural charm with a mixture of bungalows offset from open spaces, with cottages set back from the road with front gardens and a small number of dwellings like the Old Post Office that sits adjacent to the road.



The Parish Church is built of flint and septaria rubble, and dates back to the 13th century. The porch and the south front were rebuilt in English red brick around the 15th century. In the 1800s, the dwellings were built using timber frame and plaster, with chimney stacks. Some have been partly clad in red brick and render finish. All properties are no more than 2.5 stories, all have pitched roofs and there is a mixture of semi-detached and detached houses. The mixture of all these materials and finishes allows the heritage architecture of 1800s to blend well with the more modern pockets of development from 1950s, 1970s and 1990s.



North of the Conservation Area, along Coggeshall Road, past a small 1950s cul-de-sac and more detached listed homes and farm houses, the area opens up to agricultural fields, leading you to Skye Green and Coggeshall. On this road is Feeringbury Manor, a Grade II* listed building with gothic features and listed barns and out houses. There are no pavements along the country lanes, but there are substantial high grass verges, trees and hedgerows. The properties in Skye Green are scattered between fields and are either detached houses or semi-detached

cottages. Again all have pitched roofs similar to those found inside the Conservation Area.

An allotment exists to the rear of the Green, which currently suffers from poor water access. There is an opportunity to improve this to create a more functional growing space. The allotment is connected by a small path to the rear of the Green, which offers views over the top of the houses to the west towards the River Valley. Opposite the Green is another amenity green space, which features a substantial number of high quality trees, but could be improved with better located and arranged seating.

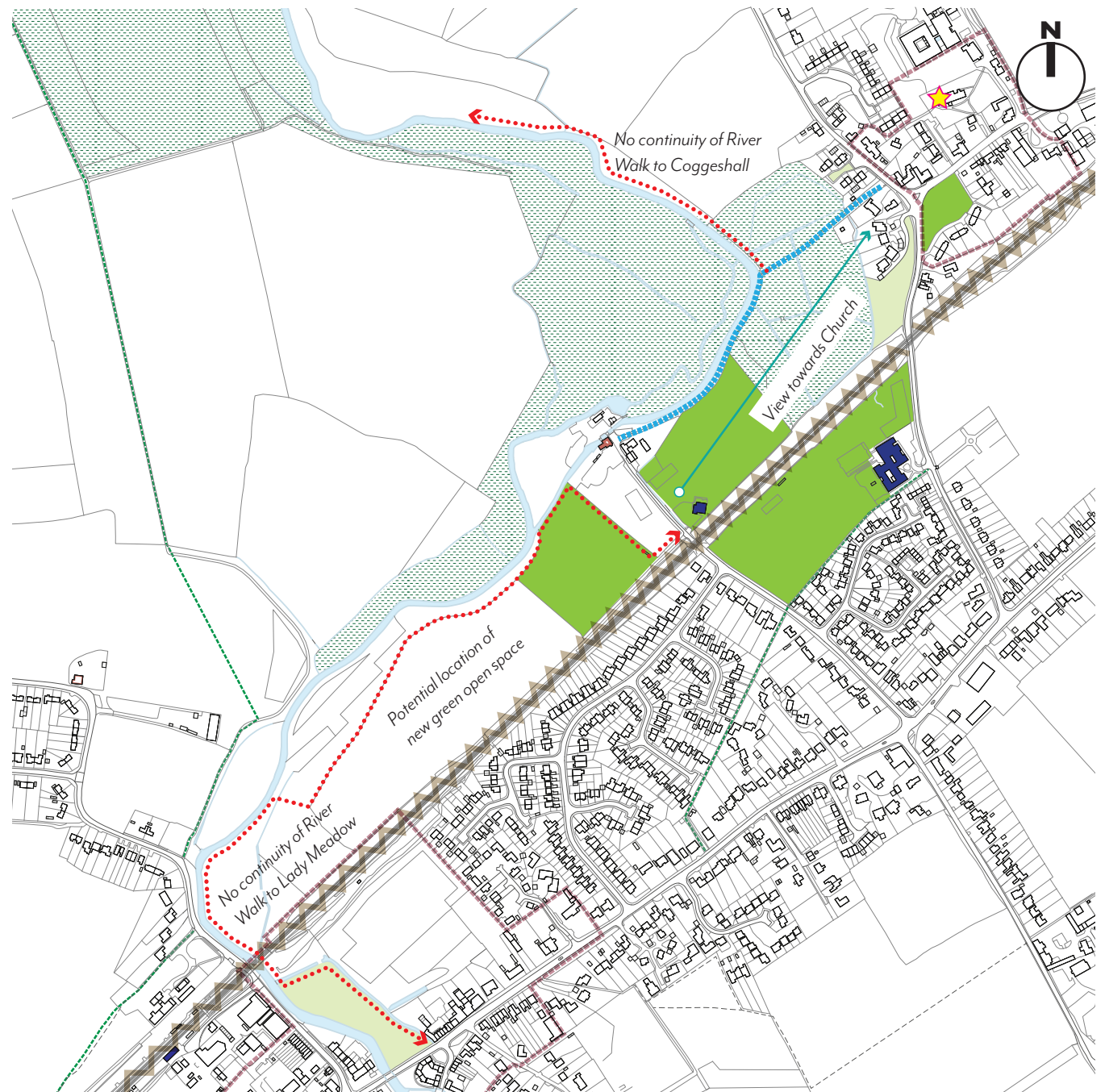
Glebe Gardens, to the north, is a post-war housing scheme with separate garages set within extensive amenity green space, which feature significant mature trees. There may be capacity to densify this scheme through sensitive infill development that protects the existing environment while improving the street scene.

There is currently no dedicated pavement along The Street to connect Old Feering to Hanover Square. Movement is provided by a marked area on the road, but there is capacity for this to be improved through material finish and strategic consideration of parking throughout Old Feering.

Figure 41: Rye Mill assessment, 1:7500

Key:-

-  Landmark
-  Views
-  Major Edges
-  Poor Pedestrian Connections
-  Public Footpaths
-  River Walk - Public Footpath
-  Green Open Spaces
-  Primary Green Open Spaces
-  Local Wildlife Site
-  Conservation Area
-  Listed Buildings
-  Community Assets





Rye Mill

This part of the village sits between the railway line and London Road. Rye Mill Lane is one of the original roads which leads down under the railway bridge past the Cricket Club and down to the Mill House, situated on the River Blackwater. There are stunning views here across the cricket pitch to the Parish church in Old Feering. This is also the location for the rafted path walk which provides a beautiful walk from the bottom of Rye Mill Lane to the Coggeshall Road in Old Feering.

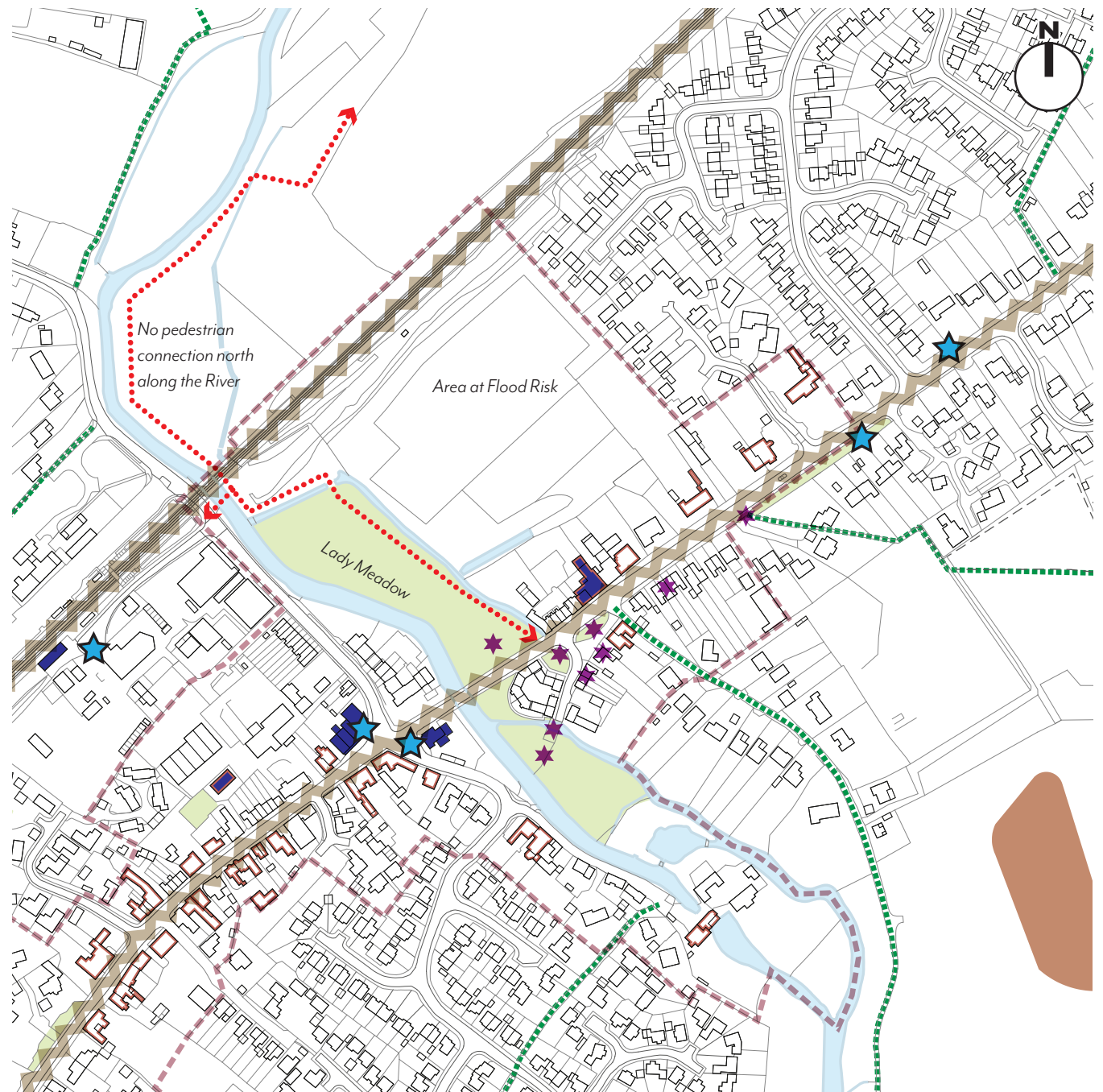
The dwellings along Rye Mill Lane are of a mixed age range, with the older ones being down towards the river, but none are listed. They are mostly of brick construction, some are bungalows with no more than two storeys. They all have well established front gardens and some have the view across the road to Feering Play Ground and Playing Fields.

The River Blackwater has a strong landscape character and feels isolated from the noise of the railway and surrounding development. The river is slow moving and provides a peaceful area to walk and watch wildlife. The area has two Local Wildlife Sites, the Marsh to the east and the River Blackwater itself on its northern undeveloped bank.

Apart from the River Walk, there is little onward pedestrian movement, either northwards to Coggeshall, or westwards towards Lady Meadow and Kelvedon station. The route westward is possible in principle, but currently blocked due to differing land ownerships and a lack of a public right of way. A scheme for such a westward route could integrate with emerging proposals on behalf of the Crown Estates site wide strategy to locate a new green open space to the rear of the second cricket pitch, with the potential to create a new pedestrian route for part of the river stretch. A potential River Walk extension north to Coggeshall would be a more substantial project requiring better understanding of land ownership along the River Blackwater.



Figure 42: Packhorse Bridge, 1:4000



Key:-

-  Bus Stop
-  Non-listed Assets
-  Major Edges
-  Poor Pedestrian Connections
-  Public Footpaths
-  Green Open Spaces
-  Conservation Area
-  Ancient Scheduled Monument
-  Listed Buildings
-  Community Assets



Packhorse Bridge

This area of Feering borders Kelvedon to the west, separated by the River Blackwater. The area would have been the historic entry into Feering from the south, and features substantial historic buildings including the Sun Inn and Feering House. Along Feering Hill, the streetscape follows a similar pattern to that of the High Street of Kelvedon, with buildings terraced together forming consistent building lines that follow the back of pavements. Buildings are no taller than 2.5 storeys and feature a range of traditional materials including half-timbering, render and tiled roofs.

This traditional 'High Street' characteristics have been following in newer developments in the area, such as at Bridge Meadow, which has delivered a new high-density scheme with good communal amenity space while following the vernacular of the street.

There are several key green amenity spaces in this area, the largest of which is Lady Meadow to the north, which is not a public open space. There may be potential in the future to secure a pedestrian route through Lady Meadow and to the north of the railway, to join into a wider River Walk that could connect back to Old Feering, and potentially to Coggeshall.

Packhorse Bridge is a similar smaller semi-natural amenity space accessible via a gate on the lane to the south of Bridge Meadow. This green space is maintained by the Packhorse Bridge Society and offers seating and respite, around the historic bridge and associated river bank landscape. There are several smaller amenity spaces, including a small green in front of Bridge Meadow and an adjacent grassed area with Amelanchier bushes.

The area to the east of Lady Meadow is an undeveloped area to the rear of existing residential properties and the Sun Inn. It is unlikely that this area will be developed as it is an area of flood risk, but it does have potential to become an important habitat and area of biodiversity through sensitive management.



There are two public rights of way to the south of the character area. One runs along the private road of World's End, which features detached housing in a ribbon development style, set in large landscape plots. This footpath leads south along the River Blackwater and connects to a wider network of routes. The other public footpath is accessible by a small metal kissing gate on Feering Hill and runs along the open agricultural fields to the south and onwards to Threshelfords Business Park.

The open agricultural fields to the south of the character area feature an ancient scheduled monument. This has been classified as an ancient Anglo-Saxon burial ground, visible as crop marks from the air but lacking any physical presence.

Figure 43: Sherwood Way & Feering Hill, 1:4000

Key:-

-  Bus Stop
-  Non-listed Assets
-  Major Edges
-  Pedestrian Crossing
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Public Footpaths
-  Green Open Spaces
-  Primary Green Open Spaces
-  Former Route of Crab & Winkle Line
-  Conservation Area
-  Listed Buildings
-  Community Assets
-  Development Site
-  Parking





Sherwood Way & Feering Hill

Sherwood Way is a large scale 1960s/70s development consisting of detached and semi-detached two storey properties with 3-4 bedrooms, together with some bungalows. It curves round the back of Feering Hill to Rye Mill Lane with small cul-de-sac roads spurring off it. It highlights properties which are reasonably consistent in design and layout. Use of building materials and colour is similar. The overall appearance of the estate is softened by good sized front gardens, some fruit trees, and off street parking. The curving nature of the central road through the estate also adds to its aesthetics. It has a much more open feel with wide pavements and roads. Weather boarding has started to replace the old tile cladding where residents have started to modify and extend their properties.

An alley way with a public right of way runs between the old houses of Feering Hill and the estate which is a main footpath for local residents. This connection is constrained however, with significant vegetation on either side requiring maintenance. The entrance to this alley from Feering Hill is also obscured by the presence of parked cars relating to adjacent properties.

Feering Hill is the main trunk road through the Village as it follows the course of the old Roman Road that went from London to Colchester. From the bridge crossing, the road widens out as it ascends up the Hill, with the pavement also widening. There is a sense of space here with large front gardens, red brick walls and mature trees giving the sense of an avenue.

Feering Hill has two historic coaching inns, the Sun Inn (within the Packhorse Bridge character area) and the Blue Anchor, which is Grade II listed. The Blue Anchor dates back to the 15th century complete with 1st floor jetty, sash windows, ornate red brick chimneys, exposed timber and white plaster. Customer parking is provided on a plot opposite, which occupies a prime location on a key junction in central Feering. With the potential redevelopment of the Beacon Hill garage and Ridgeons site opposite the Blue

Anchor, there may be an opportunity to reconfigure customer parking to provide better built frontage along the street.

All properties in this area of the parish range in architectural style due to the era of build. None are more than two stories and all have pitched roofs constructed from a range of building materials, such as timber and plaster (waddle & daub), to plaster and brick. There are larger sized properties here, with generous sized gardens and frontages. The newer properties have been built sympathetically here to blend in with the older properties.

There are a few small developments off of Feering Hill, such as John Raven Court, Barnfield & Greenways, all hidden behind the properties that line the road. These small estates date from around 1980 to 1995 and reflect a cul-de-sac type development, which nevertheless tend to reflect the architectural style of the street, with pitched roofs and Essex vernacular details.

To the south of Feering Hill, the existing agricultural fields are designated as a strategic growth location. Due to the current openness of these fields, the designed integration of the development will be critical to ensure that these new areas feel to be a part of Feering and does not turn its back on the existing settlement.



Figure 44: Coggeshall Road & Watermill Road 1:4000

Key:-

-  Non-listed Assets
-  Major Edges
-  Pedestrian Crossing
-  Informal Connections/Desire Lines
-  Public Footpaths
-  Primary Green Open Spaces
-  Community Assets
-  Development Site





Watermill Rd & Coggeshall Rd

These two character areas effectively form a block bounded by the railway to the north, Coggeshall Road to the east, Rye Mill Lane to the west and London Road to the south.

Watermill Road comprises the housing estate built in the 1980s with 3-4 bedroom detached and semi-detached dwellings within a few 2 bed terrace properties hidden within it. The layout is harmonious in style, different colour bricks are used with some weatherboarding and plaster finishes. It has a meandering street plan with areas of small green space, cul-de-sacs and footpaths giving access to each area and the playing field, school and community centre. It is a small, compact estate with small gardens but a lack of communal open space and sufficient off-road parking. The estate has missed the opportunity to front onto both Coggeshall Road to the east and the large green open space to the north, displaying blank frontages to both. This is a lost opportunity given the presence of a public right of way along the northern edge of the estate, which is segregated from the green open space by two layers of fencing.



Coggeshall Road character area includes the street scene of Coggeshall Road between London Road and the railway, the Community Centre and Primary School, associated green open space and the cemetery.

Coggeshall Road has 12 large 1920-50s semi-detached former council houses set back off the road, with large front and back gardens. Originally only two bed properties these have since been extended to 3 and 4 bed properties. Originally red brick and tile, some of these have been rendered in various greens and creams. The footpath is on the opposite side of the road with trees and grass verge between.

The hub of the village is the Community Centre and adjoining school. This building is a large one-storey structure that contains the offices of the Parish Council, as well as rooms to hire for the use of events. The playing fields and playground run

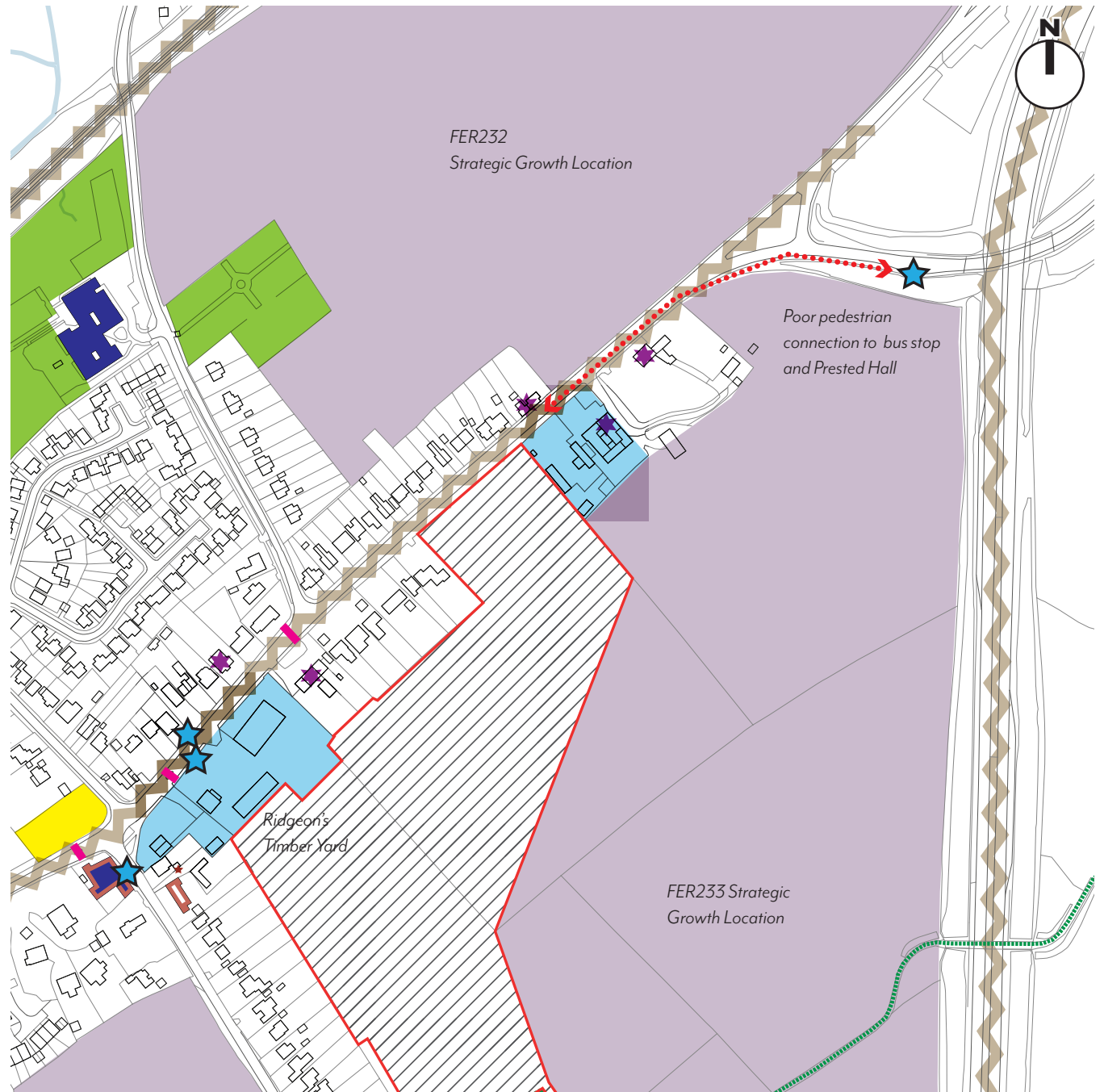
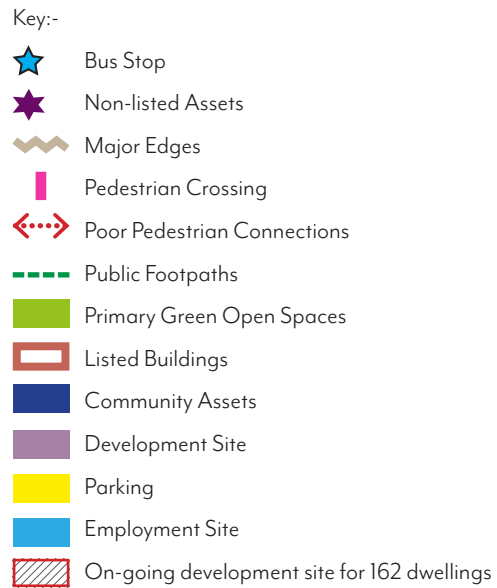
along behind the building all the way to Rye Mill Lane and offer amenity space for the primary school, as well as the local community. A play area is present in the green space, as well as a metal skatepark. There is ample parking with trees and hedgerows lining three sides.

The local cemetery, with its beautifully detailed oak gates and arch stands opposite the community centre. Behind this peaceful cemetery lies a field which extends in all directions, all the way to the railway line, New Lane and London Road.

The open agricultural field to the rear and around the cemetery is a strategic growth location and would need to consider the integration of the landscaped cemetery into the future neighbourhood, as well as its potential presence along the existing gap of Coggeshall Road.



Figure 45: London Road 1:4000





London Road

This character area encompasses London Road between Inworth Road and the A12. It is sparsely developed, with lines of buildings on both sides interspersed with gaps to the open agricultural fields behind.

The buildings are a range of styles and age, with Feering Lodge at the eastern extent of the character area an unlisted heritage assets, while properties along the northern edge of the road exhibit a typical ribbon development type of varied houses including bungalows and semi-detached properties. All buildings are 2-storeys and below.

The southern side of London Road features some employment uses, including the Beacon Hill garage, Ridgeon's Timber Yard, and a small employment site within a converted barn at Exchange Court. The first two sites occupy a key location on the busy junction of Gore Pit. There may be capacity to relocate these semi-industrial uses to a location more appropriate for their business activities (i.e. with better access to the A12) in the long term. This would help to unlock this site for more appropriate development that contributes to the pedestrian environment.



The pedestrian pavement is constrained and disappears east of Exchange Court. This reduces pedestrian access to the bus stop along the A12 exit, which serves access to Prested Hall on foot. Gore Pit Corner itself is poorly served with pedestrian crossings, however proposals for the junction have been provided as part of the recent Bloor Homes application to the south of this area. The large gap in the street scape to the west of Exchange Court is proposed as the major entrance to the strategic growth location to the south. Part of this is being delivered initially as the Bloor Homes development of 162 dwellings..

Figure 46: Inworth Road & Threshelfords, 1:4000

Key:-

-  Bus Stop
-  Non-listed Assets
-  Major Edges
-  Pedestrian Crossing
-  Poor Pedestrian Connections
-  Public Footpaths
-  Former Crab & Winkle Line
-  Primary Green Open Spaces
-  Listed Buildings
-  Community Assets
-  Development Site
-  Parking
-  Employment Site
-  On-going development site for 162 dwellings





Inworth Road & Threshelfords

Inworth Road has a main row of houses which are set back from the road. The type of housing varies with a broad range of architectural styles including listed cottages, some bungalows, and large two storey homes. At the end of the houses you come to Threshelford Business Park. Once a fruit farm, the old house has been converted into offices with newer buildings for offices added around it, constructed in the character of Essex Barns to be sympathetic to the sites history and surroundings. The fields around it give residents and workers stunning views of the countryside, mature hedgerows and trees, down the hill to what was once the Crab & Winkle Line.

Pedestrian and cycle access to Threshelfords is poor, despite being a major employment hub for the village. There are no pavements along the majority of Inworth Road, and there are no pedestrian cut-throughs into the business park prior to the main vehicular entrance on its south-western corner. Inworth Road and Threshlesfords are surrounded by strategic growth locations and there would be opportunities for new development to build on the existing street scape to ensure that urban growth occurs in an integrated way, addressing the existing structure of Feering.

A public right of way runs along the northern side of Threshelfords, connecting Feering Hill to Prested Hall (over an existing footbridge on the A12). This right of way runs within the strategic growth location, and there is the possibility that it could be greatly enhanced and integrated within a considered landscape structure as part of the new developments.



Issues & Opportunities

Landscape & Environment

- Areas around the River Blackwater and Domsey Creek are at risk of flooding. This also generates secondary issues such as sewage overflow in certain areas. However, flooding risk may be reduced with the Environment Agency's proposed flood alleviation scheme (currently at an early proposal stage);
- The topography of the village provides a series of views which form the character of Feering;
- Feering and its surrounding landscape contains a large number of natural environments, including numerous mature trees and hedgerows which support species diversity. There are opportunities to build on this green infrastructure to create a richer network of wildlife and habitat corridors to adjoining areas;
- The neighbourhood plan area is sited on an area of high quality agricultural and horticultural land;
- Much of the built up areas of Feering have extensive street planting and include mature trees and vegetation. The distribution and quality of the landscaping is varied, however, there are opportunities to promote green streets and buffers in a range of locations. This could include the creation of a new community woodland and/or wild meadow adjacent to the village to provide a wildlife and recreation area as part of the substantial development occurring in the parish.

Open Space & Access

- Feering benefits from an extensive network of public rights of way, including footpaths and bridleways, as well as a network of permissive routes. The quality and legibility of these routes vary, and many traverse the strategic growth locations. There are opportunities for developments to integrate these routes to provide an enhanced green movement infrastructure, avoid the removal of existing landscape such as mature hedgerows and trees, and enhance and expand on existing routes;
- The River Walk is a high-quality board walk that connects Old Feering to Rye Mill and is an attractive landscape asset for the village. There are opportunities to consider the extension of this walk to connect westwards towards Feering, and northwards towards Coggeshall (which despite being the next nearby village is not currently easily accessible by foot);
- Access to Feering and to important amenities outside the parish are frustrated by a limited and unreliable bus service. This is of particular importance to the older, less mobile, demographics that are well represented in Feering;
- Lady Meadow is a high-quality semi-natural green space located in a key location between Kelvedon and Feering. However, it is privately owned with no public right of way yet could potentially link into a continued River Walk. There may be opportunities in the future for this space to be opened up for the community;
- Feering is well served by a range of green open spaces and recreational facilities, but few of these offer bespoke provision for youths and there are opportunities to provide further facilities and to enhance the existing skate-park;
- The provision of the formal sports area is nearly at capacity and would need to be expanded as the population of Feering increases, especially in regard to expansion of the primary school as well;
- The churchyard is an attractive green open space with mature landscaping, however it is currently full. There are opportunities to expand the cemetery (opposite the Community Centre) and to improve its amenity;
- The allotment to the rear of the Green has limited parking accessibility and no piped water access resulting in a less than ideal growing environment. There are opportunities to install a piped water source here and expand allotment provision onto other available sites in line with residential growth;
- Pedestrian and cycle access to Prested Hall is currently convoluted with limited and poor crossing options across the A12. There are opportunities within the strategic growth locations to enable more amenable pedestrian and cycle routes to Prested Hall, which is a popular events and leisure club;
- Threshelfords Business park has limited parking provision, but also has poor pedestrian and cycle access which limit its ability to encourage sustainable commuting patterns. There are opportunities to promote this site as an employment hub, as well as access to it from surrounding residential areas to promote local living and working.

Traffic & Movement

- Feering suffers from a fragmented pavement network, with many key village routes lacking consistent pedestrian pavement connections. Some key routes have no pavements at all. Many of these pavements are of poor quality in terms of material maintenance and width;
- There is a lack of defined cycling infrastructure, with no dedicated cycle paths (on- or off-road), cycle parking or crossings;
- Some areas of Feering suffer from insufficient unallocated parking, resulting in congestion at key times;
- The lack of public realm and constrained street widths create conflicts between vehicles and other road users such as walkers and cyclists;
- Feering is well connected to the strategic road and rail network, however this brings issues such as noise, air pollution and congestion;
- Most traffic congestion within the village comes from surrounding parishes including: Kelvedon, Tiptree and Coggeshall due to convoluted access arrangements with the A12. The situation is particularly poor during emergencies and planned roadworks, where A12 traffic comes through the village. Current rush hour traffic creates gridlocks at Gore Pit Junction. New developments, within the Parish and surrounding areas, would exacerbate congestion without considered new and improved infrastructure. There are opportunities to alleviate this issue with the creation of new multi-way junctions with the A12, served by link roads to divert A12 traffic away from the village centre;
- Many of the road junctions, such as Gore Pit corner, are currently inadequate in terms of accommodating vehicles, pedestrians and cyclists. There are opportunities to improve these junctions with better way-finding, public realm and crossings.

Uses

- The Community Centre and Primary School is a well used building that provides a range of amenities for the local community. With increases in population, both facilities will require extra capacity. There are options to either relocate the community centre or Primary School to new expanded facilities, with the other institution to take over the rest of the original building. A new community hall with leisure facilities could include additional sports fields and bespoke youth spaces to address existing insufficiency;
- The Kelvedon and Feering cricket club is a key asset for the village, with two large pitches located along the Blackwater and a club house with bar available for hire for private events. The view from the cricket pitch towards the Church is characteristic and should be protected as a key part of the village's heritage;
- There are no local shops within Feering, the Post Office closed in the early 2000s. As such there is a lack of village centre to act as a focus for the local community. There are opportunities to create a new village centre with services and facilities in walking distance from most of the existing population;
- Feering hosts two attractive pubs and a restaurant which act as key attractors for both local residents and visitors. These could be strengthened with the co-location of other amenities;
- The village hosts a series of events throughout the year, such as the May Fayre & Church Fete. There are opportunities to consider how new developments can help enable and provide an improved infrastructure for these popular events;
- There are opportunities to promote and improve employment provision around existing sites (such as at Exchange Court and Threshelfords) to help create a more sustainable village with greater local employment opportunities.

Heritage & Character

- Feering contains numerous listed buildings and heritage features which contribute positively to the character of the village and should be protected and enhanced;
- Feering retains an attractive rural quality and sense of being a village, with excellent access to surrounding landscape. There is a desire for these qualities to be retained and enhanced through the careful integration of new development;
- There are opportunities to incorporate and embrace more traditional Essex design characteristics, such as Essex overhangs and pargeting within new development;
- The former Crab & Winkle Line can still be discerned as a landscape feature, and could be incorporated into a new walking and landscape corridor allowing connections to other nearby villages. It also serves as an important wildlife corridor between the village envelope, Domsey Brooke and beyond;
- There may be opportunities for the two Ancient Scheduled Monuments in the Parish to be made more accessible, with signage and access from existing public footpaths.

Built Form

- A substantial proportion of residential properties in Feering are large detached dwellings more appropriate for larger families. There are fewer properties that are smaller and more specifically appropriate for other living arrangements;
- The area around Gore Pit Corner currently suffers from poor built form despite being a central location for the village. There may be opportunities for the relocation of existing semi-industrial uses and redevelopment of the site with more appropriate village centre uses of good built form quality, frontage and public realm.



Design Guide

Policy 3: Design *(from the Feering Neighbourhood Plan)*

Development proposals should:

1. Include a high-quality design which will contribute positively to the character and appearance of the surrounding area in accordance with the Feering Parish Design Guide
2. Reflect and respond positively to the scale, design, character, density and layout of existing development in the surrounding area, and not result in significant harm to neighbouring residential amenity
3. Incorporate an appropriate use of materials which enhance the quality of design and preserves and enhances the character of the area
4. Provide an appropriate provision of off-street parking in accordance with adopted Essex County Council Parking Standards
5. Preserve views of local landmarks, open space, green infrastructure and the wider rural landscape, which contribute to the rural character and appearance of the area.
6. Create an accessible and inclusive design for all age groups and abilities
7. Provide dwelling designs which can easily be adapted to meet the changing requirements of residents
8. Provide a safe and secure environment, including measures through design and layout which will seek to reduce and prevent crime and enhance personal safety
9. Incorporate sustainable design features which promote energy efficiency, biodiversity gains, innovative low carbon technology, water efficiency, energy conservation, flood resilience, and sustainable waste and mineral management.

Design Objectives

This Design Guide for Feering has been developed with and on behalf of Feering Parish Council to reflect their ambitions and aspirations for the design and form of change within the Parish of Feering. The Design Guide works in tandem with the Feering Neighbourhood Plan, which contains a dedicated policy on design (see inset box) and provides guidance on the built form, layout and use of both new developments within the allocated Strategic Growth Locations, and development within the existing village envelope.

The Design Guide reflects the findings of the initial village assessment, which defines the character, issues and opportunities of Feering (particularly in regard to the potential of the Strategic Growth Locations). Following the objectives for design outlined in the Feering Neighbourhood Plan, the Design Guide pursues the following principles in defining codes and guidance for high-quality design and development throughout all of Feering:

- Ensure that new development is responsive to the character of surrounding existing development;
- Ensure new development adds to or maintains the rural nature, character and scale of existing development within the Parish;
- Conserve and enhance the rural landscape and character of the Parish. Preserve the existing open views and natural green buffers, including hedgerows and mature trees;
- Ensure that any new development creates a safe, well-designed and accessible environment where crime and disorder, and the fear of crime do not undermine the quality of life and community cohesion;
- Parking provision to be well-thought out with sufficient car parking spaces associated with each dwelling and to be located inside the development perimeter;
- Ensure new buildings are made as energy efficient as possible and comply with the latest energy efficiency standards.

Structure of Guide

The structure of the design guide reflects these core objectives defined by the Parish, and is structured into two parts. The first provides guidance for new development within the Strategic Growth Locations, and considers them along three key themes: integration (both with the surrounding landscape and existing settlement), place-making, and the creation of high-quality streets and homes.

The second part provides advice for new development within the existing village envelope of Feering, with guidance on infill development, extensions, alterations, improvements to streets, public realm and existing open spaces. The Design Guide also provides a short 'project bank', outlining more detailed design and proposals for key areas of the village in the future. This includes the major edges of the Strategic Growth Locations, as well as other desirable improvements to the Parish as a whole, including considered infill on key sites and the promotion of an enhanced and extended footpath network.

The Design Guide is followed by a short outline of relevant case studies including high-quality local developments and exemplar residential projects. These provide further cues as to what the Parish Council aspires to in new residential development within and around Feering.

Accordia, Cambridge: An example of how new development can respond to existing landscape features through a strong rural-inspired framework of green spaces and gardens which include mature trees, existing hedgerows and plantings that reference local and native species which create a strong character without the need for non-contextual ornamental planting



Brookfields, Milton Keynes: A large extension to an existing settlement, with substantial provision of landscaped green spaces to soften the edge and create a high-quality transition to surrounding countryside. The use of rural-inspired planting maintains a 'wild' sense while creating amenity areas that are low maintenance yet high-quality.



Existing views around Feering



Design Guide for Strategic Growth Locations

1. Integration

1.1 Rural Character

- Developments should safeguard and enhance the rural aspect and feel of Feering;
- A strong, rural-inspired landscape framework should be designed that considers all Strategic Growth Locations, starting from existing landscape features and including a network of green spaces and wildlife corridors that integrate with existing open spaces, habitats, trees and hedgerows.

1.2 Transition to countryside

- Avoid hard edges to development and create a 'soft' transition between the village and the surrounding landscape through green infrastructure;
- Development should not be designed to physically 'round off' the existing village, but should allow for the penetration of the surrounding landscape deep within the village;
- Development should be appropriately set back from the A12 with a meaningful and appropriate green buffer of landscaping to attenuate noise and air pollution from the road, and promote an existing wildlife corridor.

1.3 Access to landscape

- Development should improve access between the existing village and surrounding landscape, and provide additional pedestrian, cycle and bridleway connections where possible;
- Developments adjoining existing footpaths and bridleways should seek to make new connections of similar quality, or improve existing routes, to reinforce and extend the existing network;
- The rural aspect and feel of walks from the village to the countryside should be safeguarded and enhanced.

1.4 Views

- New development should incorporate and enhance views from the existing village out to the surrounding landscape, as well as to key local landmarks, such as the Parish church tower;
- New developments should include open views across Strategic Growth Locations towards surrounding open landscape;
- New developments must consider how the topography of Strategic Growth Location affects the visual prominence of proposed building heights and location, from both the existing village and the surrounding landscape, to minimise unnecessary visual intrusion from the village and its surrounding routes.

Sutcliffe Park, London (left): Landscape improvements combine public access with environmental conservation and enhancement of biodiversity. The use of walkways provide high-quality leisure routes near sensitive habitats, increasing access and awareness.



Rieselfeld, Freiburg (right): An example of how a multi-functional green open space can combine flood attenuation and SuDS within a well-designed landscape recreation space and bring quality and amenity to local communities while enhancing sustainability.



Ravenswood, Ipswich: Infiltration basin within a new large residential development providing sustainable drainage for a 1 in 100 year storm. Houses and driveways are connected to individual soakaways and roads are drained by a piped system that discharges to infiltration basins running along the main boulevards.



Existing views around Feering



1.5 Ecology & Wildlife Corridors

- New development should seek to maintain and enhance existing wildlife corridors;
- Provide new site-wide wildlife corridors throughout the Strategic Growth Locations that integrate with, and connect to, existing habitats throughout the Parish;
- Wildlife corridors should be designed as 'wild' spaces to reflect the rural-feel of Feering and managed in ways that are not costly to maintain;
- Wildlife corridors should be sensitively integrated with adjacent paths and routes, where possible, to create 'green links' across the Strategic Growth Locations.

1.6 Mature Trees & Hedgerows

- Existing hedgerows should be retained, maintained and enhanced in new development and used to inform the structure and character of a site-wide green network or wildlife corridors and 'green links';
- Existing mature trees should be retained, maintained and enhanced in new development, with succession planting to ensure continuity of landscape character;
- Existing and proposed trees should always form part of a wider arrangement to prevent isolated single trees in development in favour of small groups and clumps;
- New trees and hedgerows should use local and native species to promote the continuity of Feering's rural character.

1.7 Flood Resilience

- Flood risk should be managed through the control of surface water runoff and the proper maintenance and protection of the natural water cycle. This includes the incorporation of appropriate flood attenuation systems, where required, as part of a wider green infrastructure framework;
- SuDS and other appropriate flood attenuation systems should be incorporated into new developments and follow the principles and design criteria as set out in the Essex SuDS Design Guide (2016)

1.8 Permeability & Connections

- The proposed street networks should be a natural extension of the existing village, integrating pedestrian routes, bridleways and cycle ways into a wider strategic network;
- New development should enhance and improve the existing movement network, where adjacent, ensuring the provision of appropriate road width for vehicular movement, and proper integration or separation (as appropriate) for pedestrian and cycle movement;
- New development should ensure that pavements are of high quality and provide safe and well-designed crossings appropriate for vulnerable users, including the elderly, disabled and children;
- New footpaths and routes should respect and avoid the removal of existing landscape such as mature hedgerows and trees;
- New development should make logical connections to key destinations within the wider area, including to the River Blackwater, the existing Community Centre, and to Old Feering.

Maastricht-Gulpen Cycle Route, Holland (left): Long-distance rural cycle route between numerous rural settlements. A dedicated cycle lane and footpath has been provided within the field edges and separated from traditional yet constrained vehicular roads. This allows the maintenance of hedgerows and mature trees while providing a high-quality cycle route.

Silkin Way, Telford (right): An example of a network of existing footpaths/bridleways enhanced to cycling standards and providing increased amenity and sustainable connectivity between settlements.



Bridge Meadow, Feering: This contemporary development in Feering shows good external design principles that is contextually sensitive in terms of height and form, while creating a defined block that fronts onto existing streets and green open spaces. The detailed design of the scheme borrows heavily from the context to create an excellent, high-density building that successfully integrates into the existing village.



Existing views around Feering



1.9 Active Movement

- New development adjoining sections of London Road, Inworth Road and New Lane, where pedestrians must currently walk on the road, should provide new, safe and continuous pedestrian paths;
- New developments must provide appropriate cycling infrastructure within to include cycle parking around local amenities, and clear and defined cycle lanes that are well integrated into the street design;
- Cycle routes should be coherent, direct, safe, comfortable, attractive and adaptable. Designs should follow best practice in line with Sustrans' 'Handbook for Cycle Friendly Design' (2014).

1.10 Edges of New Development

- New developments should integrate well into the existing village and surrounding context. Development within the Strategic Growth Locations should not seek to isolate themselves through: extensive separation between proposed and existing built form, large cul-de-sacs with no pedestrian and cycle permeability, or a failure to provide amenities and uses such as green open spaces, that are poorly accessible by existing residents;
- New developments should promote the continuity of frontage and building line when located along existing streets and address gaps in continuity where possible;
- Building heights of new development along existing streets and development boundaries should generally be limited to that of the surrounding or nearby buildings;
- The treatment of main road frontages should be well integrated in the street network of the existing village and retain existing hedgerows and planting where present;
- Any green buffer between new development and the existing built-up area of the village should only be intended to protect privacy and should not isolate the new community through the creation of impermeable edges to movement.

1.11 Uses

- Non-residential uses should be co-located where possible and make use of adjacencies to amenity spaces and key routes to create a defined and high-quality local centre, rather than a scattering of individual uses throughout the area;
- Semi-industrial uses, if allocated, should be located adjacent to the A12 junction to reduce the presence of associated traffic within the existing village;
- New employment spaces should seek synergies with existing employment at Threshelfords Business Centre and Exchange Court, and should have good access to the public transport and footpath network;
- Non-residential uses within the Strategic Growth locations should be located so that they are easily accessible to the wider village.

1.12 Character & Heritage

- New development should respond sensitively to the existing character of Feering, with architecture, landscape design, and layouts that reference the characteristic built form of the existing settlement;
- New buildings should respect the setting of adjacent heritage assets (where present) and not seek to dominate them with inappropriate or visually intrusive design and should be of a high-quality contemporary design;
- New buildings should respect the setting of adjacent non-listed assets (outlined within the village assessment);
- New place and street naming should include an interpretation of local heritage.

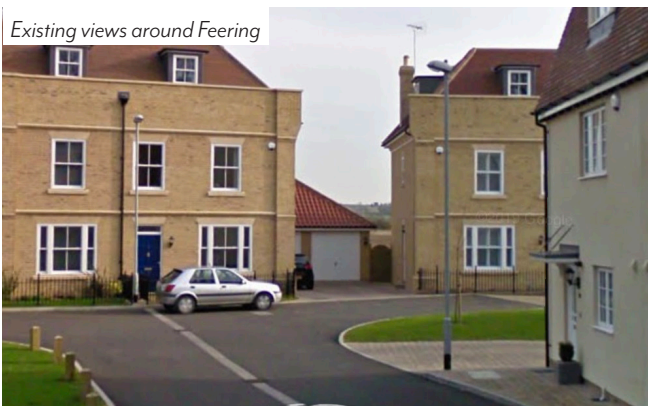
Messing Green, Messing: A contemporary residential scheme in a nearby village. The development has arranged a series of dwellings of various typologies and sizes within a coherent form which provides excellent frontage to a new 'village green'. The scheme includes well-designed transitions between private front gardens and communal open space through a shared surface route that provides parking access while promoting integration between the buildings and open space.



Gate House Mews, Tiptree: A small infill scheme for accessible and affordable homes terraced and facing directly onto a green open space. The design has affinities with the traditional almhouse arrangements and promotes communality through a considered interface between the housing and interaction with a shared amenity space in the form of the garden.



Existing views around Feering



2. Place-Making

2.1 Blocks & Street Network

- New development should occupy a structure of walkable blocks defined by a permeable street network;
- Buildings should face the street (or pedestrian paths) and follow the street line to promote a sense of enclosure and continuity to routes;
- Buildings should make a clear distinction between public fronts along the street and private backs;
- Developments should adopt a clear street hierarchy, with street types defined by capacity and character, that creates a legible network for movement and considers how best to keep heavy traffic flows away from existing and proposed residential areas;
- Streets must form a coherent and connected network for pedestrian movement and avoid the use of dead ends without pedestrian links;
- Proposed streets should integrate carriageways, planting, parking, pedestrian and cycle routes in a considered way;
- Any development should contribute to the creation of a more pedestrian friendly environment.

2.2 Density

- New development should take a 'design-led' approach to density, following requirements for residential density within the Braintree District Local Plan, while promoting quality of place through the sensitive design of building groups;
- Small visual gaps between adjacent detached dwellings should be avoided in preference to terraced forms of dwellings and meaningful gaps where appropriate;
- The density profile should be varied across the Strategic Growth Locations to reflect: existing context, accessibility to public transport, movement routes, provision of amenities and creation of a strong and varied character throughout the development sites.

2.3 Built Form

- Multi-unit developments should be designed as small groupings of buildings, with exceptional landscape design and integration with the existing context;
- 2.5 and 3 storey buildings are atypical for Feering and not readily accepted - however, it is recognised that in certain circumstances it may be possible to insert them as part of a carefully planned and landscaped development;
- New buildings should create clearly defined public spaces by considering the density, height and arrangement of buildings in relation to existing and proposed streets and spaces;
- Buildings should not be repetitive, and provide variety of building types and design with coherent scale, massing and detailing: avoiding complex patterns of different materials and incoherent pastiche styles;
- Contemporary architecture with fine grain detailing is welcomed; generic 'box' development with no articulation of facade or roof-line is not acceptable as it does not contribute to the character and quality of the village.

2.4 Landscape

- New planting should reflect the rural feel of Feering and promote landscape design that uses native plant species, hedges, ditches and open fencing with an emphasis on supporting the diversity of wildlife, flood resilience and ecology, rather than ornamental plantings and large areas of mown grass;
- New development should include measures to enhance biodiversity and provide increased opportunity for wildlife, such as hedgerow planting and new habitats for particular species;
- Any development should contribute to the richness of greenery through retention and planting of new large trees and hedgerows.

Clay Farm, Elmswell: An example of new rural affordable housing designed for local families within a Suffolk village. The scheme includes a range of green open spaces for use by new residents and the wider existing community. These include growing spaces and a large informal recreation space designed around a traditional orchard. The scheme rejects ornamental landscaping in favour of more appropriate, rural-inspired spaces that promote biodiversity, food production and nature conservation.



Kingswood Local Centre, Hull: A new local centre within a large scale residential development. This new centre provides amenities and mix of uses while respecting the character and density of the proposed development and wider context. The integration of residential flats above shop uses with large fronts on the ground floor promote vibrancy and overlooking around a key public realm that includes a 'village green' for events.



Existing views around Feering



2.5 Green Open Space

- Green spaces should be fronted by pedestrian-friendly streets and buildings which provide consistent frontage and overlooking onto these spaces. They should not be bordered by substantial vehicular roads and isolated from surrounding development;
- New developments should make provision for informal public amenity space within their sites. These spaces should have a rural character and be combined with natural landscapes such as meadowland or orchards, to promote the continuity of rural-feel in Feering;
- Green spaces should be consolidated within new developments to deliver large areas of amenity space rather than multiple 'pocket parks', which can feel like just 'leftover space';
- Flood attenuation measures should be additional to, and not the same as, public amenity such as village greens, such that public amenity remains usable;
- Proposals should illustrate how proposed green spaces will be seen and accessed by existing residents from the wider village.

2.6 Proposed Local Centre

- The design of the local centre should take full account of the constraints of the local context (scale, massing and materials) and establish positive relationships to both the existing village and countryside;
- The local centre should incorporate mixed uses together with the use of active frontage and adjacency to meaningful public realm and green open spaces to promote vibrancy;
- Residential uses above or adjacent to the local centre should be included to promote overlooking and prevent anti-social behaviour.

2.7 Proposed Community Woodland/Orchard

- It is the aspiration of the Parish Council that part of the proposed green open space provision as part of the Strategic Growth Location takes the form of a 'Community Woodland or Orchard', an area where the Parish Council has some degree or control as to how the woodland is managed, with a focus on management in terms of benefit to the wider community;
- The 'Community Woodland' should be well connected to the existing village, as well as connected to existing and proposed 'green links' and wildlife corridors, to ensure accessibility to the wider village as well as integration within proposed development. It should not be separated from the village by the A12;
- The 'Community Woodland' should promote local and native species and traditional woodland management, in line with the existing rural character of Feering.

Figure 47: Inappropriate Residential Street layout: In this example, extensive amount of in-curtilage parking are arranged in a way that dominates the street scene, minimising the amount of unallocated visitor parking available, or the potential for street trees and landscaping. This arrangement creates poorly overlooked streets with a lack of consistent frontage or sense of enclosure along the route.

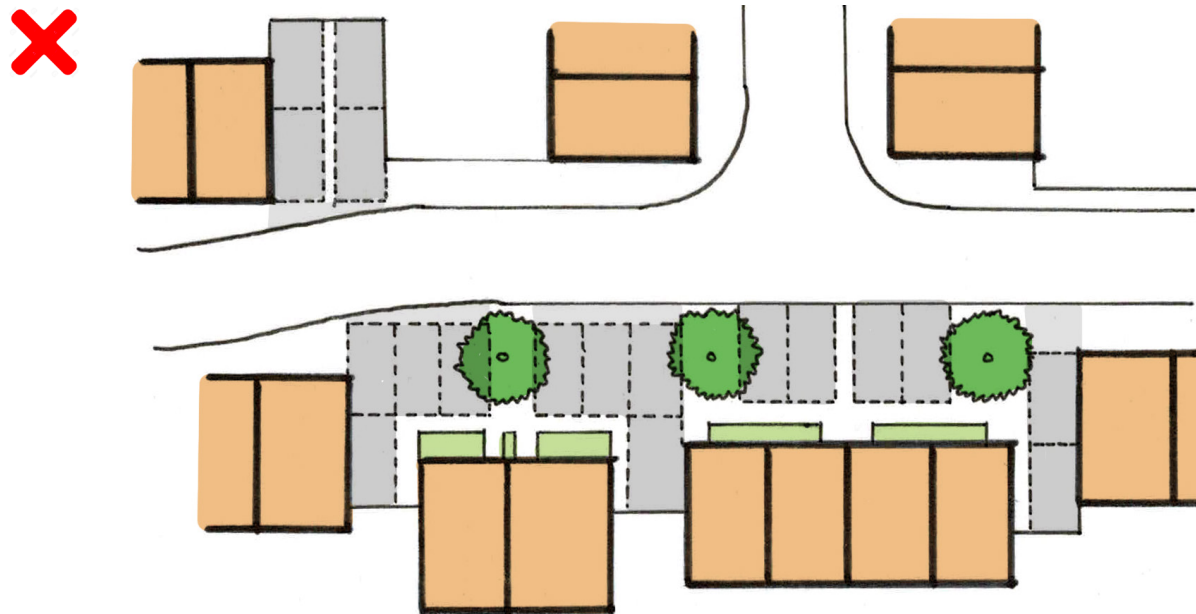
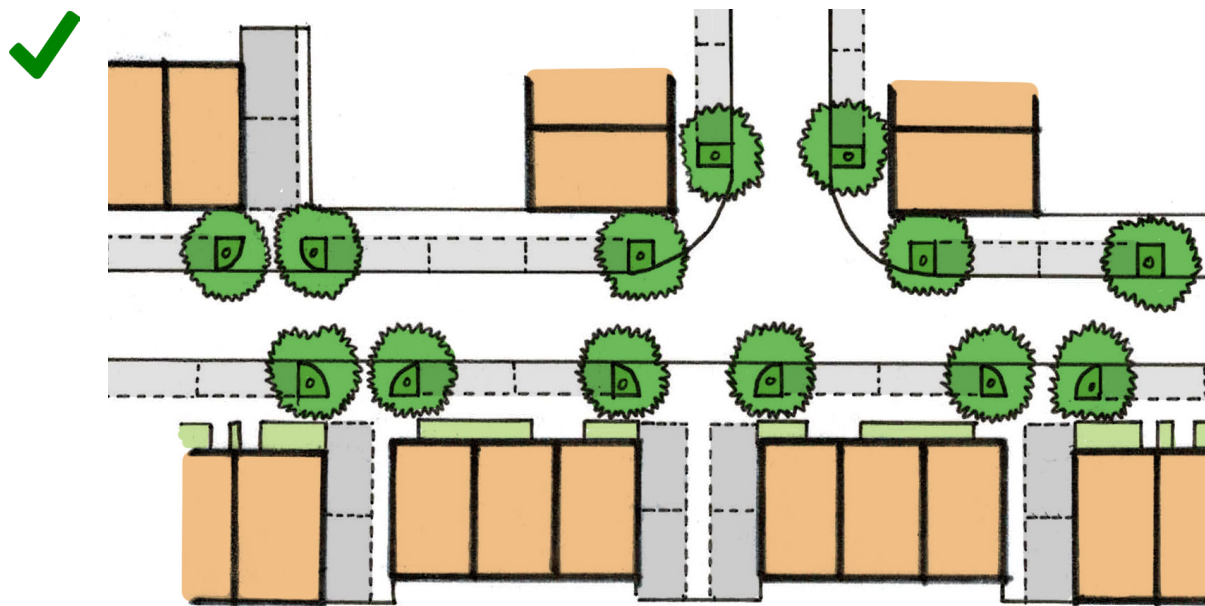


Figure 48: Appropriate Residential Street layout: A more appropriate layout combined in-curtilage parking with both allocated and unallocated parking on-street, enabling parallel parking arrangements broken by street trees. This preserves a sense of landscape along the route, while enabling more consistent building frontages and smaller street widths which provide a greater sense of enclosure and overlooking.



Existing views around Feering



3. Streets & Homes

3.1 Streets

- Streets should be designed as places, not primarily as vehicle movement routes, with priority given first to the arrangement of buildings to create a sense of enclosure, followed by the definition of foot-ways, then plotting carriageway widths, landscaping and parking;
- Avenues or Boulevards, which function as distributor roads, should incorporate landscaping in line with the rural character of Feering, using local and native species, as well as integrate the use of swales, SuDS and other flood attenuation systems. These streets should incorporate integrated footpaths and cycle routes, well overlooked by adjacent buildings.
- Residential streets should feature tree planting where possible, and a clear definition between the street and private spaces of individual dwellings without reducing the capacity for the street to be well overlooked;
- Mews streets must provide pedestrian through-routes, and should avoid continuous paved surfacing in favour of some landscaping (including swales and SuDS) in line with the rural character of Feering;
- Street Lighting should be minimal and there should not be any floodlit spaces to minimise the impact on night sky and wildlife while ensuring safety for pedestrians;
- Electric car charging points, and other required road services, should be discrete and well-integrated into the street design.

3.2 Parking

- A range of approaches to parking should be used within the development sites to avoid streets becoming dominated by 90 degree parked cars - either on carriageway or in-curtilage;
- All residential streets should include a provision of unallocated, on-street parking that is designed to be well-integrated with tree planting and the provision of pedestrian and cycle routes. This is best provided as on-street parallel parking spaces, clearly defined by tree planting every 2 or 3 cars;
- Where parking is provided within the building curtilage, cars should be parked at the side of the house rather than the front;
- Driveways that serve in-curtilage parking for dwellings should be co-located to minimise their impact on the pedestrian footpath, and the ability for the street to accommodate on-street parking in a well integrated manner;
- Visitor parking should be well-distributed throughout new developments and should not be confined to a few, inaccessible locations only. This is best achieved by not designing specific 'visitor parking' but by having more integrated, unallocated on-street parking (as above) which is able to flexibly function as visitor parking during the day and residents' parking throughout the day and night ;
- Parking around new green open spaces should integrate well with landscaping and tree planting, and should not further separate the green open space from surrounding frontage;
- Parking should consider a range of ground treatments to reduce the perception of hard-landscaping in the street scape. Landscape treatments should also discourage parking on grass verges.

The Avenue, Saffron Walden: An example of how new residential development can adopt appropriate and traditional materials with contemporary high-quality detailing, successfully integrating into the surrounding context without direct imitation.



Pandan Close, West Hanningfield (left): A small infill development of detached and semi-detached dwellings using traditional materials of weatherboarding, brick and rendering in contextually sensitive colours to create a new street well integrated into the character of the wider village. The development was delivered as part of an affordable rural housing initiative.



Existing views around Feering



3.3 Frontage

- Buildings should promote a continuity and consistency of frontage along existing and proposed streets;
- Avoid blank walls and boundaries at the terminus of streets, or along key pedestrian routes and green open spaces;
- The internal layout of homes should be designed so that habitable rooms overlook streets and public spaces.

3.4 Townscape

- Consider the sequence of arrival into larger sites with vistas and focal points to aid navigation and way-finding. Corner and terminal buildings should consider their role within the urban structure and be the focus of high-quality design and detailing;
- Built form should reflect the character of Feering using pitched roofs and use of traditional building materials;
- Third storeys, where appropriate, should be integrated within roof spaces through the use of dormer windows,
- Buildings should be arranged to provide a sense of enclosure that gives form to streets and existing contexts (where present);

3.5 Inclusive Design

- A range of typologies should be developed that meet needs of different members of the community and adds variation to the streetscape;
- New houses should embrace the principles of life-time accessibility and adaptability to suit the changing needs of occupiers, following the design criteria within the Lifetime Homes Standards;
- The Strategic Growth Locations should offer an element of community-led housing that provides affordable and appropriate housing for local people and their families.

3.6 Materiality

- The materiality, detail and fenestration of new buildings should reflect the local vernacular and special attention should be given to the design of each new dwelling or terrace of dwellings so that it is distinguishable from its neighbours;
- Brick, half-render and traditional weather-boarding with tiled roofs are the preferred materiality for new buildings in Feering;
- Contemporary materials used in a sensitive way that acknowledges the local and landscape context are welcome, as long as proposals do not inappropriately dominate the street scene;
- Developments should consider opportunities to embrace more traditional 'Essex' design features and building techniques, such as over-hangs and pargeting.

3.7 External areas & amenities

- Bins, cycle parking, meter boxes and other infrastructure should be discreet and considered as part of the wider landscape strategy;
- Private front gardens, where present, should act as a pleasant transition between the street and home, and should avoid large areas of hard landscaping and use of urban-style metal railings;

Temple Gardens, Somerset: An example of how infill development can be sensitively accommodated within an existing village with heritage elements. Here a series of residential terraces provide frontage onto an existing street while respecting the setting and function of a listed pub within the site. Parking is retained and accommodated more sensitively in better designed spaces that include landscaping while enhancing frontage and sense of enclosure along the street.



Berryfields, Tiptree: A nearby example of new development within a brownfield site in nearby Tiptree. The proposal creates new homes in a range of sizes while enabling the creation of a new communal green open space at the heart of the development.



Existing views around Feering



Design Guide for Existing Areas

4.1 Infill Development

- Infill development should adopt the scale, density and grain of the context and units should not block views or routes (even informal) from the village to the surrounding countryside;
- Infill developments should have a strong landscape framework, including the protection and enhancement of existing trees and hedgerows, and the provision of tall tree species and countryside shrubs in new landscaping designs;
- Contemporary and innovative approaches to design are encouraged, as long as they are of an appropriate scale, form, height and materials, and the heritage or character of the village are not negatively affected;
- Contemporary design or well-executed use of historical references should be approached as a way to add interest to the street;
- The unique characteristics of listed (and non-listed assets) should be respected and any upgrade or extension will need to be subservient to the adjacent heritage assets (where present);
- Plots for self-build houses could be an appropriate way to provide diversity in line with the character of the village.

4.2 Extensions & Alterations

- Extensions should be appropriate to the building and context, and never dominate the original building along the street. Set-backs in the building facade, lower roofs (but similar pitches and geometry), and careful consideration of materials and details should be employed to create context-sensitive design and respect for neighbouring properties;
- Green front gardens and boundary walls should be retained or upgraded, including boundary edges, hedgerow species and tall trees where space allows;
- Agricultural buildings create the distinctive character of much of the periphery of Feering, and where possible, should be sensitively re-purposed when they become redundant from their original use;
- A very high standard of sustainability is expected, taking the opportunity to upgrade the efficiency of existing buildings, with sensitive integration of technology and equipment in the overall design.

Pilgrim Gardens, Evington: An example of how homes designed for ageing residents can be successfully incorporated into existing villages, providing appropriate residential units for those looking to downsize, with the potential for communal green spaces and facilities to enable care provision and increased social interaction.



Lovedon Lane, Hampshire: New residential development on the edge of a rural settlement in Hampshire. The proposal is designed to respond to changes in topography, with careful consideration as to how the buildings and gardens transition to surrounding rural fields. This includes integration and enhancement of existing rural paths.



Existing views around Feering



4.3 Heritage

- All development within Feering should respect the setting of listed buildings (and non-listed assets identified in the village assessment), through the use of high-quality design that seeks to integrate into the surrounding context and does not seek to dominate surrounding heritage assets through excessive building height, massing or inappropriate materiality;
- Developments within Old Feering should respect the historic character of the conservation area and seek to enhance the setting of the church, views of the surrounding landscape, and quality of existing green open spaces. New buildings in this area should pay particular attention to building height, massing, and materiality to ensure integration into the surrounding context;
- Development along Feering Hill should respect the historic character of the conservation area and seek to enhance the setting of the River Blackwater, surrounding green open spaces, the setting of the Sun Inn, and surrounding green open spaces. Development and changes in this area should seek to provide a gateway to Feering that emphasises the River Blackwater as a natural boundary between Feering and Kelvedon;
- There are opportunities to explore the further integration of the Scheduled Ancient Monuments into the village, with the potential to create new footpaths and open spaces to promote access, and potential to include signage to raise awareness.

4.4 Landscaping & Green Spaces

- Rural plant species and tree planting are distinctive features of Feering and should be encouraged wherever possible in preference to ornamental planting;
- Existing mature trees should be safeguarded, and consideration should be given to succession planting to enrich and strengthen current tree presence in the village;
- Road verges within residential areas could be progressively enhanced by appropriate large tree species and hedgerows;
- Promote separation of Kelvedon and Feering through signage and landscape buffering along the River Blackwater;
- Trees and rural shrubs should frame views and create a transition between the village and open countryside;
- The embankment of the railway should be maintained and enhanced to create a green buffer that helps attenuate noise along key adjacent open spaces;
- The open space to the rear of the community centre and school should be named in consultation with the local community;
- The provision of seating, signage and play equipment should be rationalised across all green spaces to reduce clutter, and ensure that green open spaces contain sufficient amenities to enable social interaction and use by the local community. This should include provision of play structures appropriate for a range of different age groups.

Abode, Great Kneighton: Residential mews streets within a new development. A shared surface route appropriate for pedestrian and cycle access, with informal parking directly outside residences. The route shifts direction to allow the integration of landscaping to provide a green link as well as to diminish the visual prominence of any parked cars in the view.



Mackmurdo Place, Wickham Bishops: A mixed scheme for both for sale homes and affordable housing association dwellings, the scheme features a permeable pedestrian network while restricting vehicular through movement to create a well integrated scheme while avoiding issues of through traffic.



Existing views around Feering



4.5 Streets & Public Realm

- Highway design and improvements should recognise and enhance the special character of the village, and adopt an appropriate style of street design that incorporates rural-style landscaping;
- Street lighting should be primarily low and pedestrian orientated, avoiding standard highway lampposts or mock historic styles;
- Technical equipment, road marking and signage should have minimal visual impact, especially within Old Feering and within the areas along Feering Hill within the Kelvedon Conservation Area;
- Bus stops could be better integrated into the streetscape, with improved shelters and signage.

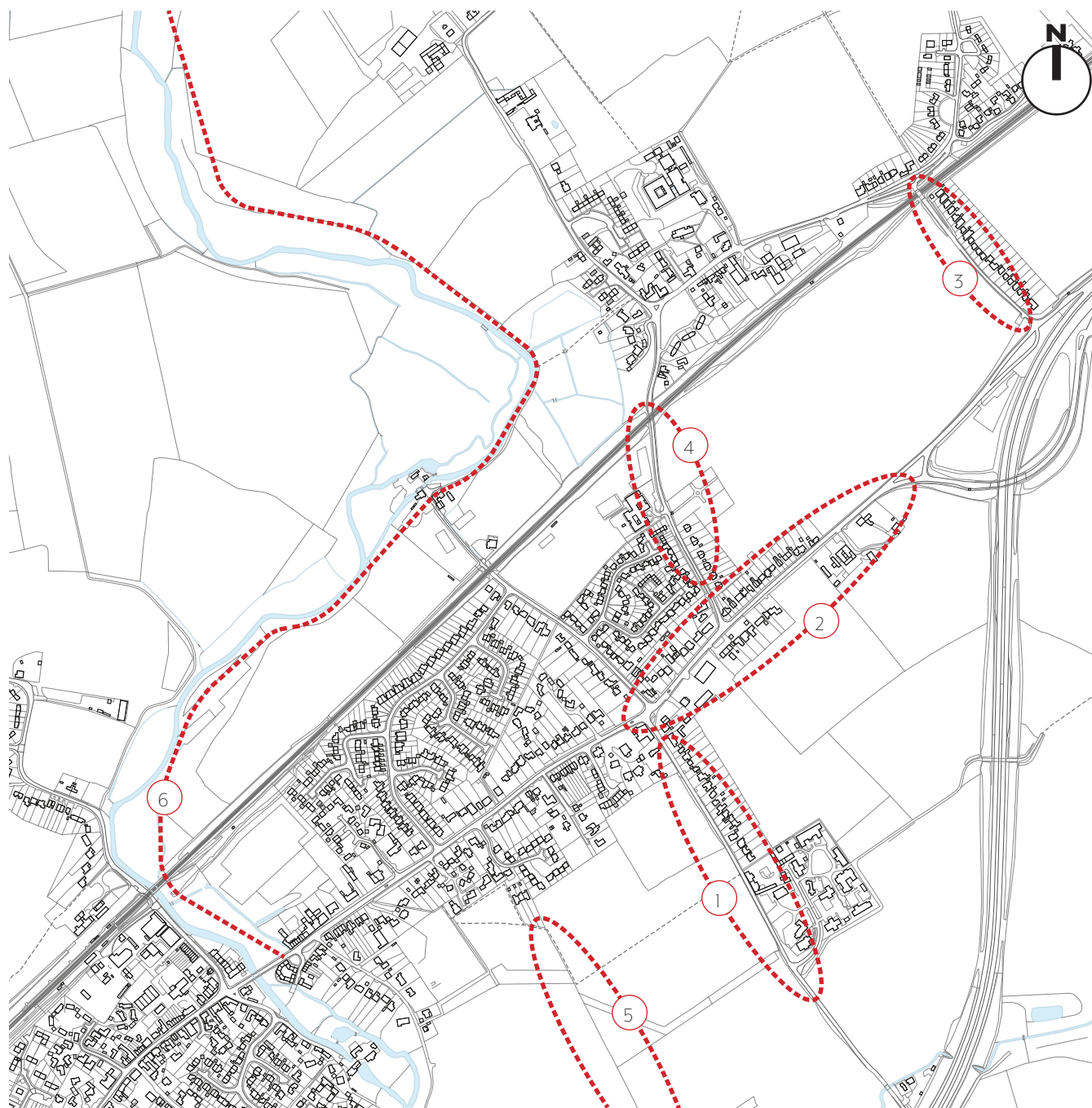
4.6 Parking

- Streets should include the capacity to provide unallocated on-street parking in a well-designed and integrated manner where possible;
- Moves to transform front gardens into parking courts should be resisted, with the preference for any expanded residential parking to be on-street adjacent to dwellings and defined by landscape.

4.7 Movement

- The pedestrian network within the Parish should be enhanced or added to wherever possible;
- Opportunities should be taken to provide and support new pedestrian and cycle connections between settlements, particularly in relation to existing routes.





Project Bank

The project bank outlines a series of discrete interventions for key sites around Feering. These provide a further illustration of the application of the design principles within the design guide, as well as an initial inventory of potential projects that could be pursued in the neighbourhood in the short, medium and long term.

These projects predominantly focus on the edges of the Strategic Growth Locations. Through indicative design, they attempt to demonstrate how new development could best integrate into the surrounding existing village by considering their potential edge conditions. Other projects recognise intrinsic opportunities already existing in the Parish and their potential implementation to achieve the ambitions of the Parish Council.

The project bank outlines an indicative diagrammatic approach for each site, a description of context, and design principles for intervention. The project bank does not, at this early stage, provide an outline of cost, deliverability, sensitivities and obstacles and implementation. These would need to be considered if and when the projects were to develop further.

Figure 49: Feering Showing Project Bank Locations, 1:10000
(Numbers refer to project numbers)

1. Inworth Road

Description

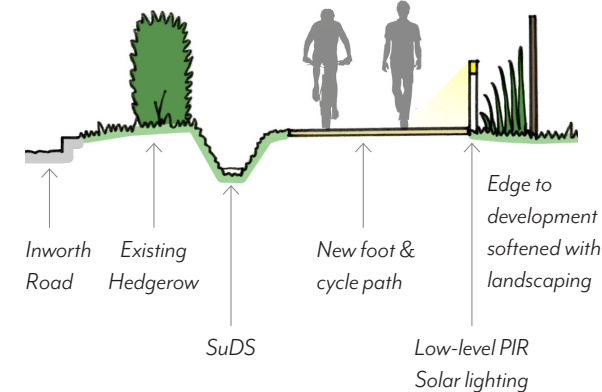
Inworth Road runs between two Strategic Growth Locations and provides a key route between Feering and the nearby major settlement of Tiptree. The road contains some ribbon development and the important local employment site of Threshelfords Business Park. The road currently suffers from poor pedestrian access, with a fragmented pavement restricting access to Threshelfords. A footpath traverses the road along the northern edge of the business park, and there are opportunities for this route to be improved to become a 'green link' through the proposed development sites.

Design Principles

- Provide a green buffer between existing residential housing on Inworth Road and new development within the Strategic Growth Locations;
- Preserve existing hedgerows along Inworth Road;
- Preserving existing tree'd edges to fields within the Strategic Growth Location as a wildlife corridor;
- Preserve existing habitats along Domsey Brook and enhance them into a coherent wildlife corridor;
- Provide a new pedestrian path along Inworth Road on the western side, behind the existing hedgerow;
- Potential for new path along Domsey Brook, to link into footpath network around the River Blackwater to the west;
- Enhance existing footpath through the Strategic Growth Locations, with potential for crossing over Inworth Road and improve pedestrian entrance to the Threshelford Business Centre;
- Improve pedestrian access to Threshelfords Business Centre through the creation of pavement and footpaths from Inworth Road into the centre.



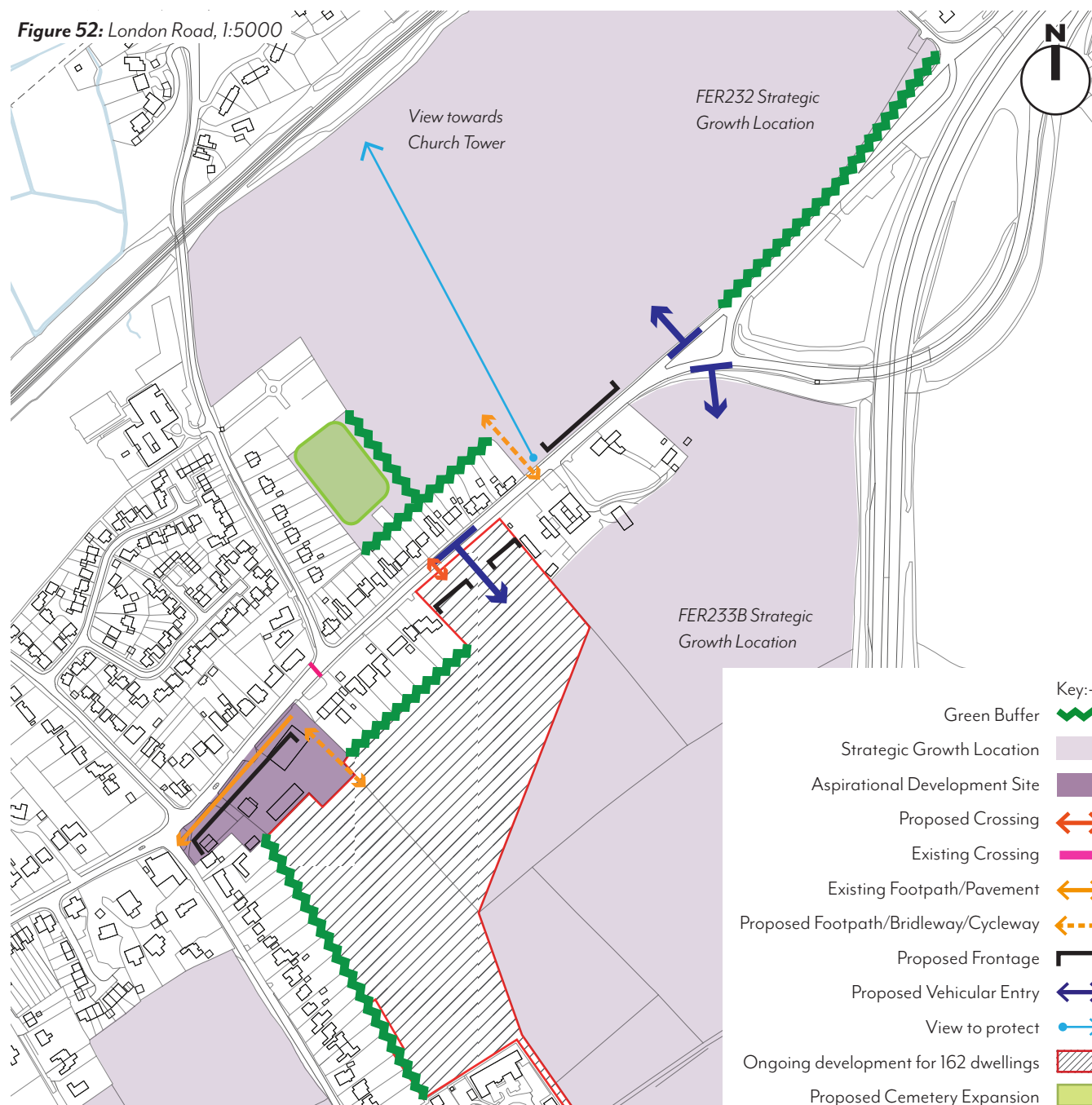
Figure 51: Indicative section of new footpath provided to west of Inworth Road



Key:-

- Existing Hedgerows/Habitats
- Green Buffer
- Strategic Growth Location
- Existing Habitat
- Proposed Wildlife Corridor
- Existing Footpath/Bridleway
- Proposed Footpath/Bridleway/Cycleway
- Proposed Crossings/Site Entrances
- Ongoing development for 162 dwellings

Figure 52: London Road, 1:5000



2. London Road

Description

London Road forms part of the major access route through Feering and connects to the A12 to the north. The road bisects two Strategic Growth Locations, and presents the likely route for entrances to these large developments. The road features a series of properties with a large gap in continuity of frontage along the southern edge. Pedestrian pavement is fragmented and of poor quality.

Design Principles

- Provide a green buffer to the rear of existing residential properties along London Road;
- Potential to relocate and redevelop the Ridgeon's and Beacon Hill Garage site with proposals that provide continued frontage to London Road, improved pavements and public realm, and the potential for a new pedestrian and potential cycle connection to new development along the eastern side of the site to the south;
- Development within the southern gap along London Road should promote continued building frontage along the street, while providing a vehicular entrance to the site;
- New pedestrian access to the northern Strategic Growth Site should be provided next to adjacent residential buildings;
- Provision of green buffer along intersection of London Road and A12 to limit noise and air pollution effects in new development.

3. Coggeshall Road

Description

Coggeshall Road presents a short edge to one of the Strategic Growth Locations, as well includes important adjacent amenities such as the existing Primary School and Community Centre, cemetery, and provides onward access to Old Feering. The street has a strong rural feel and there is an ambition to preserve this and resist any new vehicular access to the Strategic Growth Location from this site, with a preference to reinforce existing green buffers around the railway line.

Design Principles

- Relocation of either the Community Centre or Primary School to the Strategic Growth Location and expansion of remaining facility;
- Creation of new wildlife corridor along embankment of existing railway line, providing a buffer between train movements and new development;
- Potential for a new pedestrian access to the Strategic Growth Location from Coggeshall Road, as part of a wildlife corridor, with access to the cemetery;
- Potential to expand the cemetery and provide new green open space to the north and along Coggeshall Road;
- Improvements to footpath currently running along southern edge of the Community Centre to include potential widening and improve landscaping;
- Provision of green buffers around Cemetery and existing residential houses adjacent to the Strategic Growth Location.



Proposals along Coggeshall Road should enhance the setting of the cemetery, which is identified as a non-listed asset for the community

Key:-

- Green Buffer
- Strategic Growth Location
- Existing Habitat
- Existing Open Space
- Proposed Green Space/Habitat/Cemetery Expansion
- Proposed Wildlife Corridor
- Existing Footpath/Bridleway
- Proposed Footpath/Bridleway/Cycleway
- Existing Crossing

Figure 54: Indicative section of new footpath provided to west of New Lane

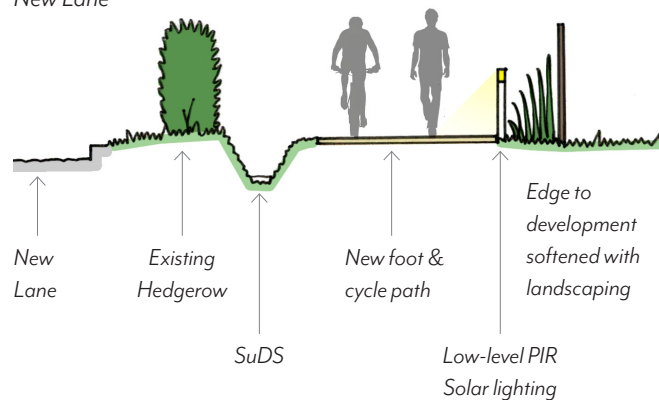
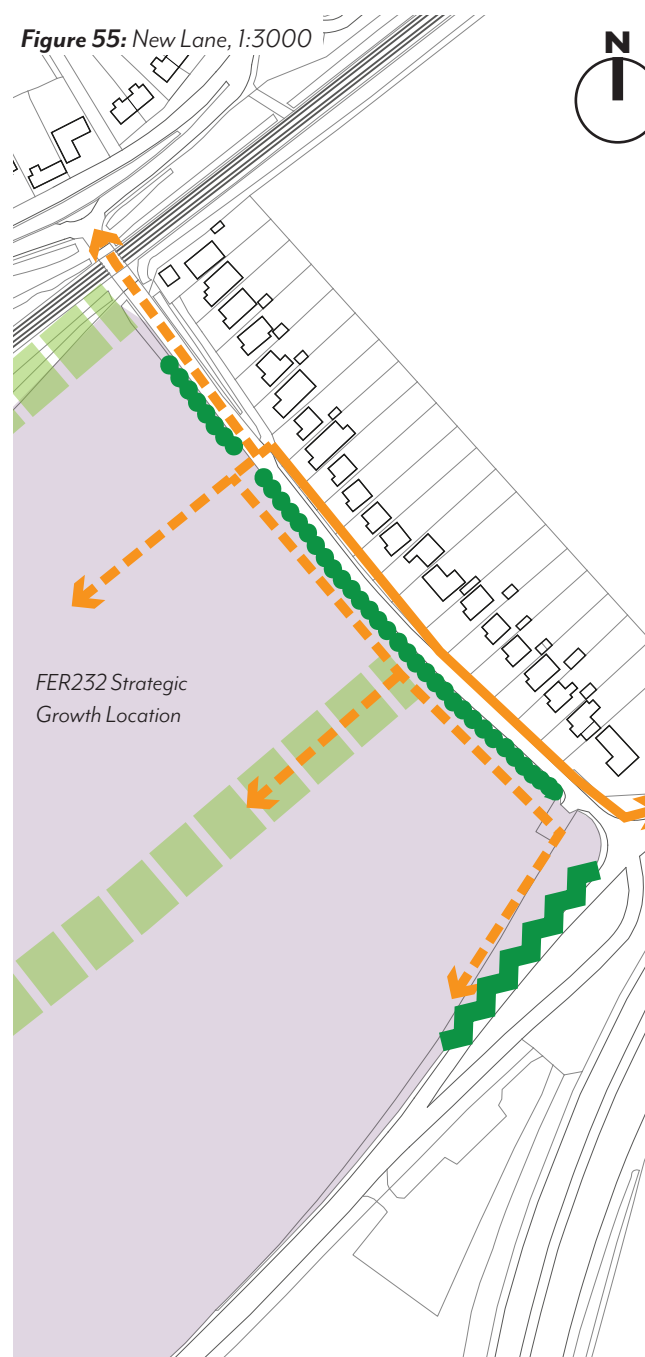


Figure 55: New Lane, 1:3000



4. New Lane

Description

New Lane is a small and quiet vehicular route that connects London Road to Hanover Square, north of the railway line. The road is constrained with limited capacity, and abuts London Road at a critical junction of the A12, creating a difficult movement arrangement. The Lane contains a ribbon of typical plotland housing, with the Strategic Growth Location occupying existing agricultural fields to the west with significant hedgerows along the boundary. There is a distinct lack of pedestrian access in this area, and proposed development is likely to trigger increased demand for such routes, which should be accommodated as part of a well integrated scheme that acknowledges the existing context.

Design Principles

- Preservation and enhancement of existing hedgerows along New Lane;
- Due to the lack of road capacity, its current design, and presence of a restrictive bridge over the railway, there should be no vehicular access to Strategic Growth Locations from New Lane;
- Creation of new generous pedestrian route along New Lane providing pedestrian access to routes through the Strategic Growth Location;
- Pedestrian routes to combine with dedicated wildlife corridors through the site, where possible;
- New wildlife corridor and green buffer to be provided alongside railway line.

Key:-

-  Green Buffer
-  Strategic Growth Location
-  Proposed Wildlife Corridor
-  Existing Footpath/Bridleway
-  Proposed Footpath/Bridleway/Cycleway

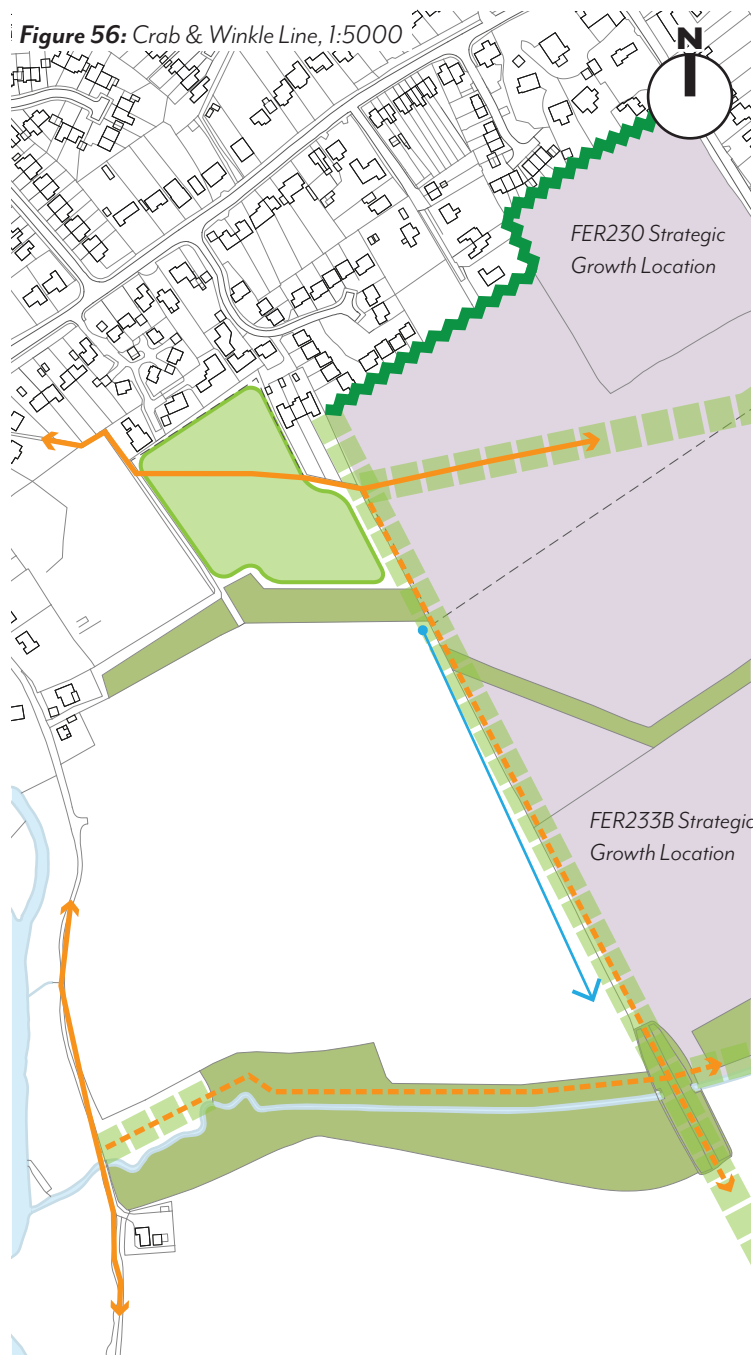
5. Crab & Winkle Line

Description

The western edge of the Strategic Growth Location abuts the former Crab & Winkle Line railway, which is still discernible as a fragmented wildlife buffer and embankment around Domsey Creek. This line intersects with several existing habitats and Public Rights of Way, and there is an opportunity to preserve and enhance this route to incorporate a wildlife buffer and active movement, while providing a transition between new development and the surrounding landscape.

Design Principles

- Provide a green buffer and wildlife corridor along the western side of the Strategic Growth Location;
- Provide a green buffer between existing residential housing and new development within the Strategic Growth Location;
- Reactivate the former Crab & Winkle train line as a new footpath and cycling route, connecting to Domsey Brook, and onwards to Tiptree;
- Integrate with existing footpath network and presence of existing habitats to build a network of green corridors through the Strategic Growth Location;
- Extend a proposed footpath along Domsey Brook from World's End Lane to the west;
- Provide a wildlife corridor and extension of the Public Right of Way network along Domsey Brook from Worlds End Lane east to Inworth Road and beyond.



The Avenue, Saffron Walden, demonstrates the value brought by incorporating existing landscape routes pro-actively into the development to enhance character while maintaining environmental quality



As at Sutcliffe Park in London, the enhanced River Walk may use a variety of paths along the route to enable access across otherwise sensitive habitats.

Key:-

- Scheduled Ancient Monument
- Existing Habitat
- Existing Open Space
- Proposed Open Space
- Existing Footpath/Bridleway
- Proposed Footpath/Bridleway/Cycleway
- Existing River Walk
- Enhanced Crossing
- Potential Long-term Connection

Figure 57: Extended River Walk, 1:10000



6. Extended River Walk

Description

An existing river walk runs from Old Feering to Rye Mill Lane and provides an excellent footpath with access to the River Blackwater. However, there is no continuity of the walk despite the River Blackwater's strategic connection to surrounding settlements such as Coggeshall and Kelvedon. The possibility to extend the walk does exist to provide access to these spaces, but would require negotiation with existing land owners to enable rights of access or, if required, purchase of land.

Design Principles

- Extend river walk northwards towards Coggeshall, and westward towards existing footpath running south along Worlds End Lane;
- Improved access and signage along Rye Mill Lane towards the River Walk;
- Access along the river around Rye Mill House, with signage and appropriate path through the second cricket pitch;
- Potential for new green open amenity space to be provided along River, requiring appropriate signage and access arrangements from Rye Mill Lane;
- Need to secure ownership or rights of access to Lady Meadow to enable route through to Feering Hill;
- Improved crossing of Feering Hill with signage onwards to River Walk through Worlds End Lane;
- Potential to provide informal river crossing to the west and connect to existing footpath on the other side of the River Blackwater as an auxiliary route to Coggeshall;
- Potential in the future to create new footpath link to Coggeshall Road, providing access to the Ancient Scheduled Monument, which could include heritage signage and information to raise awareness of its presence.



Appendix: Relevant Case Studies

The Avenue, Saffron Walden

Architect: Pollard Thomas Edwards

Developer: Hill

The Avenue is a 76 unit scheme comprising of a mix of 1 bedroom apartments and 2-5 bedroom houses, including 25% affordable housing as well as 18 flats and small houses designed exclusively for over 55s.

The scheme responds sensitively to a mature landscaped context, within a Conservation Area and adjacent to a listed water tower. It creates a series of character areas which reflect the pattern and character of the neighbouring townscape and also maintains and enhances the intrinsic qualities of the site.

The heart of the scheme is a retained avenue of mature lime trees with homes arranged around courtyards or set back beyond grassed and planted verges. The new landscaping includes relocated native hedgerows, planted fruit trees from existing rootstock on the site, and retention of most of the mature trees.

Relevance

- Design concept based around the retention and enhancement of existing trees and landscape features, relocating native hedgerows and planting fruit trees from existing rootstock;
- Strong place-making principles employed through a series of defined and differentiated character areas that promote a meaningful and legible neighbourhood;
- Mix of dwelling size and tenure types creates a community of mixed age groups, this can provide all important integration for an ageing population;
- Use of appropriate and traditional materials with contemporary high-quality detailing, successfully integrating into the surrounding context without direct imitation.





Berryfields, Tiptree

Architect: bluepencil Designs

Developer: Inland Homes

Berryfields is a 39 unit scheme consisting of 2-5 bedroom homes. Situated on the southern fringes of Tiptree, this new development has been designed to offer a choice of high specification family homes centred around an attractive new landscaped 'village green'.

The development is sited on a brownfield site surrounded by residential development. The challenge was to ensure that the proposed new development fitted seamlessly into the existing neighbourhood, while also creating a unique sense of place.

Relevance

- Providing a mix of house types and a range of tenures to meet the needs of a varied community;
- The architecture and material pallet reflects the character of the surrounding area, responding to the local context;
- Built form defines and surrounds a new 'village green' that creates an attractive environment while promoting wildlife and biodiversity;
- Buildings either present their front or side elevations - including doors and/or windows - to the open space, with some buildings directly facing onto the village green, ensuring good opportunities for surveillance over the public sphere.



Clay Farm, Elmswell

Architect: Riches Hawley Mickhail Architects

Developer: Orwell Housing Association

Clay Farm is a 26 unit scheme delivered for Orwell Housing Association with the Suffolk Preservation Society, Mid-Suffolk District Council and the Parish of Elmswell. Its ambition was to provide affordable homes for local families and young people. The design features a non-hierarchical site plan, with houses orientated to minimise overshadowing and maximise passive solar gain. Canted elevations, with 'roof' type construction, minimise the visual impact of the new buildings.

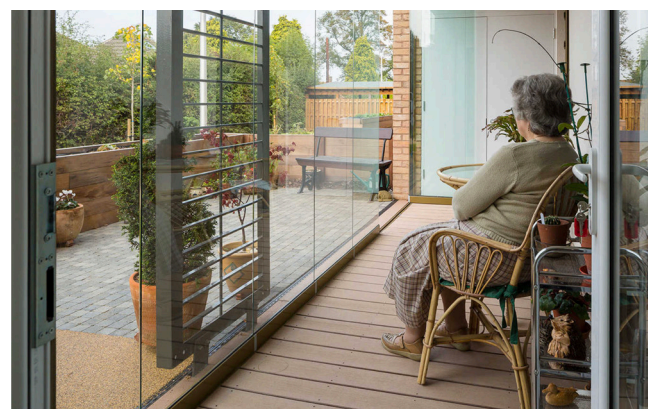
Public space is seen as part of larger village life. Low maintenance communal gardens give spaces to cultivate, but also to relax, socialise and allow access for the wider community. These include a wildflower meadow, an orchard of Suffolk apples (with play equipment for small children under the trees) and allotments. Across the site a series of 'swales', dips and hollows, provide natural drainage, organise planting, movement and play, and recall ancient field patterns formed through cultivation. Paths are raised as piers through the landscape, slowing traffic and prioritising the pedestrian over the vehicle.



Relevance:

- Rural-inspired landscaping approach, including integration of growing spaces and orchard planting;
- New green spaces integrate with and provide additional amenity to the existing local community;
- Contemporary buildings that reference traditional rural 'Barn' forms and materiality;
- Affordable housing scheme within a rural-setting, providing new homes for local families and young people;
- EcoHomes 'excellent' rating for sustainability.





Pilgrim Gardens, Evington

Architect: PRP Architects

Developer: Pilgrim Homes Trading

The Pilgrim Gardens scheme delivered by Pilgrim Homes Trading includes 31 apartments in addition to an existing 30 bed care home. The tenure mix includes 15 homes for sale, 16 for affordable rent. Providing independent living, affordable rent and shared ownership housing.

The scheme provides residents with a 'home for life', enabling them to live independently with access to care and support. The 31 dual-aspect apartments are accessed via sheltered colonnades at the ground floor and gallery access at first floor.

The layout is logical and calm, wrapping around the courtyard with views onto the oriental inspired gardens and central lime tree, and well designed thresholds between public and private spaces to encourage social interaction and a sense of belonging.

Relevance:

- Lifetime homes with considered design for ageing residents;
- High-quality design around a landscaped and well integrated communal open space promoting general health and well-being through provision of a high-quality environment;
- Thresholds between public and private spaces, together with some semi-private transitional spaces, encourage a sense of belonging and promote social interaction.



Abode, Cambridge

Architect: Proctor and Matthews
Developer: Countryside Properties UK

Abode forms part of Great Kneighton, one of the major development sites as part of the Trumpington Meadows urban extension in Cambridge. The scheme features a hierarchy of spaces and housing types that provide a transition from urban to rural edge.

The scheme consists of a series of mews terraces, with each house featuring a ground level rear garden space with a raised courtyard terrace at first floor. A series of parallel green connecting lanes run perpendicular to the terraces, providing linear pedestrian routes through the development connecting to the open landscape beyond.

Behind the mews are green lanes featuring clusters of black timbered dwellings (referencing the local vernacular) that sit within private walled gardens and generously-planted shared spaces, creating a 'village feel'.

Relevance:

- Rural-inspired architecture featuring traditional materials within a more contemporary design;
- Good transition and penetration of surrounding open landscape into the scheme;
- Design is orientated around, and prioritises, pedestrian paths and communal open spaces with vehicular movements of secondary importance.





Messing Green, Messing

Architect: John Finch Partnership

Developer: Granville Developments

The scheme comprises 10 dwellings of between 3 and 6 bedrooms arranged around a new 'village green', within the small rural parish of Messing.

It includes a range of buildings, including larger detached residences and smaller terraces that provide a continuous built frontage to the new communal space. The use of a shared driveway provides excellent integration between the built form and the green space while ensuring good natural overlooking of the public Green.

Relevance:

- Development designed around a new communal open green space;
- High-quality architecture that reflects and responds to the traditional building forms in the existing village;
- Excellent frontage and integration of new communal green space with surrounding buildings.



Mackmurdo Place, Wickham Bishops

Architect: Melville Dunbar & Associates
Developer: Lynton Homes and English Rural Housing Association

Mackmurdo Place provides a mixed tenure approach using a distinctive cross-subsidy model. The overall development consists of 15 for market sale with the remaining land gifted to English Rural to develop a further 12 affordable homes. These homes include two discounted market sale homes that are being sold on a shared equity basis with local connection requirements, specifically targeted at older local households looking to downsize.

Relevance:

- Innovative local needs development enabled through the rural exception site process;
- Rural-inspired architecture and urban form inspired by the greens and communal spaces found in traditional English villages;
- Connected pedestrian network through the two sites, while vehicular movement is restricted to prevent unnecessary through movement.





Pandan Close, W. Hanningfield

Architect: bcr infinity architects

Developer: Hastoe Group

Opened in 2012, Pandan Close is a collection of traditional Essex vernacular dwellings designed to integrate successfully into the existing historic village using traditional materials, colours, door and window patterns, and were designed to meet high environmental standards, including water efficient features and ground source heat pumps.

The scheme was supported by the HRH The Prince of Wales Rural Action Programme in collaboration with The Princes Foundation for Building Community. It provides 12 new affordable homes for the village and 3 for open market sale. All the affordable homes are guaranteed for local people now and in the future.

Relevance:

- Affordable housing development for local need in an existing historic village;
- High-quality architecture that reflects and responds to the traditional building forms in the existing village;
- Development integrated surrounding landscape and provides access to adjacent green open space.



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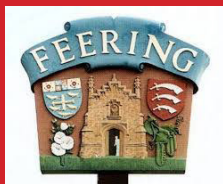
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Feering Parish Council

Feering Community Centre
Coggeshall Road
Feering
Essex
C05 9QB

01376 572 882
clerk@feeringparishcouncil.gov.uk



AR Urbanism

63 Rivington Street
London
EC2A 3QQ

020 3290 8979
www.ar-urbanism.com
amanda@ar-urbanism.com

