



**Notes of the Feering Parish Council Planning Working Group
held virtually on Thursday 21 May 2026 at 9.30 am via Teams**

In Attendance: Cllr Pam Carlaw Cllr J Spencer
Cllr Ian Giles (joined at 09.46) Cllr E Mitchell
Lisa Collins – Clerk

Member of Public 0

1 DISCUSSION OF THE FOLLOWING APPLICATIONS

a) 21/03579/OUT – Land South West of Coggeshall Road, Kelvedon

Outline Planning application (with all matters reserved apart from access) for up to 600 dwellings, including up to 75 units sheltered housing accommodation, the proposed provision of a primary school, and provision of public open space including associated landscape planting with associated infrastructure, drainage measures, earthworks and provision of new footway/cycleway route towards Coggeshall

Comments by Councillors: Ongoing concern that infrastructure is not sufficient to deal with all of these properties. Roundabout to be installed near Pantlings lane which will be a nightmare due to the amount of traffic and the fact that it is twisty turny, particularly from the north which would be on the Feering side of Monks Farm. You would be arriving at the junction around the two left hand bends. It does look like they have proposed to smooth out one of the bends which would make it much less of a sharp turn and more of a curve. By way of mitigation, they have proposed to apply for a 40 mph up to the roundabout on the Kelvedon side. We should say that the road layout approaching the roundabout from the north could be dangerous, particularly as there is the proposal of a primary school, a driveway for a farm and a PRow across the road at that point. Everything filters through to the South junction of Station Road / Kelvedon High Street. The section by Deals is extremely narrow to the junction. In the update on Highways and transportation matters, Crown Estate features in all documentation as a strategic growth location but there is nothing in the traffic modelling as there has been no approved planning permission for the site yet and this seems irresponsible.

BNG offsite – relocate some of this off-site but very close, south of Coggeshall Hamlet use of 4 fields straddling Kelvedon Road. This is due to previously allocated green space within their outline is intended to be built on. Emphasise the need and importance for tree and hedgerow maintenance and improvements on these 4 fields and should be quality environments.

Footpaths and PRow – new footpath between Newtown and a green space on the new estate which is welcomed. The Parameter Plan (access and movement) is shown as a potential vehicular route and should be resisted. Should remain for pedestrians / cycles only. This is also the case for the proposed route between Ayletts Green and the new development, which crosses an existing PRow and should remain non-motorised traffic only. Should not have an option to open out the footpaths.

Rolley Lane – To be formalised as a bridleway which seems sensible and resurfaced. Notwithstanding the fact that it will be on the boundary of a large housing development, new lighting should be a low key as possible. Goes over the railway and will be for Network Rail to also comment.

Delegated response: Feering Parish Council continues to raise significant concerns regarding this outline planning application and wishes the following comments to be fully considered as part of the re-consultation process.

Whilst acknowledging amendments submitted by the applicant, the Council remains concerned that the cumulative impact of this scale of development has not been adequately addressed, particularly in relation to highway safety, infrastructure capacity, biodiversity delivery and the protection of pedestrian and rural connectivity, contrary to policies contained within the Braintree District Local Plan and the Feering and Kelvedon Neighbourhood Plan.

Highways, Traffic and Infrastructure

The Parish Council remains unconvinced that the existing infrastructure is sufficient to accommodate the scale of development proposed.

Of particular concern is the proposed roundabout in the vicinity of Pantlings Lane. The approach to the junction from the north, on the Feering side of Monks Farm, presents significant highway safety concerns due to the existing road alignment comprising successive bends immediately prior to the junction. Vehicles would approach the proposed roundabout whilst negotiating two left-hand bends, creating potential visibility and reaction-time issues.

Whilst it is acknowledged that there is a proposed amendments which appear to smooth one of the bends to create a gentler curve, concerns remain that the overall road layout could create a hazardous environment, especially when considered cumulatively alongside:

- The proposed primary school;
- Access to an existing farm driveway;
- And the Public Right of Way crossing at this location.

The proposal to extend a 40mph speed restriction on the Kelvedon side is welcomed as mitigation; however, the Parish Council does not consider this sufficient to overcome the inherent safety concerns associated with the road geometry and concentration of conflicting uses at this point.

In addition, the Council remains concerned that all traffic associated with the development ultimately filters towards the constrained southern junction of Station Road and Kelvedon High Street. The carriageway width in the vicinity of Deals is particularly narrow and already experiences congestion and conflict between vehicles, pedestrians and parked cars. The cumulative impacts on this section of the highway network appear to be underestimated.

The Parish Council also notes with concern that the updated Highways and Transportation documentation refers to the Crown Estate proposals as a strategic growth location, yet these proposals have not been incorporated into the traffic modelling due to the absence of an approved planning permission. Given the scale of potential cumulative growth in the locality, the Council considers it irresponsible and contrary to sound strategic planning principles not to assess the combined traffic impacts comprehensively. This approach risks significantly underestimating future highway pressures.

The Council therefore considers the proposal to be inconsistent with policies within the Braintree District Local Plan seeking safe and sustainable transport infrastructure, together with Neighbourhood Plan objectives relating to highway safety, congestion management and protection of local character.

Biodiversity Net Gain (BNG)

The Parish Council notes the revised approach to Biodiversity Net Gain provision, including the proposed off-site mitigation land south of Coggeshall Hamlet across four fields straddling

Kelvedon Road. This appears necessary due to previously identified green infrastructure within the outline application area now being intended for built development.

Should off-site BNG provision be accepted, the Council strongly emphasises the importance of ensuring these areas are delivered as genuinely high-quality ecological environments, with robust long-term management arrangements secured through condition or legal agreement.

Particular importance should be placed on:

- Enhancement and ongoing maintenance of existing trees and hedgerows;
- Habitat connectivity;
- Biodiversity enhancement;
- And the retention of the rural character of the landscape.

The Council considers that any BNG provision must provide meaningful environmental benefits locally and not become fragmented or poorly maintained residual land.

Footpaths and Public Rights of Way

The Parish Council welcomes the proposed new footpath connection between Newtown and the green space within the development, which has the potential to improve pedestrian accessibility and connectivity.

However, the Council strongly objects to any future ability for this route to become a vehicular connection. The Parameter Plan relating to access and movement identifies this as a potential vehicular route, which should be resisted. The route should remain permanently restricted to pedestrians and cyclists only.

Similarly, the proposed connection between Ayletts Green and the new development crosses an existing Public Right of Way and should remain exclusively for non-motorised users. The Council objects to any safeguarding or design approach that would allow these routes to be "opened up" for vehicular traffic at a later date.

Protecting and enhancing active travel routes is essential in accordance with both Local Plan sustainability objectives and the Feering and Kelvedon Neighbourhood Plan policies promoting safe walking, cycling and protection of rural lanes and rights of way.

Rolley Lane

The proposal to formalise Rolley Lane as a bridleway is considered sensible and broadly welcomed, as is the intention to improve the surface condition.

However, given that the route will form the boundary of a substantial housing development whilst still retaining its rural character and function, any lighting scheme should remain as low-key and sensitive as possible in order to minimise urbanisation, protect residential amenity and avoid harm to ecology and landscape character.

The Parish Council also notes that the route crosses the railway and anticipates that Network Rail will wish to comment separately regarding any implications arising from the proposals.

Conclusion

For the reasons outlined above, Feering Parish Council maintains significant concerns regarding the adequacy of infrastructure, highway safety implications, cumulative traffic impacts, biodiversity delivery and the protection of non-motorised routes associated with this proposal.

The Council respectfully requests that these matters are fully addressed before any determination is made on the application.

b) **26/00840/TPO** – Rivers House, Threshelfords Business Park, Inworth Road

Application to carry out works to trees protected by Tree Preservation Order 33/88 – G1 – pollard x 6 Lime trees by undertaking an approx. 5 metre reduction of the crowns back to previous pollard points and remove any epicormic growth from the base of each tree.

Comments by Councillors: No comment to make on this application.

Delegated response: Following discussion and consultation with our Tree Warden, Feering Parish Council have no comment to make on this application.

c) **ESS/23/25/BTE** - Land at Rivenhall Airfield, Coggeshall Road, Braintree, CO5 9DF

Continuation of development of the Integrated Waste Management Facility (IWMF) permitted by ESS/39/23/BTE (as amended by ESS/39/23/BTE/NMA20) without compliance with conditions: deletion of Condition 27 (origin of waste – to remove Essex and Southend restriction), deletion of Condition 42 (temporary operations – excavation of materials), and amendments to the following conditions: Condition 2 (approved drawings and documents – to allow amended drawings and documents), Condition 3 (HGV movements – to amend waste delivery hours by the Waste Disposal Authority), Condition 8 (vehicle access – to allow non-HGV access via Woodhouse Lane), Condition 15 (design – to allow phased submission of details), Condition 18 (green roof – to allow reduction in green roof area), Condition 19 (details of process equipment or plant – to allow phased submission of details), Condition 21 (parking provision – to allow phased provision), Condition 23 (surface water drainage – to retain the rising main), Condition 26 (paper pulp plant – to allow amendment to process water), Condition 29 (waste inputs – amend to define waste types allowed to be imported), Condition 35 (out of hours construction works – to allow specified works to be carried out between 1900 and 0700 hours), Condition 36 (waste delivery hours – to amend waste delivery hours by the Waste Disposal Authority), Condition 38 (noise limits – amendments to noise limits between 07:00 and 19:00), Condition 39 (noise limits – amendments to noise limits between 19:00 and 23:00), Condition 40 (noise limits – to allow assessment period change from 5 to 15 minutes), Condition 41 (noise limits – to allow inclusion of monitoring locations and updated monitoring period), Condition 43 (construction lighting details – to allow phased submission of details and lighting hours for construction), Condition 44 (lighting details – to allow phased submission of details and lighting hours within operational hours), Condition 51 (dust – to allow phased submission of details), Condition 52 (odour – to allow phased submission of details), Condition 54 (habitat management plan – to reflect updated habitat management plan), Condition 57 (bundling and planting – to allow inclusion of permitted NMAs), Condition 59 (bundling and planting – to allow inclusion of permitted NMAs), Condition 61 (parking area – to allow minor wording clarification), Condition 65 (access road from the A120 – to revise wording of condition), Condition 69 (noise assessment of installed plant and equipment – to allow phased submission), and the addition of the following new conditions: Condition 70 (phasing – to include phasing plan) and Condition 71 (decommissioning – to control future decommissioning) to planning permission ESS/39/23/BTE (Integrated Waste Management Facility comprising: Anaerobic Digestion Plant producing biogas converted to electricity through biogas generators; Materials Recovery Facility; Mechanical Biological Treatment facility to produce a solid recovered fuel; De-inking and Pulping Paper Recycling Facility to reclaim paper; Combined Heat and Power Plant (CHP) to produce electricity, heat and steam; extraction of minerals to enable buildings to be partially sunken below ground level within the resulting void; visitor/education centre; extension to existing access road; provision of offices and vehicle parking; and associated engineering works and storage tanks) made under Section 73.

Comments by Councillors: This is amending their conditions and there are a lot of conditions. We have spoken about a lot of them in the past and quite a lot of the amendments are the fact

that they had conditions for things to do and they've done them, so it does not need to be a condition anymore as far as we can tell.

No real comments except to create space for the Carbon Capture Use and Storage / Heat offtake plant there is a proposal to reduce the amount of green roof, even though according to Indaver the green roof has low biodiversity, the loss should be made good elsewhere and they should make an effort to put in more trees or wildflower planting.

Continue to object to the use of Woodhouse Lane for staff visitors and light vehicles. This should only be for visitors and not staff or light vehicle. Given that a two-way traffic on Woodhouse Lane would be problematic, as would queuing on ParkGate Road / Hollow Lane. If there at a busy time of day with lots of backwards and forwards traffic between Kelvedon and Silver End then you might be queuing on twisty turny road.

We welcome the fact that Indaver have suspended their insistence that Condition 17 be removed although we note that they will submit a separate application in due course.

In relation to the carbon capture use and storage / heat offtake plant they mention the use of amines to capture the CO₂. These are nasty chemicals and must not get into water courses or otherwise escape. We would like to see strict conditions on their control notwithstanding that the Environment Agency will be overseeing their use and management. .

Delegated response: Feering Parish Council has considered the above application seeking amendments to, and deletion of, a significant number of conditions attached to planning permission ESS/39/23/BTE.

The Council notes that many of the proposed amendments appear administrative in nature or relate to conditions where the required works or submissions have now been completed, thereby rendering the original wording unnecessary or requiring updating to reflect the current stage of development. The Council therefore has no substantive objection to many of the proposed amendments in principle.

However, the Parish Council wishes to make the following comments and maintain concerns in relation to specific aspects of the application.

Green Roof Reduction and Biodiversity Mitigation

The Council notes the proposal to reduce the extent of the approved green roof in order to create space for the proposed Carbon Capture Use and Storage / Heat Offtake Plant.

Whilst it is acknowledged that Indaver has stated that the existing green roof provision has relatively low biodiversity value, the Parish Council considers that any loss of green infrastructure should nevertheless be compensated for elsewhere within the site.

The Council therefore requests that additional biodiversity enhancement measures be secured through revised landscaping or ecological management proposals, including increased tree planting, native species planting and/or enhanced wildflower meadow provision. Such measures would help ensure there is no net loss in ecological value and would contribute positively to visual mitigation and wider environmental enhancement.

Use of Woodhouse Lane

The Parish Council continues to object to the proposed use of Woodhouse Lane for staff vehicles and light vehicle access.

The Council's longstanding position remains that Woodhouse Lane should be restricted to visitor access only and should not be used routinely by staff or other operational light vehicles.

Woodhouse Lane is constrained in width and alignment, and two-way vehicle movements would be problematic, particularly during peak traffic periods. There are also concerns regarding the potential for vehicle queuing on Park Gate Road and Hollow Lane, creating highway safety issues on what are already narrow and winding rural roads.

The Council is particularly concerned that during busy periods, with significant traffic movements between Kelvedon and Silver End, additional traffic associated with the facility could exacerbate congestion and increase the likelihood of conflict between vehicles on these unsuitable routes.

Accordingly, the Parish Council requests that restrictions on the use of Woodhouse Lane remain robustly controlled.

Condition 17

The Parish Council welcomes the confirmation that Indaver has suspended its previous request for the removal of Condition 17, although it is noted that a separate future application may be submitted in due course in relation to this matter.

Carbon Capture Use and Storage / Heat Offtake Plant

The Council notes the proposed inclusion of carbon capture technology and, specifically, the reference to the use of amines within the carbon capture process.

The Parish Council considers it essential that stringent safeguards are imposed regarding the storage, handling, monitoring and containment of these chemicals. Amines can present environmental risks if released into watercourses or the wider environment, and the Council therefore seeks reassurance that appropriate controls will be secured through planning conditions and environmental permitting.

Whilst acknowledging that the Environment Agency will oversee the operational management of such substances, the Parish Council nevertheless requests that the planning authority ensures robust controls remain in place to minimise any risk of accidental release, leakage or contamination.

Conclusion

Subject to the concerns outlined above, Feering Parish Council has no further substantive comments on the majority of the proposed condition amendments, deletions and updates associated with this Section 73 application.

However, the Council requests that careful consideration be given to:

- compensatory biodiversity enhancements associated with the reduction in green roof provision;
- retaining restrictions on the use of Woodhouse Lane;
- and ensuring robust environmental safeguards in relation to the proposed carbon capture processes and use of amines.

d) ESS/24/25/BTE - Land at Rivenhall Airfield, Coggeshall Road, Braintree, CO5 9DF

Outline planning application with all matters reserved (except for access) for the construction of a Carbon Capture, Usage and Storage Plant, a Heat Offtake Plant, an electrical switch room and electricity cables, associated external pipelines and cables, and landscaping works.

Comments by Councillors: No comments as its within the footprint of the EfW plant so far and does not require a second stack. Refer to the amines above.

Delegated response: Feering Parish Council has considered the above application and notes that the proposed development remains within the existing footprint of the Energy from Waste facility and does not require the construction of an additional stack.

On that basis, the Council has no substantive objection to the proposal in principle.

However, the Parish Council wishes to reiterate the concerns previously raised in relation to application ESS/23/25/BTE regarding the proposed use of amines within the carbon capture process.

The Council considers it essential that stringent safeguards are imposed regarding the storage, handling, containment and monitoring of these substances to ensure there is no risk of release into watercourses or the wider environment. Whilst recognising that the Environment Agency will regulate the operational processes, the Council requests that appropriate controls and mitigation measures continue to be secured through the planning and permitting regime.

e) **26/00727/HH – 1 Jubilee Cottages, Coggeshall Road, Feering**

Proposed two-storey side and rear extension

Comments by Councillors: No comment to make on this application.

Delegated response: Following discussion, Feering Parish Council have no comment to make on this application.

f) **26/00894/TPOCON – The Sun Inn, Feering Hill**

Notice of intent to carry out works to trees in a Conservation Area – T1 Tulip Tree – Crown reduce by up to 1.5m to safe; T2 Cedar – Crown reduce over extended laterals by p to 1m to safe. Reason: General tree maintenance / Health & Safety

Comments by Councillors: No Comment to make on this application.

Delegated response: Following discussion, Feering Parish Council have no comment to make on this application.

g) **Braintree District Council Supplementary Planning Documents – Waste Collection and Storage and Affordable Housing SPD**

To consider and agree whether a response is required to this consultation.

Comments by Councillors: Waste SPD – Don't need to comment. We need to bear this in mind on future developments, particular in relation to the fact that refuse collection vehicles will apparently only collect on adopted roads. We might need to ask what developers are obliged to make it possible for residents on unadopted parts of new estates to get their bins to collection points and what is the maximum distance that collection points can be from a dwelling.

Affordable housing – No comment needed.

Delegated response: No comments to be made.

h) **26/00916/ELD – Land off London Road, Feering**

Application for Certificate of Lawfulness for an existing development: Use of land for storage (B8)

Comments by Councillors: Application is arguing that this is a regularisation of use. Would argue object as the site has been used intermittently and temporarily which is not the same as a permanent semi-industrial development. Is on a location of busy 60 mph road which is unsuitable and more so if the site of an access to 200 plus homes on Parcel A. Another

entrance has been opened up and this will be problem for those who turn onto the northbound slip road and will be dangerous.

Delegated response: Feering Parish Council strongly objects to the above application.

The application seeks to present the proposal as a regularisation of an existing use. However, the Parish Council does not accept that intermittent and temporary activity on the site is equivalent to the establishment of a permanent semi-industrial use. The nature, intensity and permanence of the proposed operation would materially alter the character of the site and surrounding area.

The Council is particularly concerned regarding the suitability of the location in highway safety terms. The site is accessed from a busy 60mph road where vehicle speeds are high, and the existing highway environment is already challenging. The proposed permanent use would increase vehicle movements and activity associated with the site, to the detriment of highway safety.

These concerns are heightened by the potential future impact of the proposed Parcel A development, which is expected to introduce access arrangements associated with more than 200 dwellings in the vicinity. The cumulative effect of additional residential traffic together with traffic associated with this application has not been adequately addressed.

The Council also notes that an additional entrance has been opened onto the site. This raises further concerns regarding traffic conflict and vehicle manoeuvring, particularly for motorists turning onto the northbound slip road. The proximity of these movements on a fast-moving stretch of road is considered dangerous and unsuitable for intensified or permanent commercial activity.

For the reasons outlined above, Feering Parish Council objects to the application on the grounds that the proposal represents an inappropriate intensification and permanent industrialisation of the site in an unsuitable and potentially hazardous highway location.

i) **26/00880/HH – Wood Cottage, Rye Mill Lane, Feering**

Erection of Shed

Comments by Councillors: No comment. Seems in keeping and not an eyesore.

Delegated response: Feering Parish Council have no comment to make on this application.

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UPDATE ON APPLICATIONS APPROVED / REFUSED

No applications to update on.

DATE OF NEXT MEETING

To be confirmed.