



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

In Attendance: Cllr Pam Carlaw Cllr K Evans
Cllr Ian Giles Cllr E Mitchell
Lisa Collins – Clerk

Member of Public 0

1 DISCUSSION OF THE FOLLOWING APPLICATIONS

a) 26/01853/FUL – Land North of Prested Hall, South of the A12

Removal of ecological mitigation measures (approved under planning reference 23/00247/FUL), including infilling of three ponds, removal of associated landscaping, and a change of use to agricultural use.

Comments by Councillors: There is a planning notice but its not on a legal public footpath that goes along the site. Do not consider the planning notice is in a suitable location or on the boundary of the site. When a planning application goes in there is a lot of research into badgers, dormice, bats and other creatures but when it is reversed there is no requirement for research. Needs to be some sort of assessment of the eco system which has developed there. Acquired some BNG which will be lost if reverted back to farmland and we would like to keep it. Heritage Society has asked whether National Highways could gain the BNG units by funding biodiversity planting / works in Feering or Kelvedon Parish. We have examples. Brockwell Meadows and Feering Marsh both have wildlife designations on them. Taking down any gates or fencing and farmers can then cut the headlands although they are not obliged to do so. Like to be assured that there is not wildlife present on the site as it has been set up as a wildlife area which if it has not been done, then it is a failure. Disappointing that after the amount of time, there is no colonisation to the area.

Delegated response: Feering Parish Council have the following comments to make:

Publicity and Site Notice

The Parish Council has noted that a planning notice has been displayed in relation to the application. However, the location of the notice does not appear to be particularly suitable for informing members of the public who may be affected by or have an interest in the proposal.

In particular, the notice is not located on or immediately adjacent to the site boundary or close to the public footpath which runs alongside the site. Given that the application concerns land which is directly accessible from, and visible to, users of the public footpath, the Parish Council considers that the publicity arrangements should have been sufficient to ensure that users of the affected area had a reasonable opportunity to become aware of the proposal and make representations.

The Parish Council therefore asks Braintree District Council to confirm that the statutory publicity requirements under Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 have been fully complied with, including the requirements applicable where a proposal would affect a public right of way.

Ecological and Biodiversity Assessment

The Parish Council is concerned that insufficient consideration appears to have been given to the ecological value which has developed on the site during the period in which it has been managed in a manner intended to encourage biodiversity.

The site has effectively been allowed to develop as an ecological resource over a considerable period of time. It is therefore important that the existing biodiversity value of the site is properly understood before the land is returned to agricultural use.

The Parish Council would therefore request that an up-to-date ecological assessment is undertaken before any works commence. This should establish the current habitats and ecological features present on the site and identify whether protected or priority species, or other wildlife, have colonised or are using the site.

This is particularly important given the nature of the proposed change. Ecological assessment should not only be undertaken where development is proposed; consideration should also be given to the ecological consequences of removing an established habitat and returning land to a different use.

The proposal should therefore be assessed against NPPF Policy N2, which requires development proposals to consider the environmental qualities of land, including habitats and landscape character, to identify opportunities for those qualities to be conserved or enhanced, to strengthen ecological networks and to minimise adverse impacts on biodiversity.

It should also be assessed against Braintree District Local Plan Policies LPP67, LPP68 and LPP70, which collectively seek the protection and enhancement of the natural environment, habitats, biodiversity and protected and priority species and habitats, together with the protection, enhancement, management and monitoring of biodiversity.

The Parish Council also considers the proposal should be assessed against Feering Neighbourhood Plan Policy 6 – Natural Environment and Green and Blue Infrastructure. Policy 6 requires development proposals to protect and, where possible, enhance the natural environment and to protect existing habitats and species. It also requires proposals which may negatively affect biodiversity, flora, fauna, local wildlife and their habitats to demonstrate that appropriate mitigation will be provided.

The Parish Council therefore considers that the ecological baseline should be established before the existing habitat is removed or materially altered. It would be inappropriate to assume that the absence of readily apparent species during a limited inspection means that the site has no ecological value.

Loss of Ecological Value and Biodiversity Net Gain

The Parish Council is concerned that the ecological benefits which may have accrued through the site's management over a prolonged period could simply be lost when the land is returned to agricultural use.

The Parish Council recognises that the statutory biodiversity net gain regime has particular application to development proposals and that the precise BNG requirements applicable to this proposal will depend upon the nature and timing of the application. Nevertheless, the wider planning policies concerning the protection and enhancement of biodiversity remain directly relevant.

The Parish Council would therefore ask Braintree District Council to require the applicant to demonstrate how the existing ecological value of the site has been assessed and how the proposal will avoid, minimise and, where necessary, mitigate the loss of habitats and biodiversity.

The Parish Council would also ask that consideration is given to whether opportunities exist to retain or relocate ecological features before the site is returned to agricultural use, rather than allowing the ecological benefits which have developed over time to be lost entirely.

Local Off-Site Biodiversity Enhancement

The Parish Council is particularly concerned by the indication that National Highways may meet its biodiversity obligations through the purchase of statutory biodiversity credits, with the resulting funds being paid to Government.

Government guidance confirms that statutory biodiversity credits are intended to be a last resort, after on-site and off-site opportunities have been considered. The Parish Council therefore considers that the applicant should demonstrate what consideration has been given to appropriate local or nearby off-site biodiversity opportunities before relying upon statutory credits.

There are a number of sites within Feering and Kelvedon where biodiversity enhancement could potentially provide a meaningful local environmental benefit. Examples include Feering Marsh and Brockwell Meadow, both of which have recognised wildlife or biodiversity value.

The Parish Council would therefore ask Braintree District Council and National Highways to investigate whether appropriate local biodiversity enhancement, habitat creation, restoration or connectivity projects could be supported, where this is consistent with the applicable statutory BNG requirements and the relevant biodiversity metric.

This approach would be consistent with Feering Neighbourhood Plan Policy 6, which specifically seeks opportunities to improve wildlife connectivity and enhance the biodiversity of open spaces through developer contributions. It would also support the policy objective of creating and strengthening ecological networks beyond the immediate development site.

The Parish Council considers that retaining or enhancing biodiversity within the local area would provide a more meaningful environmental legacy than simply allowing the ecological value established at this site to disappear.

Public Rights of Way and Restoration of the Headland Path

The Parish Council would also seek confirmation of the arrangements for the public footpath/headland route following completion of the works.

In particular, confirmation is requested that any temporary gates, fencing or other infrastructure associated with the current use of the site will be removed when the site is restored, unless there is a clearly justified and separately authorised reason for their retention.

The Parish Council considers that the existing route should be reinstated as a properly accessible headland path, maintaining and, where possible, improving connectivity between the surrounding countryside and the existing public rights of way network.

This is consistent with Feering Neighbourhood Plan Policy 6, which specifically supports improvements to the Public Rights of Way, footpath and bridleway networks and seeks improved connectivity between wildlife areas and public open spaces.

Conclusion

Feering Parish Council considers that the proposed return of the land to agricultural use should not be treated simply as a change back to its previous land use without consideration of the ecological value which has developed during the intervening period.

The Parish Council therefore requests that, before the application is determined:

1. An up-to-date ecological assessment of the site is undertaken;
2. The existing habitats, species and ecological features of the site are properly identified;
3. The potential loss of biodiversity resulting from the proposed works is assessed and appropriate mitigation considered;
4. National Highways demonstrates what on-site and off-site biodiversity options have been considered before relying upon statutory biodiversity credits;
5. Opportunities for local biodiversity enhancement, including projects within Feering and Kelvedon such as Feering Marsh and Brockwell Meadow, are investigated where appropriate;
6. The ecological connectivity of the surrounding area is considered in accordance with NPPF Policy N2 and Feering Neighbourhood Plan Policy 6; and
7. National Highways confirms that temporary gates, fencing and other infrastructure will be removed and that the headland path/public footpath will be fully reinstated and remain accessible.

The Parish Council considers that these matters need to be satisfactorily addressed to ensure that the proposal is consistent with the requirements of the NPPF, the Braintree District Local Plan and the Feering Neighbourhood Plan, particularly their objectives of protecting and enhancing biodiversity, ecological networks, the natural environment and public access to the countryside.

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

Reconsultation following revised plans.

Comments by Councillors: Support the Sport England objection. Would like to see Essex County Council's response that there is no need for a primary school as we are somewhat surprised given the 300 homes being built in London Road and the projected 850 in to be built in Feering. Kelvedon school would struggle to expand to accommodate the development. The furthest part of the new development would not be within safe and walking distance of the current school in Kelvedon. Continue to object as we did in May. Green spaces land – there is a play area where the roundabout is going to come off on Coggeshall Road. To have a play area at the extreme north end of the development does not seem to be a safe area to have a play area. Are Essex County Council expecting a bus route to be implemented as they mention bus stops on Coggeshall Road, but there are currently no bus routes that go along Coggeshall Road. Contribution to station Road / London Road improvement – what are they planning to do there? Noticed that there have been traffic counters around the village at various time and we would like to see those results as we continue to believe that the infrastructure is lacking and there is queuing now at London Road / Station Road junction. Support Heritage Society objection.

Delegated response: Feering Parish Council continues to strongly object to the above planning application.

The Parish Council has previously submitted objections to this application and wishes to maintain those objections. The Council has also considered the latest information submitted by the applicant and the most recent response from Sport England dated 11 September 2026.

Sport England has now reinstated its objection to the application because further information is required before it can reach an informed position on whether the proposed on-site outdoor sports provision is appropriate for meeting the needs generated by the

development. Sport England has identified concerns relating to the proposed division of the playing fields into two parcels, access and safeguarding, the absence of identified pavilion and parking facilities, and the need for a minimum specification for the proposed sports provision.

The Parish Council considers these matters to be particularly significant given the scale of the proposal and the removal of the primary school originally proposed as part of the development.

Sustainable Location and Accessibility

The Parish Council remains concerned that the proposed development is not sufficiently well connected to existing services and facilities to be considered a genuinely sustainable location for development of this scale.

The Parish Council's previous objection identified that the main facilities within the existing villages are approximately 1.5 km or more from the development, resulting in a substantial walking journey and increasing the likelihood of reliance upon private vehicles.

The Parish Council is particularly concerned about the relationship between the development and Kelvedon Primary School.

The furthest parts of a development of this scale would not be within a safe and convenient walking distance of the current school in Kelvedon. This is not simply a question of measuring the distance as the crow flies. The actual routes available to children and families, their directness, quality, safety and interaction with existing roads and junctions must all be considered.

The current proposal therefore needs to demonstrate how children living at the furthest points of the development would be able to travel safely and conveniently to school without being dependent upon the private car.

This is directly relevant to NPPF Policy TR3, which states that development generating significant movement should be located in sustainable locations which limit the need to travel, particularly by private car, and offer a genuine choice of transport modes. TR3 also specifically requires opportunities to improve walking, cycling and public transport connectivity in rural areas to be taken where they exist and can be supported by the development.

It is also relevant to NPPF Policy TR4, which requires priority to be given to walking, wheeling and cycling and requires routes to be safe, inclusive and attractive, including meeting the needs of children and people with limited mobility.

The proposal should therefore not be considered sustainable merely because footways can technically be provided within the development. The Council must consider whether the development provides safe, direct and convenient connections to the facilities that residents will actually need.

This is consistent with Braintree Local Plan Policy LPP42 – Sustainable Transport, which requires safe, accessible, direct and convenient pedestrian routes and gives priority to pedestrian and cycle movements and access to public transport.

It is also consistent with Feering Neighbourhood Plan Policy 9 – Moving Around, which seeks safe walking, cycling and public transport routes and requires development to address highway safety, congestion and accessibility.

Removal of the Proposed Primary School

The Parish Council is particularly concerned that the primary school originally proposed within the development has now been removed from the scheme.

Sport England's latest response confirms that the applicant is proposing to omit the primary school land and instead use this land for on-site outdoor sports provision. Sport England consequently confirms that its previous request for a community use agreement for the school's sports facilities is withdrawn because a school is no longer being progressed. This is a significant change to the scheme.

The Parish Council therefore requests that Essex County Council, as the education authority, provides clear evidence of how the educational needs generated by up to 600 dwellings will now be accommodated.

In particular, the Council should confirm:

- which primary school or schools children from the development would be expected to attend;
- whether sufficient capacity exists;
- the anticipated number of additional primary-age children generated by the development;
- the distance from the furthest parts of the development to the relevant school;
- the actual walking routes available;
- whether those routes are safe and suitable for children;
- what education contributions are required; and
- when any necessary education infrastructure would be delivered.

NPPF Policy HC3 requires proposals generating significant numbers of additional residents to be informed by the need for associated improvements to community facilities and public service infrastructure and to provide new or improved infrastructure necessary to make the development acceptable. The policy specifically requires infrastructure to be secured so that it is available when the development, or an agreed proportion of it, is first occupied.

This is also supported by Feering Neighbourhood Plan Policy 8, which requires development proposals to identify opportunities to improve and expand community and leisure facilities and to ensure adequate access to facilities, including adequate walking, cycling and public transport links.

The Parish Council therefore considers that the removal of the school requires the sustainable transport and education aspects of the proposal to be reconsidered rather than simply treated as a minor amendment.

Proposed Children's Play Area

The Parish Council has also noted that a children's play area is proposed at the extreme northern end of the development, close to the proposed roundabout/access onto Coggeshall Road.

The Parish Council has serious concerns about whether this is an appropriate and safe location for a children's play area.

A play area should be located in a position which is safe, accessible and attractive to children and families. Locating a children's play facility immediately adjacent to a major vehicular access and roundabout raises obvious concerns about the interaction between children, pedestrians and vehicles.

The Parish Council therefore requests that the applicant demonstrates, through the detailed design and appropriate safety assessment, how children will be able to access and use this facility safely.

This should include consideration of:

- pedestrian and vehicle conflict;
- crossing movements associated with the roundabout;
- visibility;
- traffic speeds;
- accessibility for younger children;
- accessibility for children and adults with disabilities;
- noise and air quality;
- safe access from surrounding residential areas; and
- whether the location encourages children to use the facility independently.

NPPF Policy HC1 requires planning for recreational land and facilities to aim for a connected network of high-quality, inclusive and accessible opportunities for play and informal recreation. HC3 requires the quantity and quality of provision to take account of existing provision and appropriate national standards and best practice.

NPPF Policy TR4 also requires street and route arrangements to be safe and inclusive and to minimise conflicts between pedestrians, cyclists and vehicles, specifically recognising the needs of children.

The Parish Council therefore considers that the proposed location of the play area requires further consideration before the application can be satisfactorily determined.

Public Transport and Proposed Bus Service

The Parish Council requests clarification regarding the proposed public transport arrangements for the development.

There is currently no bus service operating along Coggeshall Road. Given the scale of the proposed development, the Parish Council considers it essential that any proposed future bus provision is demonstrated to be realistic, deliverable and capable of serving the development from the outset.

The Parish Council therefore asks Essex County Council and the applicant to confirm:

1. Whether a new bus service is proposed;
2. Whether Essex County Council is expecting such a service to be implemented;
3. What route the service would follow;
4. How frequently it would operate;
5. What hours it would operate;
6. Who would operate the service;
7. What funding has been secured for the service;
8. For how long any developer-funded service would be supported; and
9. Whether the service would provide connections to Kelvedon, Feering, Kelvedon Station and other key destinations.

The existence of a potential future bus service should not be relied upon as evidence of sustainable transport unless there is clear evidence that the service can actually be delivered.

This is directly relevant to NPPF Policy TR3, which requires significant development to be located where it can limit the need to travel by private car and offer a genuine choice of transport modes. TR4 also requires development to facilitate access to high-quality public transport and to maximise the catchment for bus services.

Braintree Local Plan Policy LPP42 similarly requires development to provide appropriate public transport provision, including measures which improve and support public transport and provide new public transport routes.

Feering Neighbourhood Plan Policy 9 specifically seeks improvements to public transport provision and safe pedestrian and cycle routes to surrounding areas and local services.

The Parish Council therefore requests that any proposed bus service is identified as a secured and deliverable infrastructure commitment, with appropriate funding and phasing, rather than simply being identified as an aspiration.

Existing Highway Network and Station Road/London Road Junction

The Parish Council remains very concerned about the capacity of the existing highway network.

Our previous objection identified concerns regarding traffic from the development using Coggeshall Road and Station Road and the existing constraints on the local road network, including the junction of Station Road with Kelvedon High Street/Feering Hill.

The Parish Council has noted that a contribution is now proposed towards improvements to the Station Road/London Road junction.

The Parish Council would welcome appropriate highway improvements but requires clarification as to exactly what is proposed.

We therefore ask Braintree District Council and Essex County Council to provide details of:

- the proposed junction improvement;
- the proposed physical layout;
- the additional capacity expected to be achieved;
- pedestrian and cycling improvements;
- any proposed crossing facilities;
- the evidence demonstrating that the proposed works will address existing congestion;
- the effect of the proposed works on surrounding junctions;
- the amount of the proposed contribution;
- whether the contribution is sufficient to fund the works; and
- the proposed timing of delivery in relation to occupation of the development.

A financial contribution should not automatically be regarded as adequate mitigation unless the works to which it relates have been identified and their ability to mitigate the development's impacts has been demonstrated.

Existing Congestion and Traffic Counter Results

The Parish Council understands that a number of traffic counters have been located around Feering and Kelvedon at different times.

The Parish Council requests that the results of all relevant traffic counts are made available and taken into account in determining this application.

This information is particularly important because the Parish Council continues to observe queuing at the London Road/Station Road junction under existing conditions.

The Council therefore considers that the assessment of the proposed development should be based on current, robust evidence of actual traffic conditions rather than relying solely upon historic surveys or theoretical modelling.

The transport assessment should take account of:

- the latest traffic counts;
- existing queue lengths and delays;
- peak-time traffic conditions;
- traffic generated by developments already completed;
- committed developments;
- other proposed development in the area;
- cumulative impacts; and
- the traffic generated by up to 600 dwellings and associated development.

This is particularly important under NPPF Policy TR6, which requires transport assessments to consider reasonable future scenarios, relevant times of day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel.

Most importantly, NPPF Policy TR6(4) states that development proposals should be refused where they would have a severe adverse impact on the transport network, including in terms of capacity and congestion and cumulative impacts, or an unacceptable impact on highway safety, taking account of mitigation and wider network improvements.

The Parish Council therefore considers that the current evidence must demonstrate clearly that the existing highway network, taking account of all relevant cumulative impacts, can accommodate the proposed development.

Walking, Cycling and Public Rights of Way

The Parish Council considers that the development should provide genuinely usable walking and cycling connections rather than routes which simply appear on a masterplan.

The routes should provide direct, safe and convenient connections between the development, existing settlements, schools, services, public transport and surrounding footpath and cycle networks.

This is particularly important given the distance of the furthest parts of the development from existing facilities.

NPPF Policy TR8 requires development proposals to protect and enhance public rights of way and to take opportunities to improve route quality where this provides accessible, safe and convenient links to services and facilities or improved connections with public transport.

This is consistent with Braintree Local Plan Policy LPP42, which requires pedestrian routes to be safe, accessible, direct and convenient and requires new developments to connect safely and directly to existing external footpath and cycleway routes.

It is also directly supported by Feering Neighbourhood Plan Policy 9, which seeks to protect and enhance public rights of way, pedestrian and cycle routes and improve accessibility through sustainable transport.

Sport and Recreation Provision – Sport England Objection

The Parish Council supports the concerns raised by Sport England and notes that Sport England has now formally reinstated its objection to the application.

Sport England identifies concerns about the proposed 3.51 hectare outdoor sports area being divided into two parcels, with a potential future vehicular connection between them. Sport England considers that this could create safety and safeguarding issues, particularly because a significant proportion of playing-field users would be unaccompanied children and young people.

Sport England also states that pavilion, changing, toilet, refreshment, storage and parking facilities are essential to support the playing fields but that these facilities have not been identified on the current proposals.

The Parish Council considers these to be fundamental matters for a development of this scale.

Furthermore, Sport England considers that the proposed on-site provision is unlikely to meet all the additional demand generated for other sports, including cricket, rugby union, 3G and hockey, and therefore considers that appropriate off-site provision should also be secured.

NPPF Policy HC1 recognises the need for appropriate standards for play and sport and states that policies for play and informal recreation should aim to secure a connected network of high-quality, inclusive and accessible opportunities. HC3 requires development to address the need for community facilities and infrastructure generated by additional residents.

Braintree Local Plan Policy LPP50 – Provision for Open Space, Sport and Recreation requires developments to provide new open space and allows planning obligations to secure appropriate provision or improvements where there is a deficit or qualitative issue.

The Parish Council therefore supports Sport England's request that the outstanding matters are resolved before the application is determined.

Infrastructure Delivery

The Parish Council remains concerned that a development of up to 600 homes is being proposed without sufficient certainty that the necessary supporting infrastructure will be available when residents need it.

The issue is not simply whether financial contributions can be secured through a future Section 106 agreement. The Council considers that Braintree District Council should establish whether the infrastructure required to make the development acceptable is:

- identified;
- appropriately designed;
- adequately funded;
- capable of being delivered;
- subject to appropriate phasing; and
- available at the point when residents require it.

This includes education, public transport, highways, walking and cycling infrastructure, play areas, sports facilities and community infrastructure.

NPPF Policy HC3 specifically requires the timely delivery of community facilities and public service infrastructure required to serve new development, so that these facilities are available when the development, or an agreed proportion of it, is first occupied.

The Parish Council also relies upon the relevant infrastructure provisions of the Braintree District Local Plan, including the Council's infrastructure delivery and impact mitigation

policy, which requires appropriate infrastructure capacity to support development and consideration of cumulative impacts. Braintree's adopted Local Plan identifies infrastructure and connectivity as a central component of its development strategy.

Feering Neighbourhood Plan

The Feering Neighbourhood Plan forms part of the statutory Development Plan for Braintree District. Braintree District Council formally made the Plan in January 2023.

The Parish Council considers the following policies particularly relevant:

Policy 8 – Community and Leisure Facilities

Policy 8 requires relevant development proposals to identify opportunities to improve and expand existing community and leisure facilities and requires adequate access to and between facilities, together with adequate walking, cycling and public transport links.

Policy 9 – Moving Around

Policy 9 addresses highway safety, public rights of way, pedestrian and cycle routes, congestion, sustainable transport, public transport improvements, air quality and safe and accessible environments for those with limited mobility.

The Parish Council considers that the existing highway congestion, the uncertainty surrounding public transport, the distance of the development from existing schools and services, and the need for safe and convenient pedestrian and cycling connections are all directly relevant to Policy 9.

Policy 11 – Developer Contributions to Community Infrastructure

The Parish Council also considers the principles of Policy 11 relevant to ensuring that development makes an appropriate contribution towards infrastructure required as a consequence of development. The independent examination recognised that Policy 11 supports developer contributions based on an understanding of the impact of development, although amendments were made to ensure conformity with the Local Plan's infrastructure policy.

Kelvedon & Feering Heritage Society

Feering Parish Council also supports the objection submitted by the Kelvedon & Feering Heritage Society.

The Parish Council asks Braintree District Council to take the Heritage Society's representations fully into account when determining the application.

Conclusion

Feering Parish Council remains strongly opposed to application 21/03579/OUT.

The Parish Council considers that the proposal has not demonstrated that a development of up to 600 dwellings can be accommodated in a manner which is sustainable, safe and adequately supported by the necessary infrastructure.

The Parish Council's principal concerns are:

1. The furthest parts of the development would not be within a safe and convenient walking distance of the existing primary school in Kelvedon;
2. The primary school originally proposed within the development has now been removed, creating uncertainty regarding how the educational needs of the development will be met;

3. The proposed children's play area appears to be located immediately adjacent to the northern access/roundabout and the Parish Council has concerns regarding its safety and suitability;
4. There is currently no bus service along Coggeshall Road and there is insufficient information regarding whether a new bus service will actually be provided, funded and maintained;
5. The existing highway network is already experiencing congestion and queuing, including at the London Road/Station Road junction;
6. The proposed contribution towards the Station Road/London Road junction requires further explanation and there is insufficient information about the actual improvement proposed;
7. The Parish Council requires the results of the traffic counters undertaken around Feering and Kelvedon to be made available so that the application can be assessed against current traffic conditions;
8. The cumulative impact of this development alongside existing and committed development needs to be properly assessed;
9. Sport England has reinstated its objection because important matters relating to sports provision remain unresolved;
10. The proposed sports facilities have not yet been demonstrated to provide the appropriate range, capacity, access, safeguarding arrangements, pavilion and parking facilities required to serve the development;
11. Safe, direct and convenient walking and cycling connections to existing services, schools and public transport have not been sufficiently demonstrated;
12. The necessary infrastructure must be demonstrably deliverable and appropriately phased alongside occupation of the development; and
13. The concerns raised by the Kelvedon & Feering Heritage Society should also be fully considered.

The Parish Council considers that these matters engage, in particular, NPPF Policies S1, TR3, TR4, TR6, TR8, HC1 and HC3, together with Braintree District Local Plan Policies LPP42, LPP50, LPP61, LPP64 and the relevant infrastructure delivery and impact mitigation policy, and Feering Neighbourhood Plan Policies 8, 9 and 11.

In particular, NPPF TR6(4) provides that development proposals should be refused where they would have a severe adverse impact on the transport network, including capacity, congestion and cumulative impacts, or an unacceptable impact on highway safety, taking account of mitigation and wider network improvements.

Feering Parish Council therefore respectfully requests that planning permission is refused unless and until the outstanding matters relating to education, sustainable transport, public transport, highway capacity, traffic congestion, play, sport and infrastructure delivery have been satisfactorily resolved and demonstrated through robust and up-to-date evidence.

c) **26/02034/HH – 3 Langley Green, Old Road, Feering**

Replacement garage and installation of 2 No. Velux windows to North elevation of house

Comments by Councillors: Seems sensible unless the neighbour objects. Could not find detail of what the garage is being built in. If timber framed, would this be a fire hazard right on the boundary? Like to know whether they have done an asbestos check on the existing garage? Clarification is sought as to whether the existing garage has been rebuilt and

whether there is any asbestos? Need to be assured that the neighbours are aware and party wall agreement. Concerned in case there is asbestos in the existing structure and would like to be assured that the existing structure the demolition and removal will be carried out safely.

Delegated response: Feering Parish Council has no objection to this application, subject to there being no objections or concerns raised by neighbouring properties.

The Parish Council would, however, ask that the following matters are clarified:

Building Material and Boundary

Please could clarification be provided regarding the proposed construction materials for the new structure. The Parish Council understands that there may be an intention to use a timber-framed construction.

As the proposed structure appears to be located directly on or very close to the boundary, the Parish Council has concerns regarding the use of timber construction in relation to fire safety. We would therefore ask that the applicant confirms the proposed construction method and materials and demonstrates that the proposal meets all relevant building and fire safety requirements for a structure located adjacent to the boundary.

The Parish Council is also concerned about the future maintenance of the structure if it is constructed directly against the adjoining party wall or boundary. Adequate access for maintenance should be considered without requiring access over neighbouring land.

The Parish Council would therefore also ask that confirmation is provided that the adjoining neighbours are aware of the proposal and have had an opportunity to raise any concerns regarding the position of the structure and future maintenance arrangements.

Existing Structure and Asbestos

The Parish Council would also request confirmation that an appropriate asbestos survey or assessment has been undertaken in respect of the existing structure prior to demolition.

If asbestos-containing materials are identified, the Parish Council would wish to be assured that their removal and disposal will be undertaken safely and in accordance with all relevant regulations and guidance, by appropriately qualified and competent persons.

Subject to the above matters being satisfactorily address, Feering Parish Council has no objection to this application.

d) 26/01980/FUL – Hill House Farm, London Road, Feering

Proposed agricultural building.

Comments by Councillors: Cllr Giles declared a pecuniary interest in this application and left the meeting at 09.59. Before leaving it was confirmed that a site notice was in place and the roofs of the existing buildings were not visible other than a silo due to a large conifer hedge.

Will be quite a big development on an agricultural site. Drainage, provision of water and recycling of water from run-off there is no provision and this should be considered. No solar panels proposed and is there any possibility of recycling heat from the adjacent chicken sheds. Is there any heating or ventilation planned to prevent feed from getting damp? They are showing a public rights of way which has been extinguished.

Delegated response: Feering Parish Council has no objection to this application, subject to the following matters being satisfactorily addressed.

Climate Change, Drainage and Water Management

Both Feering Parish Council and Braintree District Council have declared a climate emergency. Given the scale of the proposed development and the fact that it is being

undertaken on an agricultural site, the Parish Council considers that appropriate measures should be incorporated to address drainage, water conservation and the management and reuse of surface water.

The Parish Council notes that there does not appear to be any provision within the proposal for the collection and reuse of rainwater or surface water run-off. We would therefore ask that consideration is given to appropriate water management measures, including the potential for collecting and recycling water from run-off, where practicable.

Renewable Energy and Heat Recovery

The Parish Council has also noted that no solar panels appear to be proposed as part of the development. Given the Parish Council's and Braintree District Council's declared climate emergencies, we would ask the applicant to clarify whether renewable energy generation, including solar photovoltaic panels, has been considered and, if not, why this has been discounted.

We would also like confirmation as to whether there is any opportunity to recover or reuse waste heat from the adjacent chicken shed as part of the proposed development.

In addition, please could the applicant clarify what heating and ventilation systems are proposed, particularly those intended to prevent the feed from becoming damp, and whether these systems have been designed with energy efficiency and carbon reduction in mind.

Public Right of Way

The Parish Council has noted that the submitted plan shows a public right of way which has since been extinguished. The plan is therefore incorrect and should be amended to accurately reflect the current status of the public rights of way in the vicinity of the site.

The Parish Council would ask that the plans are corrected accordingly before the application is determined.

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UPDATE ON APPLICATIONS APPROVED / REFUSED

Applications Approved:

- 26/01460/HH & 26/01461/LBC – Cockerells Farm, Skye Green Road
- 26/01575/HH – 106 Feering Hill

DATE OF NEXT MEETING

To be confirmed, pending applications.