



Chelveston-cum-Caldecott Parish Council Northamptonshire



Our Village – Our Plan Our Future



Neighbourhood Plan Policies

Submitted by Chelveston-cum-Caldecott Parish Council as the qualifying body for the Chelveston-cum-Caldecott Neighbourhood Plan area; comprising the parish of Chelveston-cum-Caldecott

Consultation
Version 4.0

Neighbourhood Plan
2016-2031

March 2016

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SECTION 1: Introduction

1.1 Background to the Neighbourhood Development Plan

The Chelveston-cum-Caldecott Neighbourhood Development Plan (NDP) has been prepared by the Parish Council (the qualifying body). It covers the period 2016-2031 and is an opportunity for local people to shape their own futures, mapping out how the Village will develop.

The NDP comprises five documents which should be read together:

Our Plan – *This document* – Details the policies that will apply to future development within the plan area.

Basic Conditions Statement – This details the plan's compliance with legal requirements.

Formal Consultation Statement – This details how the plan was consulted upon through the various stages of its creation.

Sustainability Appraisal – This details how the policies conform to the national principles of sustainable development.

References – This details the documentary evidence collected and used to form the plan

Neighbourhood Plans must conform to any higher level policies in force for area. For this NDP these are: The **National Planning Policy Framework** [Ref: [1](#)], the **North Northamptonshire Core Spatial Strategy (2008)** [Ref: [2](#)], the North Northamptonshire Joint Core Strategy (NNJCS) and saved policies from the **East Northamptonshire Local Plan (1996)** [Ref: [3](#), [4](#)].

The Neighbourhood Plan Area covers the whole of the Parish (Figure 1.1), including the areas added by the **East Northamptonshire Council (Reorganisation of Community Governance) Order 2014**.

1.2 How the plan has been developed

The plan was developed by a Working Party set-up by the Parish Council in June 2013. The Working Party had nine members – four serving Parish Councillors and five volunteer residents from across the Parish [Ref [5](#)].

Each of the Councillors and volunteers were carefully vetted to ensure that they had no existing conflicts of interest, and no pre-determined views on how the Parish should develop. Terms of Reference were defined to ensure that the Working Party could operate in a way that had the full confidence of land owners and residents alike [Ref [6](#)]. It was important that all discussions and deliberations on the evidence collected were seen to be open and transparent, free from bias and undue influence.

During the first phase of planning, the Working Party held formal meetings in public at which all

key decisions were taken [Ref [7](#)]. Decisions were then reported to the full Parish Council at their next meeting, so that any necessary resolutions could be formally adopted and acted upon.

The Working Party also held informal “round table” meetings [Ref [8](#)] at which much of the work and discussion took place. These meetings were open to all residents and their representatives who were invited to join the table and contribute their ideas and comments. A number of land owning residents (or their representatives) played a regular part in these round table meetings. Whilst declaring their own interest, they were still able to make a very valuable contribution to the work of the overall Working Party. Strict protocols were adopted to ensure that these residents played no part in the decision making processes which involved sites in which they had declared an interest.

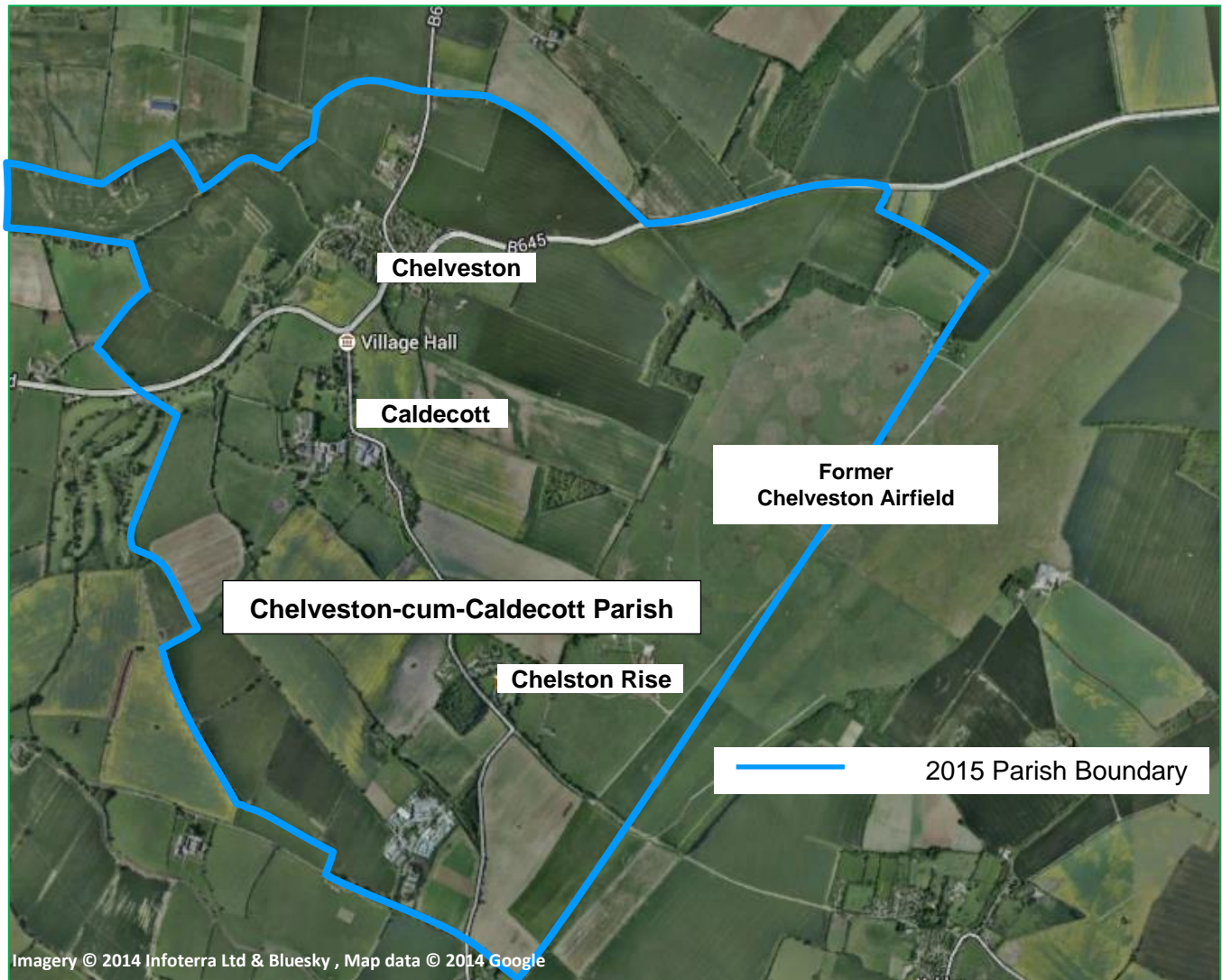


Figure 1.1 Chelveston-cum-Caldecott Parish

1.3 Consultation with residents

At the Annual Parish Assembly in May 2012 residents agreed that the Parish should begin the preparation of a Neighbourhood Plan.

An exhibition entitled “**Chelveston-cum-Caldecott Past, Present, Future**” was then held in the Village Hall during December 2012. This showed residents how the Village had grown and developed since the 1800s, and asked them to consider how the Village should develop by 2035. This exhibition was followed up by a detailed Village survey in January 2013. There was a 44% response rate to this survey. In previous Village Appraisals (conducted in 1995, 2002, 2004 and 2010 – [Ref 9]) a significant proportion of residents were strongly opposed to any further

development in the Village. The 2013 survey showed a marked shift in opinion. Less than 17% of households then opposed all development. The majority of households indicated that they would support up to 20% growth over 20 years.

In June 2013 the Working Party was set up, and one of their first jobs was to agree a **Statement of Community Involvement** and a **Community Engagement Strategy** [Refs 10, 11].

In August 2013, the Working Party published their proposal for declaring a Neighbourhood Plan boundary [Ref 12]. This was then put through a formal 6-week consultation exercise by East Northamptonshire Council. The Neighbourhood

Plan Area was revised in February 2015 to be aligned with the new Parish boundaries which came into force on 15th October 2014 [Ref [57](#)].

In September 2013, a call for Aspirational Development Sites was sent to all land owners in the Parish [Ref [13](#)]. A general call was made to all residents through the Parish Newsletter in October 2013. Twenty one Aspirational Development Sites were submitted by the close of the call in November 2013.

A 2-day exhibition of all the proposals was held during December 2013. 42% of all households in the Parish attended this exhibition, and 61% of these provided detailed feedback.

In January and February 2014 six consultation events were held [Ref [14](#)] to review each of the development sites in depth. Land owners presented their proposals and faced detailed questioning from residents. Residents also had the opportunity to submit questions and comments online. Over 200 questions and comments were received. The consultation meetings were all well attended and 43% of households participated in them.

In March 2014, a poll was conducted of all registered electors in the Parish. The poll was run under a strict protocol, with the Clerk of the Parish Council as returning officer, [Ref [15](#)]. This poll focused on the revised propositions [Ref [16](#)] put forward by land owners following the consultation meetings. Residents were asked to vote for the propositions that they supported, and to give their

views on how the Village should develop over the next 20 years [Ref [17](#)].

80% of residents and 82% of households participated in this poll. 3,484 individual comments were made during the voting process, allowing the Working Party to build up a very clear picture of what residents want to see. The results of the poll were presented at the Annual Parish Assembly in April 2014 [Refs [18](#), [19](#)] and a summary report was distributed to all households following this [Ref [20](#)].

Key information gathered in this poll included the resident's views on permitted growth of the village and the phasing of this growth. The residents overwhelmingly voted for no more than 20% growth by 2035 and that it should be carefully phased to ensure growth remains sustainable.

Community engagement has been a key part of the project. The Working Party has issued newsletters to all households [Ref [21](#)] explaining the process and the progress made. These have been delivered on alternate months to the regular Parish Newsletter in which the Neighbourhood Plan was also featured. The aim of the Working Party was to ensure that all residents were aware of what was happening, and that they all had the opportunity to contribute and comment.

The formal Consultation Statement as required by **Part 5, Section 15 of The Neighbourhood Planning (General) Regulations 2012** has been published [Ref [22](#)].

1.4 Structure of the rest of the plan

SECTION 2: Vision, Strategy and Objectives – Following consultation with residents a clear view of how the Parish should develop over the next 20 years (2016-2031) is presented.

SECTION 3: The Neighbourhood Plan Area – This section shows the area chosen for the Neighbourhood Plan and the justification for the choice.

SECTION 4: Portrait of the Parish – This section gives a summary of the Parish's history and some of the background facts, figures and problems that underpin the policies.

SECTION 5: Neighbourhood Plan Policies – This section details the 14 policies that have been developed to deliver the plan.

SECTION 6: Supporting information and evidence base – This section provides links to the background information and evidence used to develop the plan.

SECTION 2: Vision, Strategy and Policies

2.1 Neighbourhood Plan Vision

The 20 year vision for the Parish has been developed and refined through the consultation and evidence gathering process. 3,484 comments were made during the March 2014 poll of all residents. These were analysed and grouped into themes from which a clear vision emerged.

The original NDP drafts were for the period 2015-2035. However to comply with NNCSS the end date has changed to 2031 and the start date to 2016 in line with the current year. Our vision is that for the period 2016-2031:

Chelveston-cum-Caldecott should remain as a small but sustainable rural village:

- with three distinct settlements,
- each retaining its unique character and boundaries,
- but part of a combined Parish,
- with a strong sense of community.

2.2 Neighbourhood Plan Objectives

To remain a sustainable and thriving community it is important to have a steady turnover of the population. With too rapid a turnover, the sense of community built up over many years would quickly be lost. If turnover were too slow, then the Village would stagnate as the population aged and young people left. New residents bring new ideas and new energy to a community. New families bring in the next generation of children. The challenge is to accommodate this growth

without destroying the character of the existing settlements.

At the same time we need to enhance the amenities available for all residents. However, as the Village is not designated as a growth area, we cannot expect resources to be provided by local or central government. The majority of amenity improvements will need to be financed locally. The objectives of our plan will therefore be:

By 2031 the Parish should have grown by no more than 20%:

- maintaining a mix of all age groups and housing types,
- with local employment opportunities for young people,
- with a thriving pub,
- and access to public transport.

In growing the Parish we will ensure that the built and natural environment are protected and enhanced by:

- identifying settlement boundaries aligned with natural and historical features of the Village,
- defining important street scenes that must be protected and enhanced in all the settlements,
- designating areas of Local Green Space which serve as important amenities or define the shape and form of each settlement,
- identifying suitable areas in which employment and commercial activity can be located so as to minimise any negative impact they might have on residential life,
- protecting the limited amenities which already exist and developing new amenities and activities which are sustainable and self-financing in a small rural community.

2.3 Our Neighbourhood Plan Strategy

Since the 1995 Village Appraisal, the Parish Council has been slowly reshaping and enhancing the Village with the limited resources at its disposal. This Neighbourhood Plan

formalises this work and allows us to define clear strategies and policies to deliver the objectives and vision. The following strategy will be adopted:

- A.** From 2016-2031 the housing stock will grow by up to 20% through in-fill development, within the defined settlement boundaries, on sites allocated through the consultation process.
- B.** Housing developments will be phased throughout the plan period so as to ensure that new residents can be effectively integrated into the community.
- C.** The development of smaller houses and bungalows will be encouraged, to help younger people to remain, or move into the village, and for existing elderly residents to downsize.
- D.** The street scenes approaching each of the settlements will be preserved, and where possible enhanced, to maintain and emphasise the rural character of the Parish.
- E.** The *JST Fork Trucks* brown-field site will be re-developed, establishing an attractive centre for Chelveston around *The Green* and War Memorial.
- F.** The continued role of the pub in community life will be supported by allowing for the development of its amenities and facilities to the rear, whilst preserving the pub field as a community events space.
- G.** New employment and commerce opportunities within the Parish will be concentrated outside the settlement boundaries through the diversification of the *Manor Farm* and *Poplar Farm* sites, and the appropriate development of the *Upper Higham Lane Industrial Estate*.
- H.** Renewable energy activities will be supported on the old Chelveston Airfield site, provided that the impact on neighbouring properties and on the Rights of Way network can be effectively mitigated.
- I.** Land around the Church and Village Hall will be designated as important Local Green Space to protect the settings of these important historical buildings for future generations, and to encourage their continued use as attractive community venues.
- J.** Land will be allocated for the continued use and potential expansion of allotment gardens.
- K.** Other Local Green Space will be designated where the land has particular amenity value, or is important in establishing the form of, and the approach to, the settlements.
- L.** Assets of Community Value which have been nominated and successfully listed will be protected by policy to offer further protection to the limited amenities in the Parish. In addition, six sites have been designated as Local Heritage Assets.
- M.** The Rights of Way network in the Village will continue to be maintained, and where possible enhanced, with the aim of providing safe, circular routes, and connecting Chelston Rise more effectively into the network.
- N.** Additional parking bays will be created in the centre of the Village by the *Star & Garter* to reduce roadside parking on and around *The Green*.
- O.** Effective traffic calming measures will be installed on the major Village roads.

2.4 Neighbourhood Plan Policies

In order to deliver the strategy, we have defined 14 policy areas. All planning applications will need to comply with these policies and the Parish Council will need to define and resource projects

to deliver those policies within its remit. The policies are covered in detail in section 5. The links below provide each policy as a single document.

Table 2.1 Housing Development Policies	
H1	Restricted in-fill development within clearly defined settlement boundaries
H2	Windfall re-use of redundant, traditional farm buildings
H3	Discouraging backland and tandem development
H4	Preserving the sensitive street scenes which define the settlements
H5	Development site allocations
H6	Developer contributions policy

Table 2.2 Amenity Policies	
ACV	Protecting Assets of Community Value
ALT	Provision of allotment gardens
LGS	Designated Local Green Spaces
RoW	Protecting and Improving Rights of Way
TRF	Traffic Management and Parking Provision

Table 2.3 Employment, Industrial and Commercial Policies	
EC	Employment opportunities and commercial activities
REN	Renewable Energy Policies

These policies meet the basic conditions as required by the ***Town and County Planning Act 1990 (as amended) Paragraph 8 (2) of Schedule 4B***. The Basic Conditions statement has been published to accompany this plan [Ref [23](#)].

SECTION 3: The Neighbourhood Plan Area

3.1 The 2015 Parish Boundaries

The Parish Council of Chelveston-cum-Caldecott was created in 1895 under the provisions of the Local Government Act 1894 and has had a strong record of local governance ever since. Since its formation, there have been two changes to the boundaries, one in 1987 and one which came into force on 15th October 2014 through the Community Governance Review (CGR).

Figure 3.1 shows the current extent of the parish boundaries. The Parish has shared boundaries with four Northamptonshire parishes, two of whom are also producing Neighbourhood Plans [Refs. 51, 52]. It also lies on the border of Northamptonshire and Bedfordshire with Dean & Shelton parish to the north east and Melchbourne & Yelden parish to the south east. The border with Bedfordshire (now Bedford

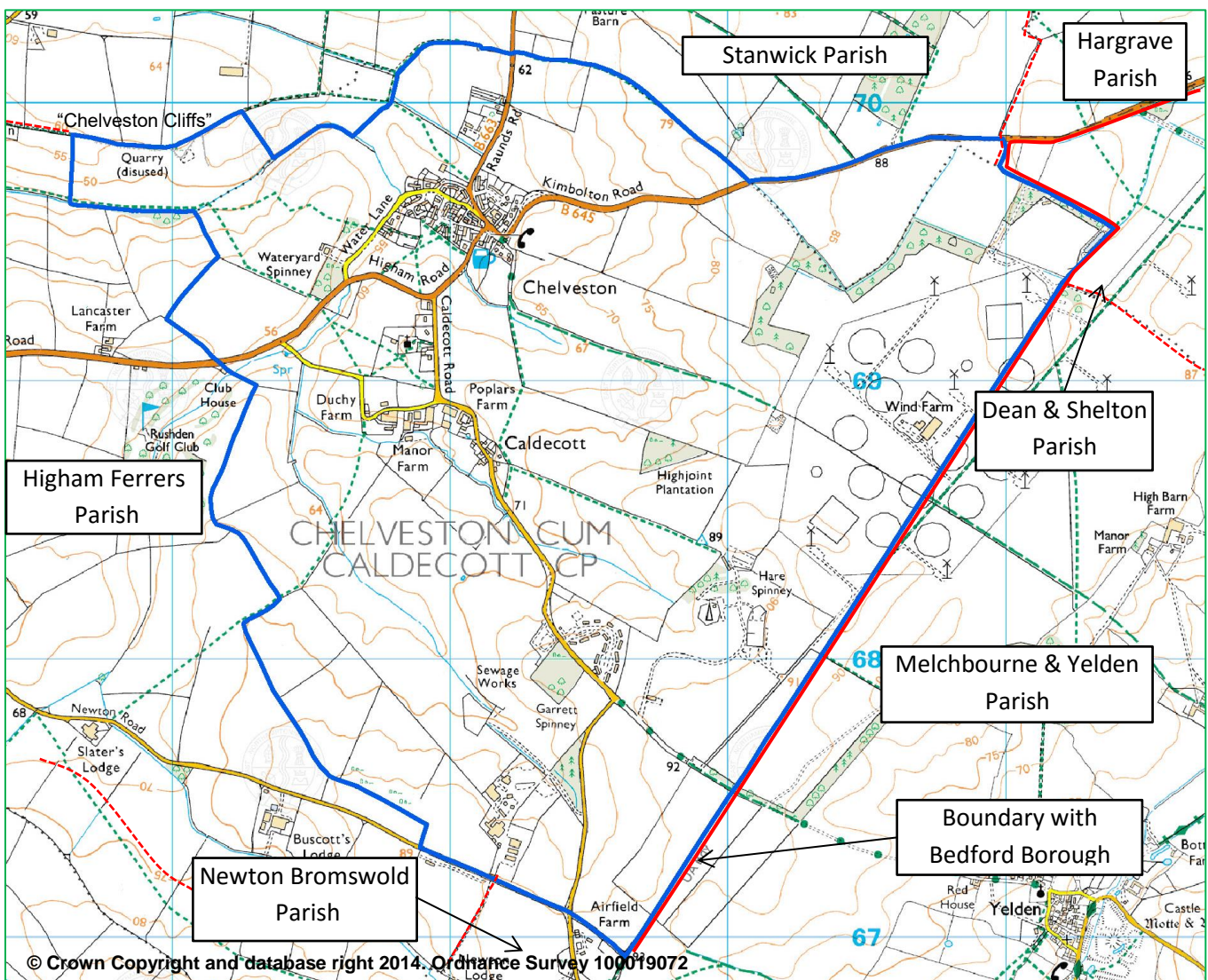


Figure 3.1: 2015 Parish Boundary (solid blue)

Borough, a unitary authority) has important implications for planning matters concerning the former Chelveston Airfield.

Following re-consultation in February 2015, the Neighbourhood Plan Area is now aligned with the Parish boundaries established in October 2014 [Ref 57].

3.2 Historical context for boundaries and civic relationships

Chelveston-cum-Caldecott is equi-distant from the towns of Higham Ferrers and Raunds (3km), but from a civic perspective it has always had a closer association with Higham Ferrers. It shares District and County Councillors with Higham Ferrers Lancaster Ward.

Links with Higham Ferrers certainly go back to Norman times and possibly pre-date this. Chelveston-cum-Caldecott was mentioned in the Domesday Book as Celuestone and Caldecote. After the successful invasion of England in 1066 by William the Conqueror, the manor of Chelveston-cum-Caldecott was part of the manor of Higham Ferrers given to his son, William Peverel.

In common with Higham Ferrers, the Parish has long associations with the Crown. The Duchy of Lancaster still has large holdings of land in Higham Ferrers Parish some of which extend into Chelveston-cum-Caldecott and which are important from a planning and amenity perspective.

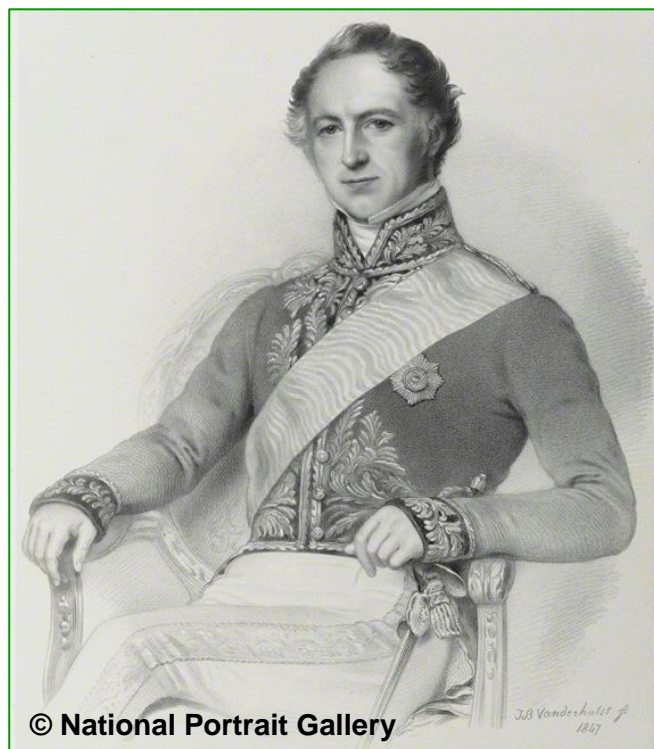
The Parish separated from the Higham Ferrers manor sometime in the 14th century and passed through a succession of families until it was granted to Colonel Edward Disbrowe in 1812 by George III. His eldest son, Sir Edward Cromwell Disbrowe (1790–1851), succeeded him. But, as both of Sir Edward's sons died in conflicts, he gave the manor to his youngest daughter Jane Harriet (1829–1908).

By marriage to Jane, the title passed to Henry Christopher Wise JP DL (1807-1883), who was the MP for Warwickshire South from 1865-1874. The estate was sold in 1919 by the last Lord of the Manor - Lt Col Henry Edward Disbrowe Disbrowe-Wise JP. The Disbrowe name lives on in the Village as *Disbrowe Court*.

The Disbrowe-Wise family took their responsibilities towards the Parish seriously and were responsible for creating *the Educational*

Foundation of Abigail Bailey and Ann Levett, still an important Village Charity, and for the building of the Village School, now the Village Hall.

Philanthropy, community giving and charitable



© National Portrait Gallery
Figure 3.2 Sir Edward Cromwell Disbrowe

works have been an important feature of Village life since the foundation of the *James and Thomas Sawyer* charity in 1703. Many of the Village features and amenities have been developed and maintained through these means rather than through civic funding.

The historical parish boundary was changed under the ***East Northamptonshire (Parishes) Order 1987***. Prior to this boundary change, an additional strip of the Parish, one field wide, ran from the edge of the Village down to the River Nene, between the parishes of Higham Ferrers and Stanwick. Historically, this strip of land provided an access route from the Chelveston quarries to the railway station at Irthlingborough. Part of this strip, known as *Chelveston Cliffs*, was restored to the Parish in the 2014 boundary revision.

SECTION 4: Portrait of the Parish

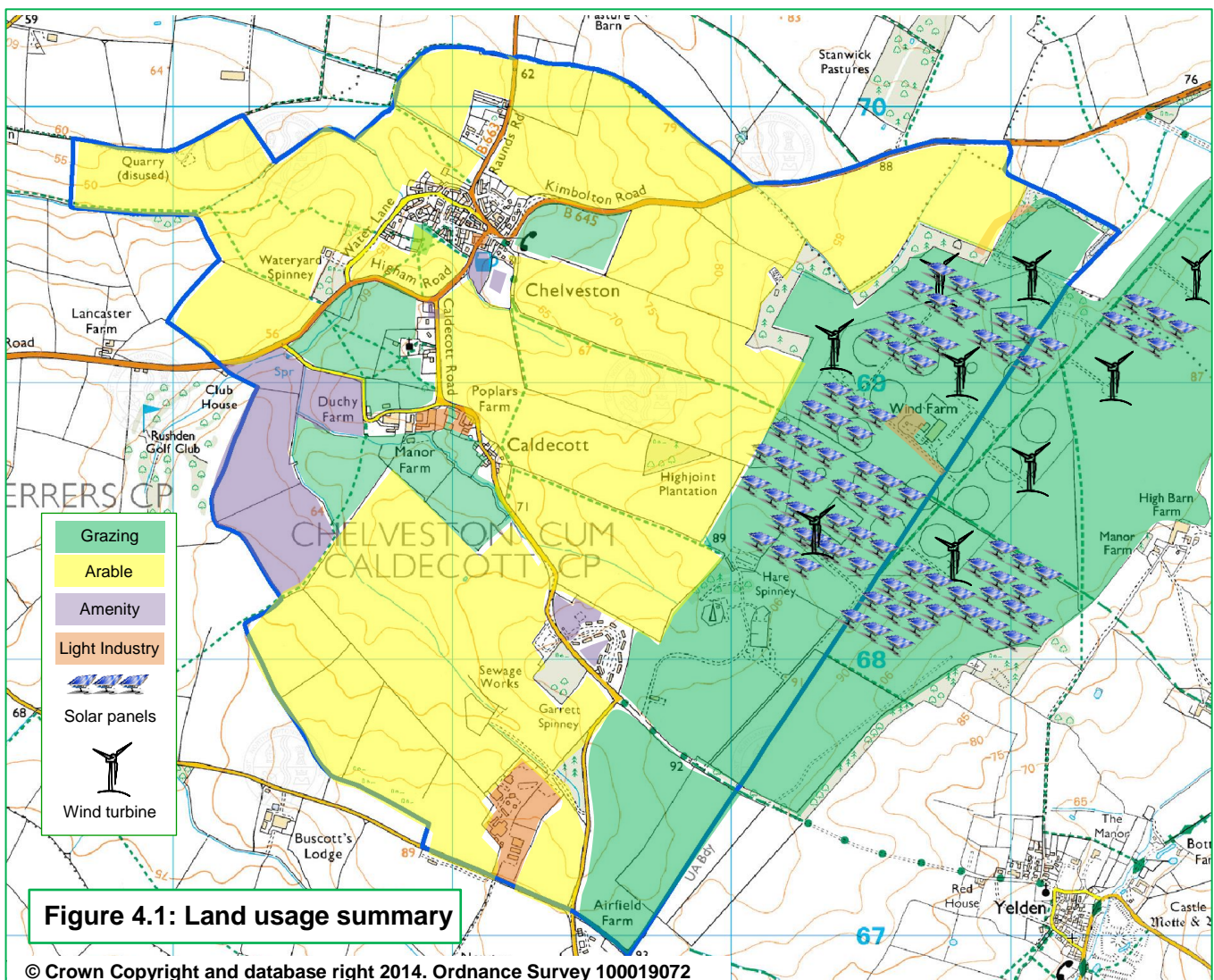
4.1 Location and natural landscape

Chelveston-cum-Caldecott is located on the south eastern border of the East Northamptonshire District and borders Bedford Borough. This position on the south eastern border of Northamptonshire has had implications for planning matters relating to the old Chelveston Airfield which straddles both counties.

from Chelveston. **Chelston Rise** (altitude 88m) has 50 properties 1.0km from Caldecott. The highest point in the Parish is the plateau on which the old airfield, RAF Chelveston, was situated at an altitude of 90m. This area is now partially occupied by a series of renewable energy installations.

The Parish is a semi-rural setting with three discrete settlements, each with distinct characters. **Chelveston** (altitude 61m) has 154 properties (January 2014 baseline) positioned at the low point of the surrounding landscape. **Caldecott** (altitude 71m) has 21 properties 0.5km

Outside the three settlements and farm yards the majority of the Parish is arable or grazing land with a few small areas of private woodland. At the southern end of the Parish there is a small industrial estate. A summary of land usage is given in figure 4.1.



4.2 Regional context

Northamptonshire has excellent rail and road connections and this has driven commercial development over the last 20 years. Historically seen as the county of “Spires and Squires”, Northamptonshire is now more noted for its role as a distribution hub. Warehousing and distribution centres have been built in clusters along the main roads which run through the county – the M1, A5, A14, A6, A45, A43 and A508.

The West Coast Line (Northampton branch) and the Midland Main Line run through the county with half hourly train services of 50-55 minutes to London and Birmingham. To the east, Cambridge and Peterborough are easily reached with the A1/M11 and the East Coast Line providing ready access the North East and South East. Four regional airports can be reached within 70 minutes allowing business trips to most parts of Europe to be completed in a day.

The excellent transport links in Northamptonshire have opened up the county as a viable, low-cost base for commuters. The cities of London,

Birmingham, Cambridge, Milton Keynes, Coventry, Peterborough and Leicester are all within an hour’s train or car journey. Wellingborough was seen as one of the first London overspill towns, but in the 1990s the Regional Spatial Strategy (revoked in July 2010) created the Northamptonshire “arc” with Northampton, Wellingborough, Kettering and Corby all seen as “growth” towns. Each of these towns has seen significant development of housing and service infrastructure in the last 20 years. This has offset some of the employment losses from the traditional industries of agriculture, light manufacturing and shoe making.

The East Northamptonshire towns of Rushden, Higham Ferrers, Raunds, Irthlingborough and Thrapston have also all increased in population by 15-30%, as commuting and the local employment opportunities in the distribution and service sector created a demand for housing. Further expansion is planned for Rushden, Irthlingborough and Raunds during the plan period.

4.3 Development the Parish 1975-1985

Rapid expansion

Between the late 1950s and early-1970s, the shape of the Parish was essentially static. There were three distinct and physically separated settlements, Caldecott, Chelveston and *Pretoria Cottages* on Raunds Road. *Pretoria Cottages* and *East View* were not connected by footpath to the centre of Chelveston until 1974.

In 1967 an “Outline Village Plan” was prepared by the County Planning Officer. This created a new “Village Envelope” which allocated several areas of Chelveston for future growth. At the time, there was little involvement from the Parish in the development of this plan, but the Parish Council raised no objections to the growth proposed. Noticeably in this plan, *Raunds Road* was not

included within the Chelveston settlement boundary.

In the decade from the mid-1970s to the mid-1980s the Parish accommodated significant growth with 41 properties being built in *Water Lane*, *Duchy Close* and *Britten Close*. This represented a 35% increase in population over the period, a major perturbation to the Parish. The impact was particularly noticeable in Chelveston which accommodated most of the growth and changed most in character.

The addition of *Duchy Close* and *Britten Close* significantly changed the settlement boundaries and the shape of the Village. By contrast, only four in-fill properties were added in Caldecott over

this period, and that settlement was able to retain more of its traditional character.

A significant proportion of the new residents worked outside the local area. This created areas of Chelveston which were essentially “dormitories”, with residents working, shopping and sourcing entertainment elsewhere. All school children were bussed out of the Village and the Petrol Station, Post Office and General Store only survived because of through traffic generated by the A45, which used to run through Chelveston. When this road was downgraded to the B645, none of these amenities were viable and all closed permanently by the end of the 1980s.

Whilst Caldecott remained a close knit community, Chelveston was more fragmented

with a clear distinction between the older and newer parts of the settlement and with the busy Raunds Road creating a divide between the newer houses of east and west Chelveston. To some extent this divide remains today.

Although situated within the Parish boundary, the 50 houses occupied by the US Air Force were not perceived as part of the community at that time. However, they were recorded as part of the 2001 census. The site had its own community centre until 1997, and all children were bussed daily to school on one of the American bases in Cambridgeshire. As a result there was limited integration between American families and the rest of the Parish.

4.4 Development of the Parish 1986-2014

Limited in-fill

It took nearly 5 years for the next wave of children to arrive in the early to mid-1990s. Nearly 25 children of similar ages created a different dynamic with a thriving mums/tots group and much more integration between families in Caldecott and Chelveston. This wave of children is now maturing and it is noticeable again that young families are now very much in the minority in Chelveston and Caldecott.

The Parish has been designated as a restricted in-fill Village for the last 25 years with no large

scale developments being permitted as part of the local plan (1996). Nevertheless 24 new properties were built in Chelveston during this period (18% growth), all as in-fill with the exception of *Disbrowe Court*. The six houses of *Disbrowe Court* were developed in 1997 with community and District Council support to replace a set of barns that had recently burned down.

There was no development in Caldecott during this 25-year period until the three barn conversions at *Duchy Farm* were started in 2014.

The re-opening of Chelston Rise

“Chelveston Base Crescent” was occupied by US Air Force families until security concerns after the 9/11 events of 2001 scaled down occupancy for nearly a decade. The settlement of 50 high quality houses is nearly 1.0km from Caldecott.

The site was purchased by William Pears Group in 2009 and re-opened in 2010. It was initially the intention that the houses would all be let on short term tenancies. However, there was significant interest from couples and families who wished to purchase the properties. To date approximately

half of the properties have been purchased on a freehold basis. These houses were competitively priced in the local market and were recently refurbished to a very high standard. As a result they have been attractive to young families and there are now more children in this settlement than in the rest of the Parish combined. There is still relatively little integration of these children with the rest of the Parish, largely because of the distance from Chelveston and Caldecott and the absence of a safe walking route. A car is required for all journeys to the rest of the Parish.

For adult residents from Chelston Rise, integration is improving through shared use of the Rights of Way on the airfield, church attendance, use of the Village Hall, allotments and the pub. This level of integration is encouraging after such

a short space of time, especially given the short term nature of the tenancies which makes it less attractive for residents to invest time in their community.

4.5 Parish population

The census data from 2011 and 2001 shows a clear trend which was certainly echoed in the 2010 Parish Appraisal [Ref 9]. The population profile is ageing quickly. Even with the change in occupancy of Chelston Rise, the two census periods can be almost directly compared. Chelston Rise was nearly fully occupied during the census of 2001 with most of the 50 houses then occupied by the families of service

personnel. There were similar occupancy levels for Chelston Rise during the 2011 census. The numbers of young people aged 18 and below has declined by 30% in 10 years and the numbers of adults between the ages of 19-34 declined by 38%. By contrast the population aged 35-49 increased by 17% and the population aged 50-65 increased by 9%. The population aged 65 and above increased by a significant 35%.

Table 4.1: 2011 Census – population 566											
										Census Table 2011:QS103EW	
Age range	0-4	5-9	10-14	15-18	19-24	25-29	30-34	35-39	40-44	45-49	
Count	31	24	38	26	24	31	26	40	58	49	
Summary	119				81			147			
Age range	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-100	
Count	48	35	47	36	21	18	8	5	0	1	
Summary	130				75			14			

Table 4.2: 2001 Census – population 612											
										Census Table 2001:UV04	
Age range	0-4	5-9	10-14	15-18	19-24	25-29	30-34	35-39	40-44	45-49	
Count	56	57	37	21	25	49	56	45	40	41	
Summary	171				130			126			
Age range	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-100	
Count	52	40	27	22	11	14	10	6	3	0	
Summary	119				47			19			

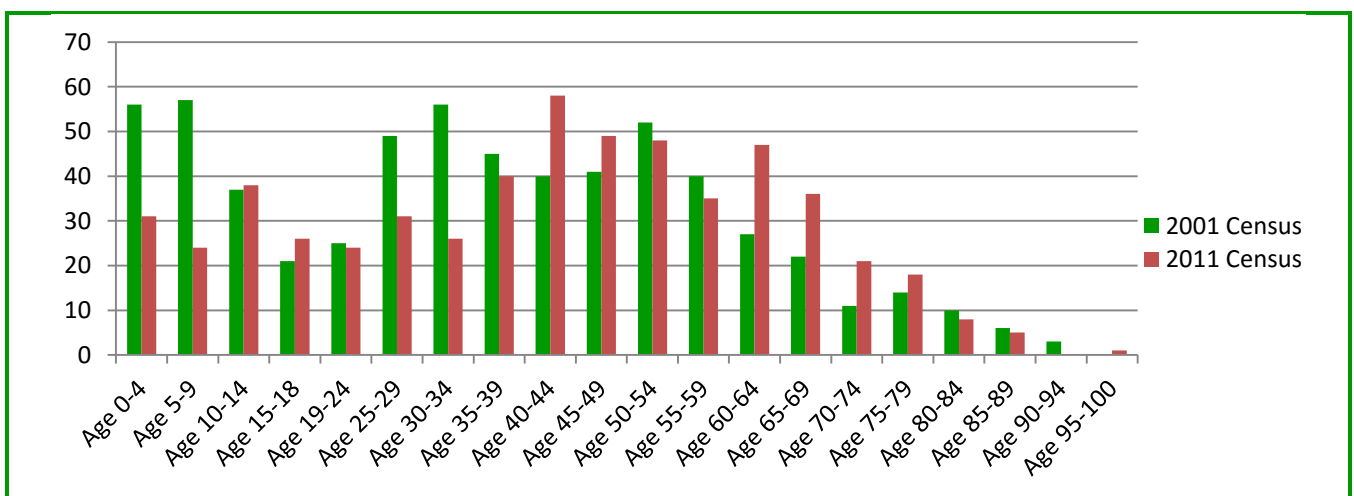


Figure 4.2: Resident Age Profile 2001-2011 Census Data

4.6 Household size

The 2011 and 2001 censuses provided the following data for household size in the Parish.

Household Size	1 person	2 persons	3 persons	4 persons	5 persons	6 persons	7 persons
2011 census	39	109	32	33	6	6	1
2001 census	35	90	34	52	13	0	0

The Parish has a significantly higher proportion of two person households (48%) than at a district, regional or national level. This proportion has increased significantly since 2001. Together with the population data, this supports the anecdotal evidence from the 2010 Parish Appraisal [Ref [9d](#)].

The children of the 1980s and 1990s have left home and not returned. Meanwhile, their parents have not moved or downsized and very few families have been able to move into the Village to maintain a stable population.

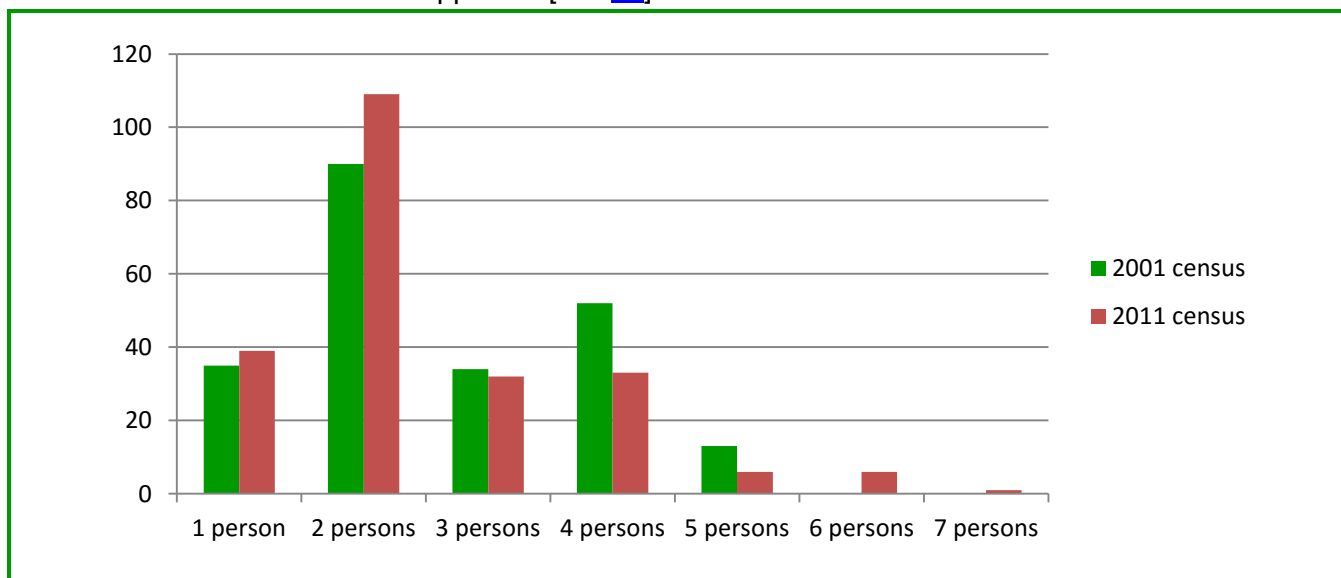


Figure 4.3: Household occupancy 2001-2011 census data

The re-occupation of Chelston Rise has brought in many new families, but only one family has moved into Caldecott in 10 years and only 11 families with new babies or young children have moved into Chelveston over this same period.

The evidence from the Parish appraisal in 2010 [Ref [9d](#)] was that the majority of households (70%) had lived in the Parish for more than six years. Most of the adults in these households said they had no intention of leaving. This will have changed with the re-occupation of Chelston Rise, but there is no evidence that established residents of Chelveston and Caldecott are planning to move. It is therefore likely that the

age and residency profile will continue to increase for the foreseeable future.

The number of single person households in the Parish (17%) is well below the district, regional and national averages (26-30%). Houses in the Parish are larger and more expensive than average for the district and are less likely to be occupied by young, single people. They would be more likely to live in one of the cheaper, town developments. It also reflects the fact that the Village housing stock and Village amenities are not well suited to single, very elderly, residents unless they are healthy and independently mobile. There are only 17 bungalows, minimal

public transport and no local amenities or support services. Data from the 2011 census (Table 2011: QS302EW) shows that the population considers that it has slightly better health than the national average, but not significantly so. This coupled with the increasing age profile of residents and

average life expectancy suggests that the next 20 years will sadly see an increase in the proportion of older, single person households. Many of these residents might wish to remain in their original family homes, but others might prefer to downsize whilst still remaining in the Village.

4.7 Housing stock by house type

Until the re-opening of Chelston Rise, the Parish was dominated by detached housing. Most of the properties built in the Parish from 1970 onwards have been 3, 4 or 5 bedrooed detached properties.

Table 4.4: Housing stock by type (January 2014 baseline)							
	Detached House	Semi-detached House	Terraced House	Detached Bungalow	Semi-detached Bungalow	Maisonette or Flats	Total Properties
Totals by type	93	36	73	11	6	6	225
Caldecott	14	7					21
Bidwell Lane	2	2					4
Caldecott Road	12	5					17
Chelston Rise		4	45	1			50
The Crescent		4	45	1			50
Chelveston	79	25	28	10	6	6	154
Britten Close	8						8
Disbrowe Court	6						6
Duchy Close	25	2		1			28
Foot Lane	2			3			5
High Street	4		3				7
Higham Road	2						2
Hillside	1	2	3		6	4	16
Kimbolton Road	4			2			6
Pokas Cottages		2	3				5
Raunds Road	8		6	4			18
Sawyers Crescent		10					10
St Georges Row	1		4				5
The Green	4	4	7				15
Water Lane	14	3	4			2	23

The housing boom of the late 1980s essentially priced out new families. House prices in *Duchy Close*, previously an entry point for young families, trebled in 5 years. These houses were then bought by professional commuting couples from outside the area, and the residents of the

larger houses opted to stay in the Village even after their children had left. There was very little housing turnover and very few families moved into the village. The dormitory Village returned with few young children and some teenagers who found most of their social life elsewhere.

4.8 Estimates of the existing housing stock by bedrooms

Household occupancy levels are much lower in the Parish when compared to local, regional and national averages. Data from the 2011 census (Table 2011:QS413EW) shows that 77% of

residents in the Parish have at least one bedroom available per person in the household – 10% above the national average.

Table 4.5: Housing stock by numbers of bedrooms (January 2014 baseline)

Bedrooms (NDP survey)	5+	5	4	3	2	1	Total Properties
Totals	5	17	52	96	52	3	225
Caldecott	1	6	5	6	3		21
Bidwell Lane	1	1		2			4
Caldecott Road		5	5	4	3		17
Chelston Rise		1	4	24	21		50
The Crescent		1	4	24	21		50
Chelveston	4	10	43	66	28	3	154
Britten Close			8				8
Disbrowe Court	1		5				6
Duchy Close	1	2	3	22			28
Foot Lane				4	1		5
High Street			3	1	3		7
Higham Road		1		1			2
Hillside		1		5	10		16
Kimbolton Road			3	3			6
Pokas Cottages					4	1	5
Raunds Road	1	1	8	4	4		18
Sawyers Crescent			1	9			10
St Georges Row			2	3			5
The Green		2	3	6	4		15
Water Lane	1	3	7	8	2	2	23

Based on our detailed survey (rather than the census aggregate) 33% of properties have four or more bedrooms. The district average is 27% and the national average 19%. 10% of properties have five or more bedrooms, nearly double the district and national averages.

At the other end of the scale, only 24% of properties in the Parish have one or two bedrooms, well below the proportions at a district

(29%) and national (40%) level. Excluding the recently re-occupied Chelston Rise properties, this figure falls to 19% for Chelveston and Caldecott. Many of the two bedroomed properties in Chelveston and Caldecott are situated in difficult locations for access and parking. Nevertheless, they do sell or are let at a premium, when compared to neighbouring towns, as there is a strong demand.

4.9 Community and leisure facilities

The Star & Garter Public House

A pub is often the centre of village life and for many residents this is true of the Star & Garter. It has been serving the community for the last 300 years in a building that dates partly from 1650.



Currently it is owned by the Charles Wells Brewery, with Andrea Claydon its tenant since 2008. It is now the only public house in the Village, but it used to have competition from the the Chelveston Working Men's Club and an off-licence. Under its current tenant, the pub has moved to all day opening and has a thriving restaurant business, which is well used by residents and also attracts customers from around the District.

The amenity field behind the pub is used to host community and charity events and the Parish Council successfully nominated this site under the *Community Right to Bid* scheme in 2013 as an Asset of Community Value.

The Village Hall

Chelveston Village Hall has occupied the old school building since 1972. The building is owned by one of the old village charities, *The Educational Foundation of Abigail Bailey and Ann Levett*. It is run by a body of Trustees. An off-road car park was added in 2013 and the building was refurbished in 2014 with the addition of a new toilet and kitchen block to replace the "temporary" facilities installed in 1976.

Although the building is situated between the Chelveston and Caldecott settlements, it is well used as a venue for clubs and parties. It is also used as a civic venue for all Parish Council meetings and Annual Parish Assemblies.

Residents of the Parish have priority booking rights and preferential hire rates to encourage local usage. Nevertheless, the Hall is a very popular children's party venue for families from Raunds, Higham Ferrers and Rushden.

The running costs of the Village Hall are largely self-financing, but the maintenance of the fabric of the building is underwritten by the Trustees of the charity. The extension and car park were

financed by the Trustees with matched grant funding from BIFFA, East Northamptonshire Council and the Garfield Weston Foundation. These grants recognised the role of the Village Hall as the only public venue available in the Parish, and the need for the facilities to be upgraded to meet the changing demographic in the Parish.

The Parish Council successfully nominated this site under the *Community Right to Bid* scheme in 2014 as an Asset of Community Value.



The Parish Church of St John the Baptist

The Church largely dates back to the 13th century (1220–1250), with additions in the 14th and 15th centuries (the porch has a date stone of 1685). Restored and extended in 1849, the Church is a grade II* listed building. Electricity arrived during 1951-2 and in 2004 a water supply was laid in to provide a servery area for functions. A toilet and sewage treatment plant was also installed at that time.



The Parish shares its priest with the Parish of St Mary the Virgin in Higham Ferrers, further underpinning the civic links with the nearby town. Under its constitution, the incumbent priest of St John the Baptist is automatically a trustee for the *Educational Foundation of Abigail Bailey and Ann Levett* (the Village charity that owns the Village Hall).

Events held in the Church are generally well attended and there has been a resurgence in interest in the churchyard. The annual “Snow Drop” weekend attracts hundreds of visitors from within the Parish and much further afield. A majority of respondents in the Neighbourhood Development survey supported the need for an extension to the churchyard and the role of the Parish Council in providing this. A small charity “The Friends of St John the Baptist” has been formed to look after the fabric of the church and the churchyard. Some of the Trustees are non-church going residents, interested simply in maintaining this valuable amenity for the Village.

The congregation averages 35 a week with a Parochial Church Council electoral roll of 50. Many of the congregation are drawn from outside the Parish. Although regular attendance by residents is low, Parish Appraisals have consistently shown that residents value the existence of the Church and the churchyard.

Allotments

At the Annual Parish meeting in May 2008, a number of residents expressed interest in the Parish Council using its powers under the Small Holdings and Allotments Act 1908 to provide allotments for the use of the Parish. The last known allotments in the Village, along *the Raunds Road*, closed in 1959.



A survey of possible sites within the Parish, near to the main residential areas, was conducted in 2008 and, after some initial set-backs, a site was chosen and lease terms agreed with the landowner in 2009.

The site is well placed in the Parish, next to the pub amenity field and near the public Rights of Way used by walkers and dog owners. There is now regular interaction between allotment holders and other residents who are out taking exercise.

The pub has also become the usual meeting point for allotment holders. All meetings of the

Allotment Association are held in the pub and the annual signing of leases is also held there.

Rights of Way network

Figure 5.1 shows the extensive Rights of Way network in the Parish. This network was significantly enhanced in 2006 by re-opening historical Rights of Way which crossed, or connected with, the old airfield. Before the airfield was sold to its current owners, the Parish Council worked with neighbouring councils, the Ramblers Association, local farmers and the Ministry of Defence to re-instate the paths which had been closed when the airfield was acquired in the 1930s for war time activities. As a result we now have an excellent amenity which allows walkers

to connect with many of the neighbouring towns and villages without using much of the highway.

Two routes do need attention. There is no formal path connecting the end of *Water Lane* to *Bidwell Lane*. There is half a path in place, but the remainder was abandoned in the 1990s when the County Council budget was cut. There is also no safe route between Chelston Rise and Caldecott nor a connection of Chelston Rise into the Rights of Way network. Both of these are important recommendations from this plan.

Children's playground

With the re-opening of Chelston Rise, residents had access to a children's playground for the first time in living memory.

Although primarily for use by Chelston Rise residents, it is available for use by any resident in the Parish. In practice the need to use a car to reach the site with young children has limited its use by residents from Chelveston and Caldecott.

Surrounding the play area is an open amenity space used for Chelston Rise community events as well as children playing ball games.



Benches, verge maintenance, dog bins and street lighting

The Parish Council is the Footway Lighting Authority and operates the network of 58 lamps across the Parish. This now includes the footway lighting on the unadopted private road within the Chelston Rise estate. As part of efforts to integrate Chelston Rise, the Parish Council decided that its residents (who also pay their due share of the Parish Precept) should have the same level of lighting service as the rest of the Parish. There is approximately one lamp for every four houses in the Parish. The Parish Council is responsible for verge maintenance in the residential areas of Chelveston and Caldecott

paying for eight monthly cuts. As a private estate, the maintenance of Chelston Rise grassed areas is the responsibility of a management company, to which residents pay an annual management fee in addition to their Parish Precept.

With dog walking being such an important pastime in the Parish, the Council has provide a network of dog refuse bins which are emptied weekly, with the litter bins, by the District Council. There are also five public benches around the Parish at key resting points. These benches were all funded by grants or donations and are now maintained by the Parish Council.

War Memorials

There are three memorials in the Parish maintained as community commemorative amenities by the Parish Council:

The Cross of Sorrow erected in 1920 is located in the churchyard and is the venue for the annual act of remembrance for those residents lost in World Wars I and II.

A large memorial plaque attached to the church tower was installed in 1980 to commemorate the 769 men lost flying from RAF Chelveston during World War II as part of the US Army Air Force 305th Bombardment Group. The US Air Force lays a wreath each year at this memorial as part of the annual act of remembrance.

A second memorial to the 305th Bombardment group is located in the centre of Chelveston. This was built by public subscription in 2006/2007 and



unveiled in May 2007 at a major civic event as a new centrepiece for the village. The memorial incorporates a mast recovered from the last World War II hanger demolished on the airfield before the site was sold. This memorial continues the long association between the Parish and the US Air Force, and continues to draw many visitors from home and abroad.

Rushden Golf Club

The club house for the golf club is situated on the B645 on the Parish border with Higham Ferrers. The land is leased from the *Duchy of Lancaster*.

When *Duchy Farm* was closed in 2012, the Duchy reallocated some of the land released in the Parish as an extension to the course.

4.10 Business and employment

JST Fork Trucks



Based on *Higham Road* opposite the American Memorial, JST Fork Trucks is a thriving business engaged in the maintenance and supply of fork trucks. The site was first used as a garage and

service station in 1959, but the current business has been on the site since 1978. The business employs a number of skilled staff, all currently living outside the Village. The location is not ideal, particularly for the articulated lorries which deliver to, or are based at, the site. The owners of the site have expressed a wish to move from this location to a more suitable site at the junction of the B645 and A6 in Higham Ferrers. This site has been allocated as a preferred development site in this plan under Policy H5g.

Star & Garter Public House and Restaurant

As well as being a valuable Village amenity, the Star & Garter provides accessible employment

opportunities for local young people, waiting at tables and working in the kitchen.

Carr's Haulage Yard Caldecott



Based in the centre of Caldecott this site was historically the yard of Poplar Farm before becoming the operating base for Carrs Bros Haulage business.

Although still used as a maintenance yard for this business, the majority of the haulage operation has now moved to the site on *Upper Higham Lane*. The haulage yard is now the base for maintenance and for a smaller distribution business. In addition the offices are now leased out to small businesses.

Manor Farm and Poplar Farm Caldecott

There are now two working farms in the Parish, both based in Caldecott, who between them own, and farm, the majority of the Parish, either as arable or grazing land. Two other farms ceased local operations in 2013, one selling their land to farmers from neighbouring parishes and the other moving into Stanwick Parish from where they continue to farm in Chelveston-cum-Caldecott on a tenancy basis.

A close working relationship with our farmers is an important part of life in the Parish. The Parish has miles of public rights of way, all crossing farmland. These are a vital amenity for residents and their effective maintenance by the farmers is essential. In return residents keep a watch over the land they walk, reporting incidents and problems (broken fences, escaped livestock, blocked culverts) to the farmers concerned.

Manor Farm Workshops

Once part of the farmyard for *Manor Farm*, these workshops provide light industrial/fabrication

facilities. In addition there are agricultural storage facilities available to rent.

Manor Farm Livery

This new venture was established with the assistance of a LEADER rural development grant to promote rural diversification. It provides high quality stabling and livery services. There are private facilities available for the exercise of

horses both, within the yard, and on a series of dedicated private tracks around the farm's land. Planning consents have already been granted to allow the expansion of these facilities.

Chelveston Airfield

The old Chelveston Airfield is now the site of a renewable energy installation with nine wind turbines (125m high), generating 25.65MW, and approximately 250,000 solar panels set on 107.5ha and generating 57.5MW. This site also has planning permission for an anaerobic digester plant for the processing of food waste and for three bio-diesel generators, housed in buildings in the centre of the site. The District's waste collection service also currently operates from these buildings.

some specially adapted ISO containers on an area of hard standing to be used as representative live fire trainers, and have refurbished some of the war time Nissen huts as storage areas. A two storey "porta cabin" office block for classrooms and offices has also been added.

Northamptonshire Fire and Rescue Service has a specialised training facility located within one of the copses on the airfield. They have erected

The airfield site is crossed by miles of public Rights of Way. The conversion to a renewable energy park was the subject of local opposition, because of the perceived loss of amenity and the visual impact of the turbines on the plateau which now dominate the open sky line.

Bed and Breakfast Accommodation

There are two Bed and Breakfast businesses based in the Village with a total of five available bedrooms. They are well used by transient and

regular clients working in nearby towns. Many of these clients also make use of the Village pub.

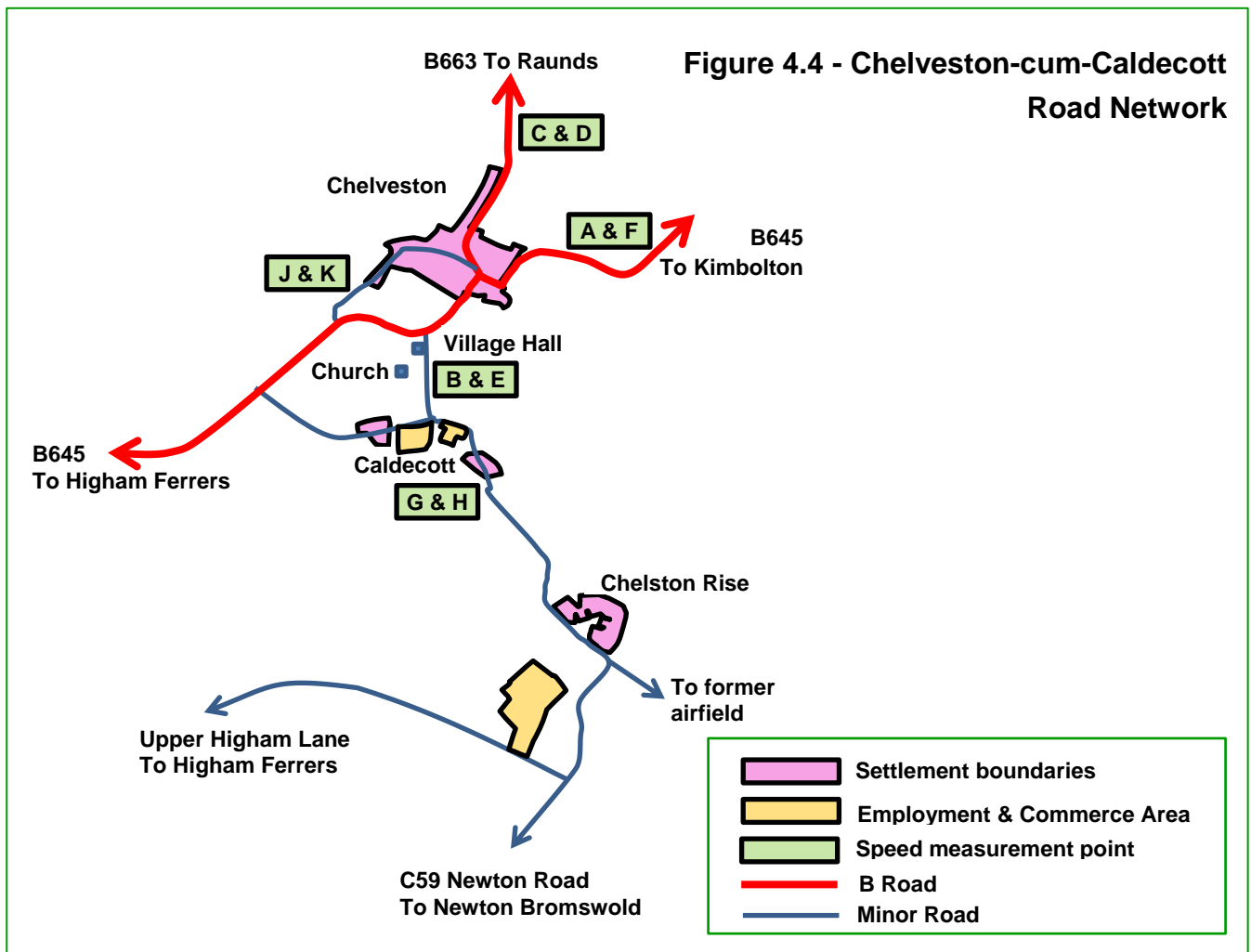
4.11 Traffic and transport

Although only 3km from Higham Ferrers and Raunds, the Parish is, to an extent, isolated by the fact that there are no footways or cycle ways to either town, and very little public transport. Chelston Rise is further isolated by the fact that there is no footway connecting it to Caldecott.

There is a very limited scheduled bus service, running twice weekly to Rushden and Higham Ferrers.

Residents living in the Parish are therefore largely dependent on private transport, with the result that car ownership exceeds one car per adult on average. This has important planning and amenity implications.

The settlements in the Parish are all situated on “through” roads as shown in Figure 4.4.



The B645 and B663 form connections to principal arterial roads comprising the A6, A45, A14 and A1. This level of connectivity is excellent for residents, but also means that the Parish roads

are also used by non-residents as a through route out of the county to Cambridgeshire (via the B645 *Kimbolton Road*) and to Bedfordshire (via the C59 *Newton Road*).

Through traffic and speeding

The B645 has no weight limit and so there is a regular flow of HGV traffic between Higham Ferrers and the B660 turn at Kimbolton. This is an alternative and shorter access route to the A14 going south. The B663 does have a 7.5 tonne weight limit, but this is regularly violated by traffic going to and from *Warth Park* to the north of Raunds. The Caldecott Road is also regularly used by HGV traffic to the former airfield site. Although there are local restrictions and signage directing this traffic along *Upper Higham Lane*, foreign vehicles following satellite navigation systems frequently ignore this. Caldecott roads are very narrow with the cottages very close to the highway. It is completely unsuitable for HGV traffic.

The B645 is also used as through route from Rushden to Raunds. Although these two towns are ostensibly connected by the A6 (Higham Ferrers bypass) and the A45 (Stanwick bypass), the reality is that the bypass routes are far longer, and most drivers from the south and centres of Raunds will use Chelveston as a through route. Some of these vehicles use *Water Lane* and *St Georges Row/Sawyers Crescent* as a shortcut to the *Raunds Road*.

There is a problem with speeding vehicles on all the through routes. The Parish Council purchased a Vehicle Activated Sign and speed monitor in 2011 and has been monitoring speeds on the major routes since then.

Table 4.6 – Vehicle Speed Measurements 2011-2014

Locn	Route	85% percentile	Maximum Speed
A	Kimbolton Rd – South (B645)	40.2 MPH	68 MPH
B	Caldecott Rd – North (C59)	40.1 MPH	66 MPH
C	Raunds Rd – South (B663)	39.6 MPH	78 MPH
D	Raunds Rd – North (B663)	37.5 MPH	57 MPH
E	Caldecott Rd – South (C59)	35.8 MPH	64 MPH
F	Kimbolton Rd – North (B645)	35.6 MPH	56 MPH
G	Caldecott – North (C59)	34.6 MPH	49 MPH
H	Caldecott – South (C59)	34.5 MPH	47 MPH
J	Water Lane – East	33.7 MPH	44 MPH
K	Water Lane – West	33.1 MPH	34 MPH

Notes

1. N/E/S/W denotes direction of traffic flow.
2. Maximum is the highest single speed recorded at the location.
3. The 85th percentile denotes the speeds, at or below which, 85% of all vehicles are observed to travel under free flowing conditions. This is a nationally recognised method of assessing traffic speeds (being the speed which no more than 15% of traffic is exceeding). To be prosecuted for speeding, a driver must exceed the posted limit by 10% + 2 mph (so in a 30 mph zone, driver must exceed 35 mph)

All roads in the Chelveston and Caldecott settlements have a 30 MPH limit. However, according to the nationally recognised measure (85th percentile), well over 15% of vehicles exceed this limit on all routes in the Village. *Raunds Road*, *Caldecott Road* and *Kimbolton*

Road clearly have particular issues with very high maximum speeds of over twice the speed limit. Speeding traffic has been raised as a concern by residents in all of the Parish appraisals carried out since 1995. It is also raised at each Annual Parish Assembly. Working with the

Northamptonshire Highways department, the Parish Council has made numerous attempts to calm traffic as shown in Table 4.7. The

measurements show that these have not yet achieved the desired result and more work is clearly required.

Table 4.7 – Parish Council Traffic Calming Measures	
2003	<i>Raunds Road</i> gateway and larger 30 signs installed, 7.5 tonnes weight limit on <i>Raunds Road</i> .
2004	<i>Kimbolton Road</i> gateway and larger 30 signs installed, plus the 30 limit extended out on <i>Kimbolton Road</i> and <i>Bidwell Lane</i> .
2005	“30” roundels added to the gateways.
2006	B645 declared a Motorcycle Red Route – fixed Vehicle Activated Signs (VAS) on <i>Higham Road</i> and <i>Kimbolton Road</i> .
2011	Purchase of parish mobile VAS with data recorder and licences to use on Highways land – provides evidence of when speeding occurs, data passed to local police team.
2012	Both the <i>Raunds Road</i> and <i>Kimbolton Road</i> gateways replaced with new ones. SLOW – HORSES signs installed in Caldecott.
2013	Caldecott gateway and rumble strips installed.

Parking issues

Sawyers Crescent and *St Georges Row* are too narrow to be used as a high usage short cut to Raunds. They are not even wide enough for on-street parking. Vehicles in *St Georges Row* need to park with two wheels on the footway to allow

other vehicles to pass. In *Sawyers Crescent* the road is not wide enough for road markings and emergency vehicles cannot pass unless vans and large cars are parked with two wheels on the footway.



Footway parking in *St Georges Row*



Sawyers Crescent pinch point

Elsewhere in the Village there are similar issues. *Hillside* was originally designed with no street parking provision. For the 15 houses built, nine off road spaces were supplied to the rear. There are now 16 houses with 23 vehicles. The junction of *High Street* and *The Green* (B663/B645) is now a serious hazard. There are no off-street parking spaces for the 10 properties in the area. Four of

these are currently unoccupied, but there are still regularly 12 vehicles parked across the junction. Each of the housing site allocation policies in this plan (**Policy H5**) contains constraints which require all new developments to provide sufficient off-road parking for all residents and visitors for those properties. The development of site NDP-S006 (*Raunds Road, Sawyers Crescent*) requires

Neighbourhood Development Plan – Portrait of the Parish

that *Sawyers Crescent* should be widened to make provision for improved access and parking. The traffic management and parking

management policy (**Policy TRF**) will provide a means to address some of the speeding and parking issues during the lifetime of the plan.



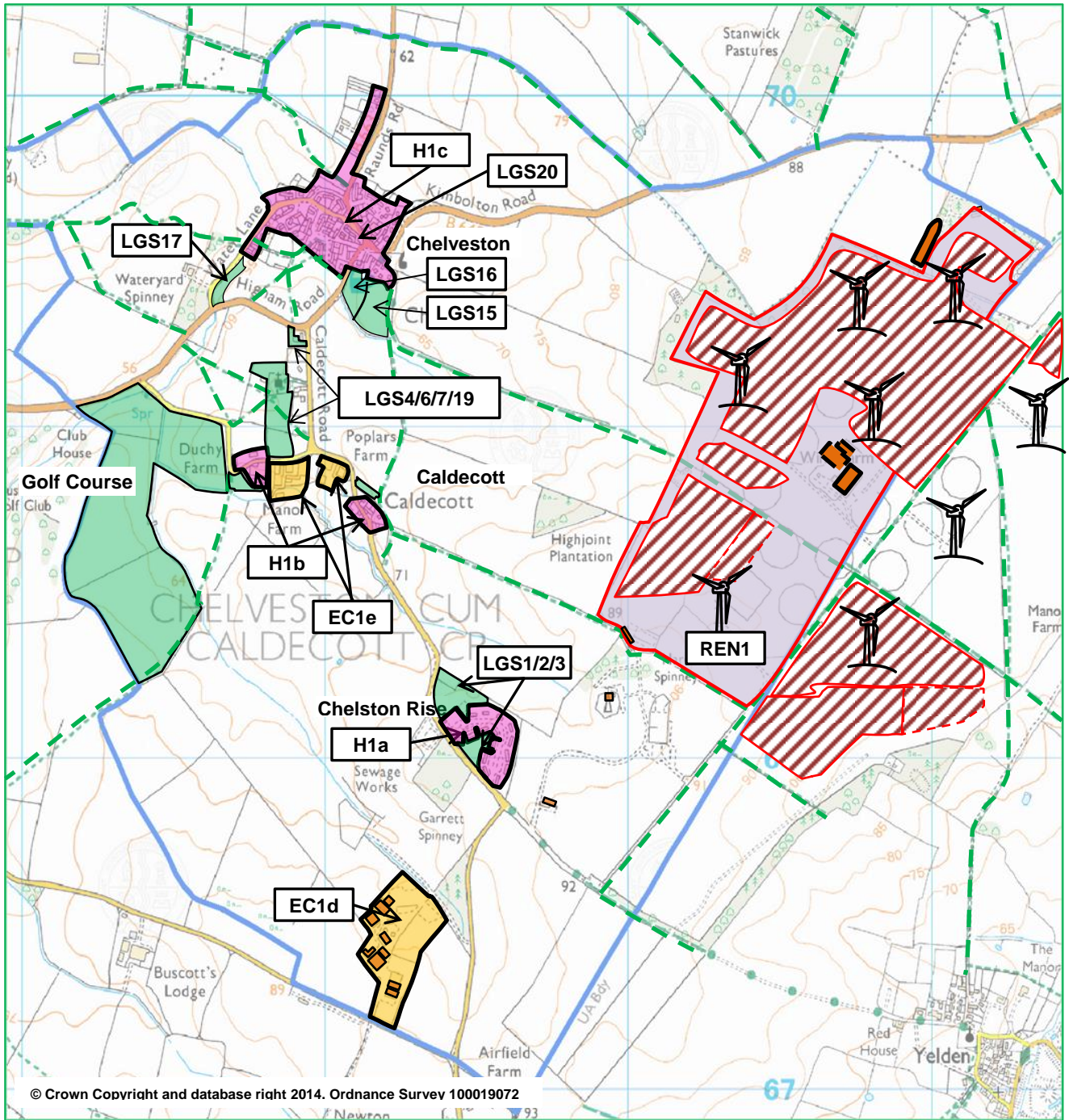
Hillside footway parking



High Street, The Green junction

SECTION 5: Neighbourhood Plan Policies

Figure 5.1 shows the distribution of policies across the Parish and their link to the settlements.



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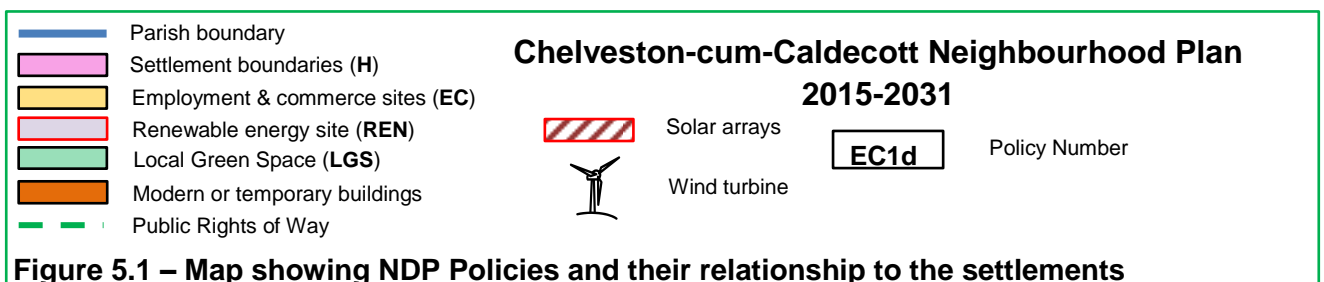


Figure 5.1 – Map showing NDP Policies and their relationship to the settlements

5.1 Housing Development Policies

During the consultation process, residents raised a range of issues relating to housing development. The policies proposed in the plan take these into account. Key issues raised were:

- Three separate settlements should be maintained and growth should be in-fill where possible rather than expanding the settlement boundaries.
- Development should be phased to allow new residents to be integrated effectively into the community.

- Provision should be made for smaller houses for younger people and for elderly residents wishing to downsize.
- Development should not detract from the street scenes which define the form and character of the settlements in the Parish.
- Developments should not make the problem of street parking worse.

The policies and sub-policies shown in Table 5.1 deliver these objectives:

Table 5.1 Housing Development Policies

Table 5.1 Housing Development Policies			
H1	Restricted in-fill development within clearly defined settlement boundaries		
H1a	Chelston Rise Settlement Boundary	H1b	Caldecott Settlement Boundary
H1c	Chelveston Settlement Boundary		
H2	Windfall re-use of redundant, traditional farm buildings		
H3	Discouraging backland and tandem development		
H4	Preserving the sensitive street scenes which define the settlements		
H4a	<i>The Green Chelveston</i>	H4f	<i>Caldecott Road</i>
H4b	<i>Higham Road Chelveston</i>	H4g	<i>Bidwell Lane Caldecott</i>
H4c	<i>Raunds Road Chelveston</i>	H4h	<i>The Caldecott Settlement</i>
H4d	<i>Kimbolton Road Chelveston</i>	H4i	<i>The Chelston Rise Settlement</i>
H4e	<i>Water Lane Chelveston</i>		
H5	Development site allocations		
H5a	NDP-S001 – <i>Bidwell Lane</i>	H5e	NDP-S006 – <i>Raunds Rd/Sawyers Cres</i>
H5b	NDP-S002 – <i>Kimbolton Road</i>	H5f	NDP-S007 – <i>Water Lane</i>
H5c	NDP-S004a – <i>Caldecott</i>	H5g	NDP-S013 – <i>JST Fork Trucks</i>
H5d	NDP-S004b – <i>Caldecott</i>	H5h	NDP-S019c&d – <i>Chelston Rise</i>
H6	Developer contributions policy		

POLICY H1 – Restricted in-fill development within clearly defined settlement boundaries

POLICY OBJECTIVE:

To maintain the distinctive rural characters of the three settlements in the Parish, whilst allowing managed growth of each settlement at an appropriate pace.

POLICY STATEMENT:

H1 – New housing in the Parish will be in-fill developments on sites allocated within the defined settlement boundaries (H1a, H1b, H1c). Housing development will not be considered on open land outside or adjacent to the defined settlement boundaries.

POLICY JUSTIFICATION:

From the comments made during the consultation on Aspirational Development Sites, it is clear that residents value the fact that Chelveston-cum-Caldecott comprises three distinct settlements. Each has a different history, character and lifestyle, but they are linked by shared amenities (the Church, the Pub and the Village Hall) and a common Parish Council.

Residents were clear that the settlements should not be merged and that their individual, distinct characters should be maintained as they develop. Distinct areas of separation will therefore be maintained between the settlements and other designated areas of the Parish.

The defined settlement boundaries reflect some of the natural landscape features, and are an evolution of the boundaries used in all local plans since 1980. There is policy support for this in **Policy 1** and paragraphs **3.13-3.14** of the North Northamptonshire Joint Planning Unit (NNJPU) Core Spatial Strategy (CSS) [Ref [2](#)]:

CSS Policy 1 – *In the remaining rural area development will take place on sites within village boundaries, subject to criteria to be set out in development plan documents. Development adjoining village boundaries will only be justified where it involves the re-use of buildings...*

CSS Para 3.13 – *Outside these developments and settlement boundaries determined through*

*Master Plans and Development Plan Documents, the countryside will be subject to protection as set out in **Policy 9**.*

CSS Para 3.14 – *Given the need for overall rural restraint of development, village boundaries will closely relate to the main built up area and there are unlikely to be major changes from the way village boundaries have been defined in existing Development Plans.*

CSS Policy 9 – *Development will be distributed to strengthen the network of settlements as set out in **CSS Policy 1**. New building development in the open countryside outside the Sustainable Urban Extensions will be strictly controlled.*

CSS Policy 10 – *New housing will be focused at the three Growth Towns, with modest growth at the Smaller Towns and Rural Service Centres, limited development in the villages and restricted development in the open countryside.*

The saved policy **EN20** of the ENC 1996 Local Plan [Ref [4](#)] provides additional support for restricting development outside the settlement boundaries, and for protecting the street scenes approaching the settlements: **EN20** – *Planning permission will not be granted for development which adversely affects open land of particular significance to the form and character of a town or village...*

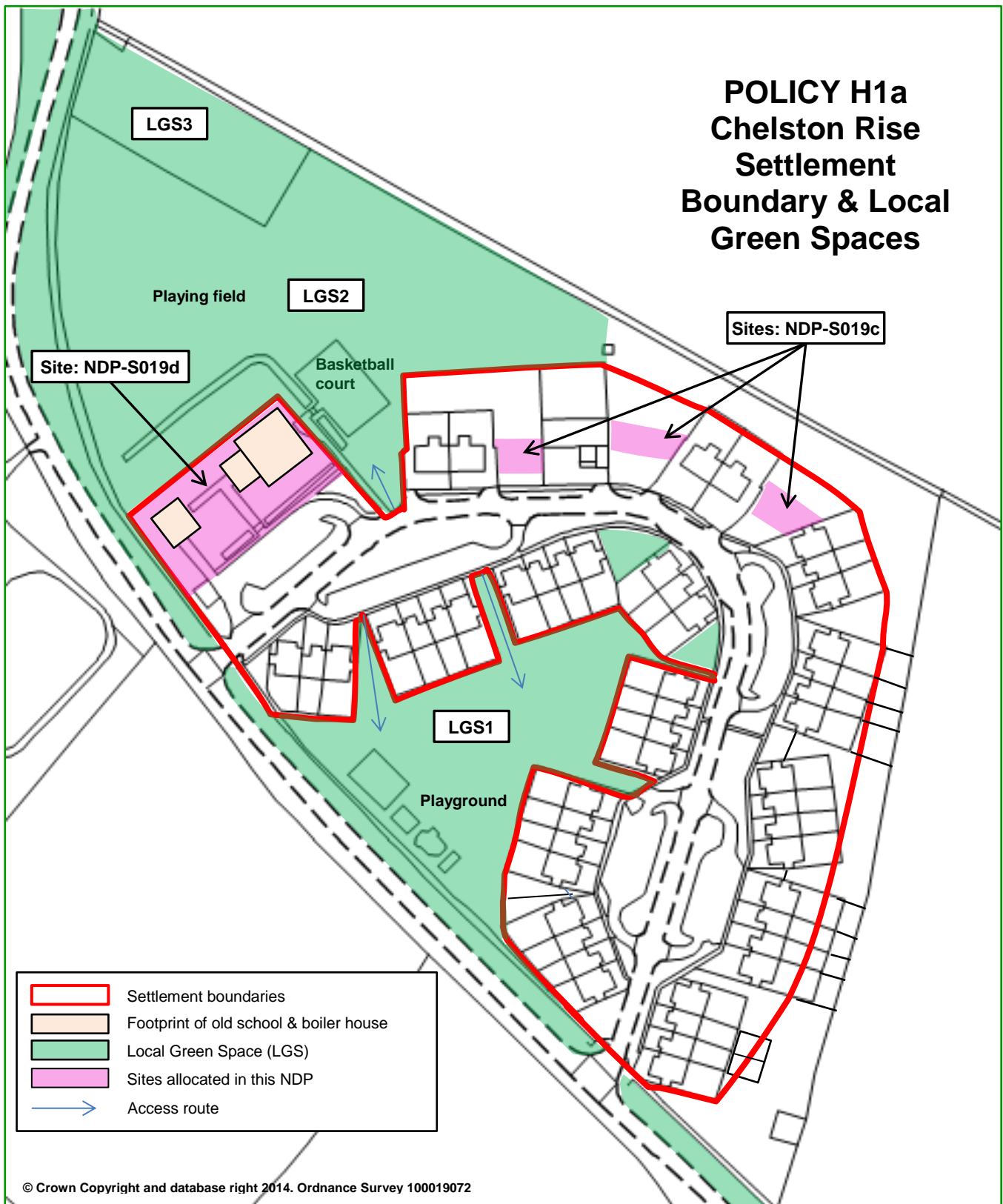


Figure 5.2 – Policy H1a – Chelston Rise Settlement Boundary

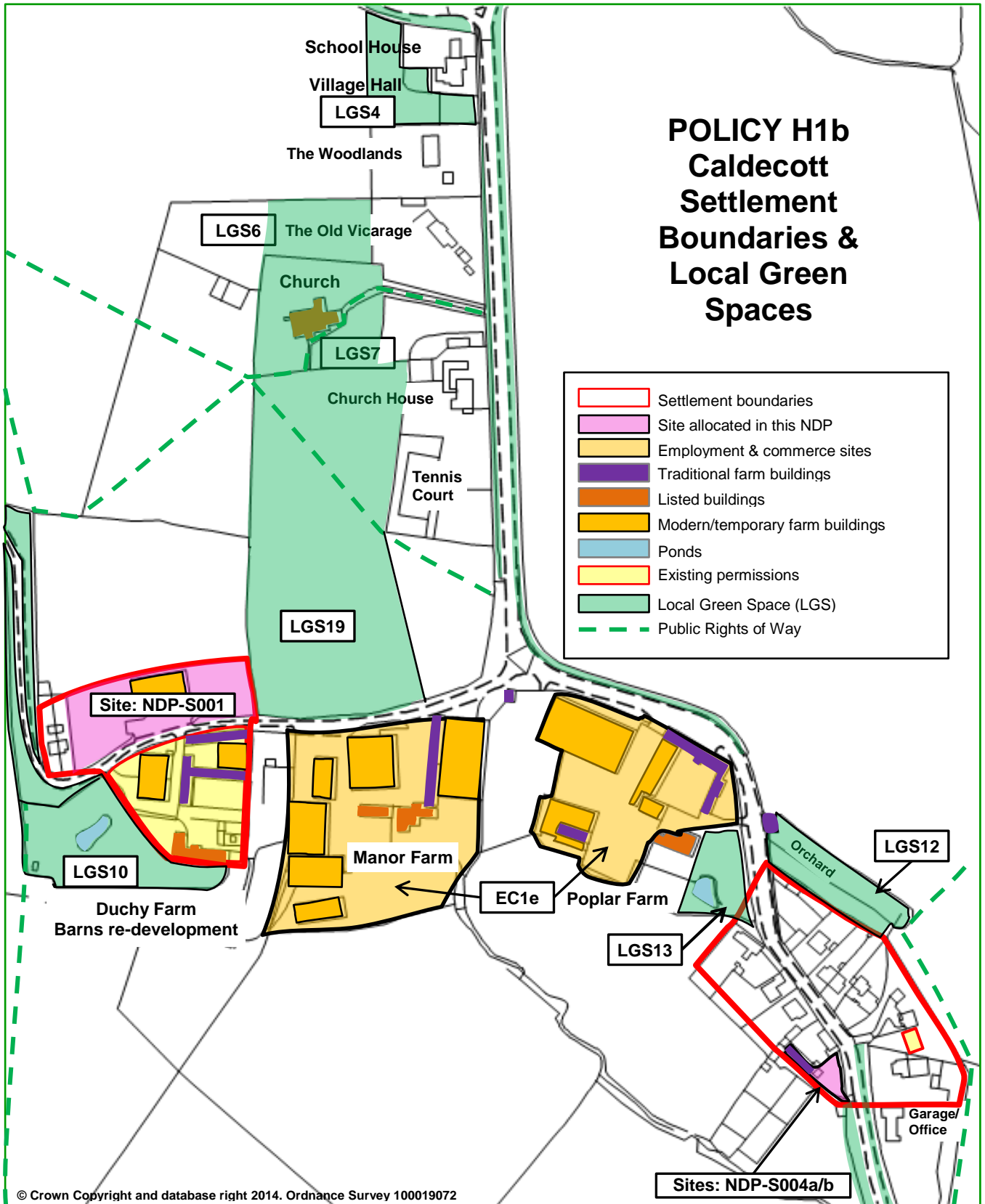
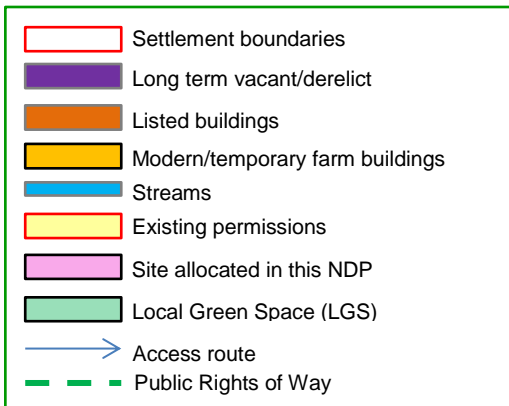
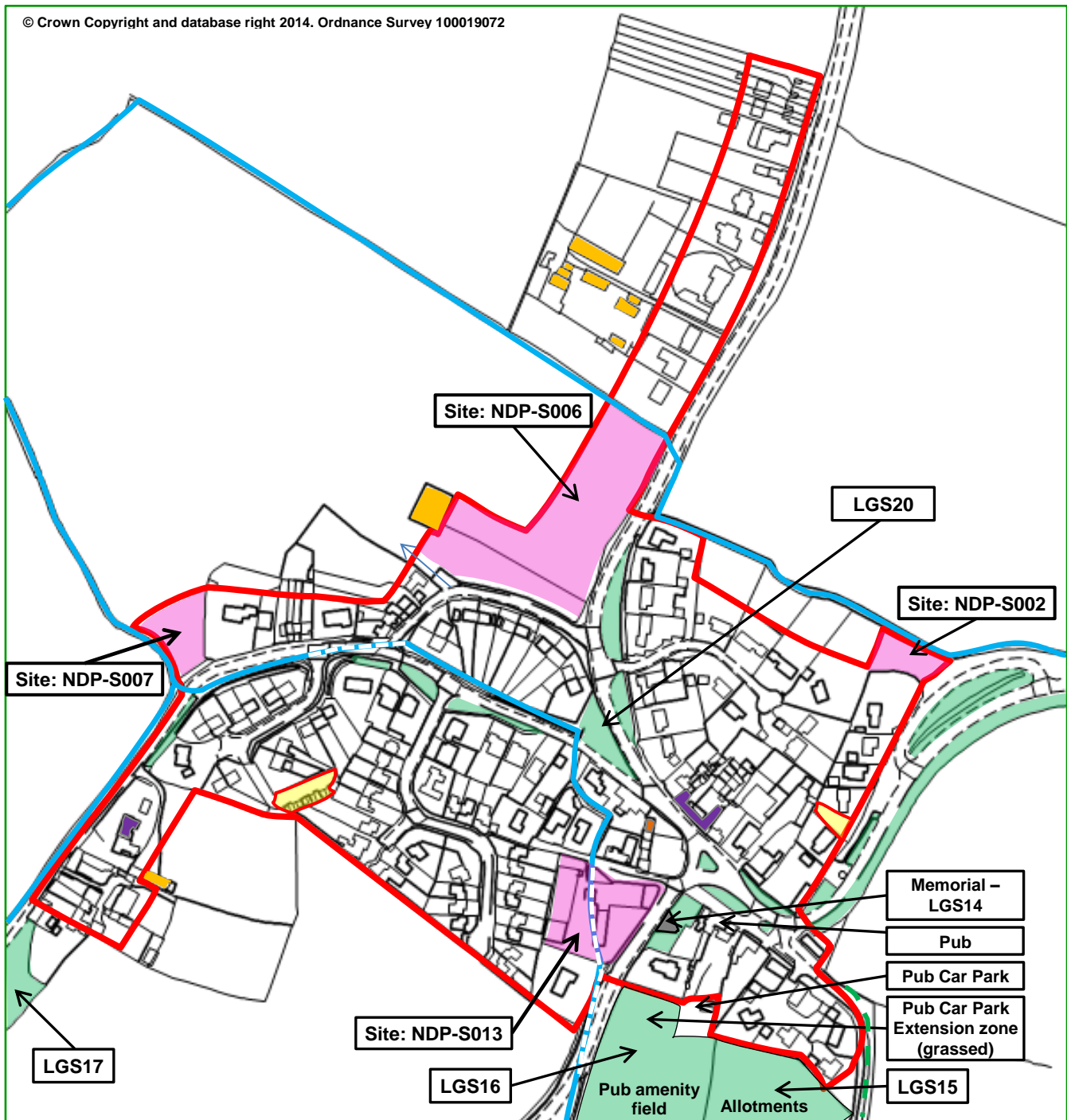


Figure 5.3 – Policy H1b – Caldecott Settlement Boundaries



POLICY H1c Chelveston Settlement Boundary & Local Green Spaces

Figure 5.4 – Policy H1c – Chelveston Settlement Boundary

POLICY H2 – Windfall re-use of redundant, traditional farm buildings

POLICY OBJECTIVE:

To permit the re-use of existing, but redundant, farm buildings, as residential dwellings whilst preserving the essential character of the settlements.

POLICY STATEMENT:

H2 – The re-use of traditional stone/brick built redundant farm buildings as residential dwellings will be considered provided that:

- i. the conversion preserves the overall character of the approach to the settlements***
- ii. the conversion does not involve the loss of open green land***
- iii. development schemes involving the conversion of redundant farm buildings will be supported, where the scale and/or number of units would not adversely affect the amenity of surrounding areas***

The demolition or re-development of modern farm buildings for residential use will not be considered during the lifetime of this Neighbourhood Plan.

POLICY JUSTIFICATION:

The residential re-developments of *Middle Farm* and *Spinney Barn* in Chelveston, and *Duchy Farm* in Caldecott, have been popular with residents. They have enhanced the overall character of the Parish, whilst preserving the essential form of the traditional farm buildings, and retaining the link with their historic usage.

The remaining farms in Caldecott have similar old buildings and their sensitive re-use would not substantially alter the character of the settlement.

The conversion of the *Duchy Farm* buildings to residential use was supported by the saved policy **AG4** from the 1996 Local Plan [Ref 4]:

Policy AG4 – *Planning permission will be granted for the adaptation or re-use of buildings in the countryside, provided that the form, bulk and general design of the proposed scheme is in keeping with the character of the surrounding area...*

The following specific comments were made in the decision notice for the application:

- *The proposal comprises the conversion of suitable barn buildings within an existing residential area.*
- *The development would not harm the visual amenity or character of the area.*
- *The proposal would not have an unacceptable impact on the local highway.*
- *The proposal would not have a significant impact on the amenities of neighbouring occupiers.*
- *The proposal would be beneficial in securing the use and physical integrity of the barns for the future.*
- *The proposal would not have an undue detrimental impact upon the character, appearance, fabric and setting of the listed buildings.*

On this basis, there is a clear precedent and policy support for the traditional buildings at *Poplar Farm* and *Manor Farm* being similarly re-used when no longer required for farm use. There is also clear support for this from **CSS Policy 1**, which permits the re-use of buildings adjoining a settlement boundary.

The larger, modern farm buildings could **not** be converted to residential use without demolition.

This would substantially alter the character of the Caldecott settlements.

These buildings and associated yards were not put forward as aspirational residential development sites and were not therefore the

subject of consultation with residents. Furthermore, there is no support from residents for the growth of Caldecott by more than the seven properties proposed in policies H5a, H5c and H5d.

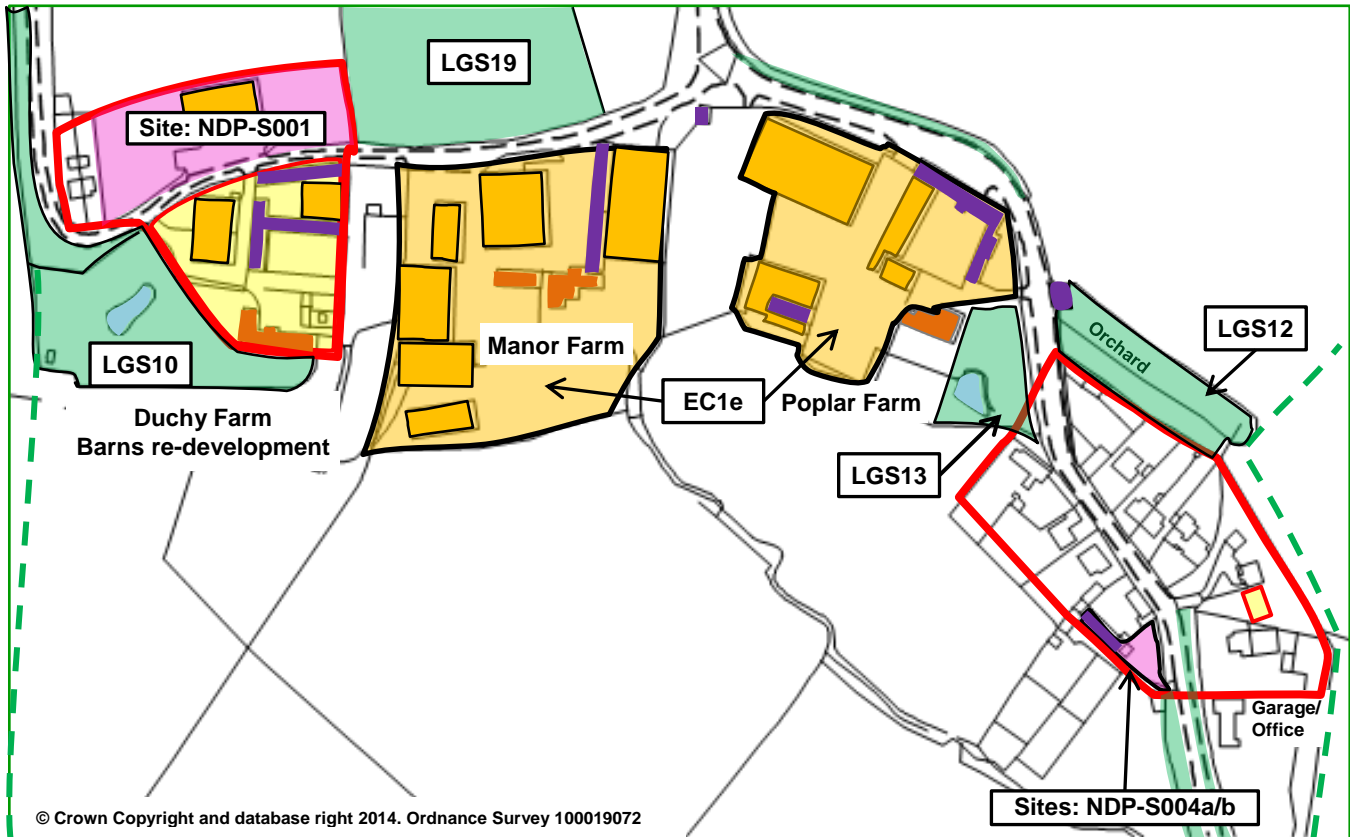
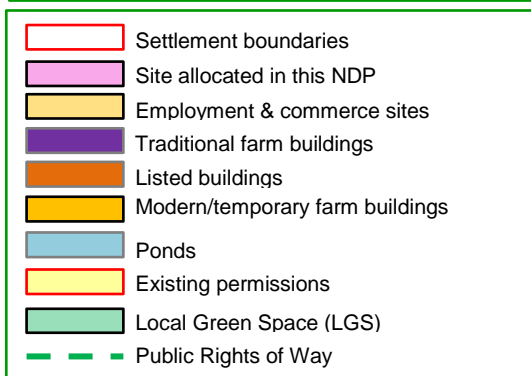


Figure 5.5 – Policy H2



POLICY H2 Windfall re-use of redundant traditional farm buildings



POLICY H3 – Backland and tandem development

POLICY OBJECTIVE:

To prevent the development of land behind, or in front of, the established ribbon developments in the Parish, which would substantially alter the “open” character of the settlements and would create isolated dwellings without direct highway or footway frontages.

POLICY STATEMENT:

H3 – The development of land or buildings behind, or in front of, or in the gardens of existing dwellings will be considered in accordance with the following criteria:

- i. the use of the development is for domestic purposes only, ancillary to the occupation of the main dwelling, within the curtilage of which it is located,**
- ii. both the existing and new dwellings are wholly visible from, and have direct access to, the highway,**
- iii. the development does not have the potential for loss of amenity of neighbouring properties**

POLICY JUSTIFICATION:

The National Planning Policy Framework (NPPF) [Ref [1](#)] requires Neighbourhood Plans to:

Para 53 – consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

Paras 57 and 58 – promote high quality and inclusive design for all developments, with a strong sense of space and safe accessible environments.

The Core Spatial Strategy (CSS) [Ref [2](#)] requires developments to:

Policy 13(h) – be of a high standard of design, architecture and landscaping, respect and enhance the character of its surroundings.

The Department for Transport (DfT) Manual for Streets [Ref [26](#)] specifies:

Para 2.3.8 – providing frontages that are directly accessible on foot and that are overlooked from the street is highly desirable in most circumstances as this helps to ensure that streets are lively and active places.

Para 4.6.3 – access to the rear of dwellings from public spaces, including alleys, should be avoided.

Backland and tandem development is difficult to achieve whilst meeting these design goals. Dwellings effectively hidden from the street scene behind others contribute nothing to the street scene. They create security and safety risks for isolated residents, and are difficult to find for deliveries and visitors. They pose challenges for the collection of refuse and cannot be properly served by the public street lighting system.

All of the Aspirational Development Sites which involved tandem or backland development failed to secure majority support in the poll of residents, with many of the comments from those rejecting the proposal specifying that backland development was undesirable.

The Parish Council has historically resisted all proposals for backland and tandem development unless the proposals have involved bringing existing derelict or redundant buildings back into use (*Pokas Cottages, The Byre and Granary Barn*) or have involved the creation of new cul-de-sacs (*Duchy Close, Britten Close and Disbrowe Court*).

POLICY H4 – Preserving the sensitive street scenes which define the settlements

POLICY OBJECTIVE:

To protect and enhance the street scenes in the Parish which were identified by residents as “sensitive” and “important for the character of the Parish” during the consultation process.

POLICY STATEMENT:

H4 – Development proposals on sites which are part of, adjacent to, or visible from, the defined “sensitive” street scenes in the Parish should demonstrate how they preserve or enhance those street scenes for the benefit of the visual amenity of all residents.

POLICY OUTCOME:

Chelveston-cum-Caldecott is not a classically “pretty” Village and has suffered from poorly designed developments over the past 50 years. Nevertheless, some buildings of character remain. These provide a setting in which new developments could be used to enhance the overall “look and feel” of the Village. With

sensitive design, we can preserve or enhance the approaches to each of the settlements and complete the development of an attractive “centre” of the Chelveston settlement, which has been a goal of the Parish Council for over 10 years.

POLICY JUSTIFICATION:

The National Planning Policy Framework (NPPF) [Ref 1] requires Neighbourhood Plans to:

significance to the form and character of a town or village, as identified by one or more of the following criteria:-

Paras 57 and 58 – *promote a strong sense of space, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; and respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*

- (iv) *the land allows views into the settlement from approach roads or open countryside, views into the countryside from within the settlement, and/or views across to different parts of the settlement*

The Core Spatial Strategy [Ref 2] requires that: **Policy 13(h)** – *developments be of a high standard of design, architecture and landscaping, respect and enhance the character of its surroundings.*

The goal of preserving and enhancing the approaches to the settlements emerged from the consultation on Aspirational Development Sites. From the 3,484 comments received in the survey, and the poll results on each site, it was possible to identify which street scenes were considered to be important by residents. These have been captured in the sub-policies, and photographs have been provided to show the essence of what is being preserved or enhanced.

The ENC Saved Policy **EN20** says that - *Planning permission will not be granted for development which adversely affects open land of particular*

POLICY H4a – Preserving the street scene around *The Green*, Chelveston

POLICY OBJECTIVE:

To preserve and enhance the street scene around *The Green*, being the heart of the historic centre of Chelveston.

POLICY STATEMENT:

H4a – No new properties will be considered on or adjacent to The Green..

POLICY JUSTIFICATION:

This area is the traditional heart of the settlement. It was originally the route of the A45. The road has now been downgraded to the B645, and although still busy, it can be crossed in relative safety. It connects the bulk of housing in the Village to the amenities offered by the pub, the allotments and the amenity land surrounding the 305th War Memorial. The *Star & Garter* Public House is located on *The Green*. Parts of this

building are 350 years old and was identified by many residents in the consultation as the “heart” of community life. The majority of buildings around the pub are well over 100 years old, with the exception of *Cornerhouse Cottages* and *Disbrowe Court*. These developments were undertaken during the last 20 years, but were constructed in stone with the aim of complementing the older buildings.



POLICY H4b – Preserving the street scene around *Higham Road, Chelveston*

POLICY OBJECTIVE:

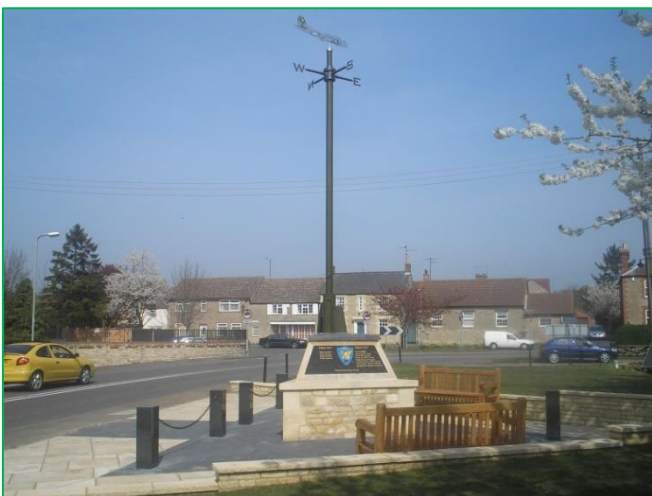
To enhance the street scene around the 305th War Memorial, visually connecting *Higham Road* to the heart of the historic centre of Chelveston, and improving the approach to Chelveston from Higham Ferrers.

POLICY STATEMENT:

H4b – Developments or re-developments adjacent to, or visible from the 305th War Memorial must be of a design which complements the memorial and enhances the street scene on this approach into Chelveston. Developments should recognise the proximity of The Green and be of a design and quality which complements the styles and materials of the properties around The Green. No development will be considered outside the settlement boundary in the undeveloped fields adjacent to The Chapel (LGS16) and Hawthorn House.

POLICY JUSTIFICATION:

In 2002 the Parish Council began to transform this area by building a new memorial to the US Army Air Force 305th Bombardment Group, who flew from Chelveston during World War II. This



memorial was constructed opposite the JST Fork Trucks site and unveiled in May 2007. It forms a centre piece for the Village, and is surrounded by amenity land and seating. It receives regular visitors from outside the Village and is now considered to be a key feature of the Parish's identity. It is the first feature that visitors encounter when approaching Chelveston from Higham Ferrers on the B645. The Parish Council purchased the amenity land surrounding the memorial from the County Council in 2013 to ensure that the land would be available to residents in perpetuity.

The appropriate re-development of the JST site (**Policy H5g**) will complete the transformation of this area and enhance the approach to the Village.

POLICY H4c – Preserving the street scene around *Raunds Road, Chelveston*

POLICY OBJECTIVE:

To preserve the “open” aspect of the approach to Chelveston via the *Raunds Road*, maintaining the gradual transition from open countryside to the built up area in the centre of the Village.

POLICY STATEMENT:

H4c – Developments or re-developments along the Raunds Road must preserve the “open” aspect of the approach to the centre of Chelveston from Raunds. Specifically, the developments of site NDP-S006 (H5e) should be set well back from the road and should continue the low-level roof lines established by the bungalow developments of Redwood, Gardenfield, Fieldview and Meadowcroft. No developments will be considered outside the settlement boundary on the eastern side of the Raunds Road. The land drain to the north of Hawthorn Cottage will be defined as the natural settlement boundary for Chelveston.

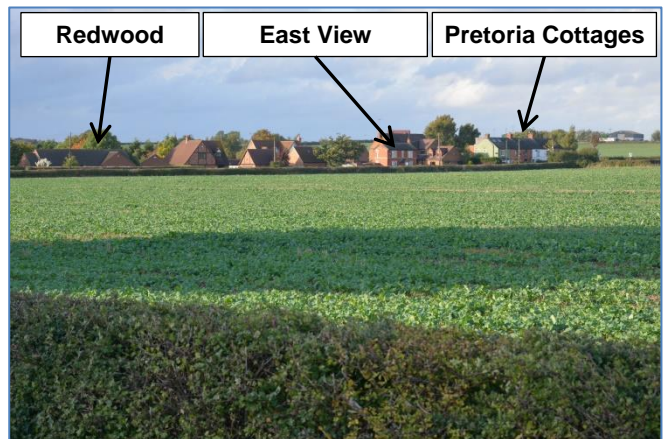
POLICY JUSTIFICATION:

All of the developments permitted on the *Raunds Road* since 1961 have been set back from the road (further back than *Pretoria Cottages* and *East View*) and access points have been very carefully limited to maintain safety on this fast and straight road. The result of this has been to maintain the “open” aspect of the approach into the centre of Chelveston, a gradual transition from the open countryside into the built up area of the Village.

During the consultation with residents, this aspect was considered important and worth preserving. The proposition to develop the eastern side of the *Raunds Road* was rejected by 66% of the electorate; a clear majority. By contrast, the proposal to complete the in-fill development of the western side of the *Raunds Road* and *Sawyers Crescent* received conditional support from a majority of the electorate.



Entering Chelveston from Raunds



Views from Kimbolton Road to Raunds Road

POLICY H4d – Preserving the street scene around *Kimbolton Road, Chelveston*

POLICY OBJECTIVE:

To preserve the street scene and “open” aspect of the approach to Chelveston via *Kimbolton Road*, maintaining the gradual transition from open countryside to the built up area in the centre of the Village.

POLICY STATEMENT:

H4d – Developments or re-developments along Kimbolton Road must preserve the “open” aspect of the approach to the centre of Chelveston from Kimbolton. In their design, developments must take into account the proximity of the White House and The Green and should not be overbearing for the existing bungalows which were designed as low density developments. The amenity of the lay-by should be preserved and tree cover screening should be maintained. No developments will be considered outside the settlement boundary on the eastern side of Kimbolton Road. The land drain to the northern boundary of the Britten Close properties will be defined as the natural settlement boundary for Chelveston.

POLICY JUSTIFICATION:

The western side of *Kimbolton Road* has been within the Chelveston settlement boundary since the 1960s and has been the site of three in-fill developments since 1989. One further in-fill development is currently under construction.

Each of the developments has been set well back from the road and has not detracted from the street scene on entering the *The Green* from



Kimbolton. Opposite the *Kimbolton Road* properties is open countryside, and adjacent to them is a lay-by with extensive tree cover screening it from the road.

This street scene is framed by the thatched *White House* and the traditional *Blacksmiths Cottage*. In the background are the restored *Top Farm* and the *Star & Garter* Public House.



During the consultation with residents, this approach to Chelveston was considered to be a sensitive street scene worth preserving. It was considered to be the most attractive view of Chelveston. The “open” aspect on one side provides a gradual transition from open countryside into the built up area at the heart of Chelveston.

POLICY H4e – Preserving the street scene around *Water Lane, Chelveston*

POLICY OBJECTIVE:

To preserve the street scene and “open” aspect of the approach to Chelveston via *Water Lane/Water Yard*, maintaining the gradual transition from open countryside to the built up area.

POLICY STATEMENT:

H4e – Developments or re-developments along Water Lane or in Water Yard must preserve the “open” aspect of the approach to the centre of Chelveston from the B645. Developments must also be of a quality and materials to complement the historic properties in Water Yard and Hall Farm House. No development will be considered outside the settlement boundary in the undeveloped fields opposite Wateryard, with the exception of the site NDP-S007 (Policy H5f). No developments will be considered outside the settlement boundary to the south west of Ford Cottage (in the area defined as LGS17). The brook running along Water Lane and to the east of Hall Farm House will be defined as the north western settlement boundary for Chelveston.

POLICY JUSTIFICATION:

On the south eastern side of *Water Lane*, when approaching from the B645 via the ford, is the historic settlement of *Water Yard*. These cottages are some of the oldest buildings in Chelveston, all originally linked with farming.



All of the properties have been renovated in the last 30 years, and some have been extended. In all cases the developments have been of a high quality and have preserved the character of the settlement. More recently, *Spinney Barn* has been re-developed in the *Wateryard Spinney*, and *Hall Farm House* has been restored. One property has been vacant and derelict for the last 10 years and is in the process of being restored.

In the consultation with residents, this was considered to be a sensitive street scene, worthy



of preservation and enhancement. In particular, residents wanted to preserve the fields directly opposite *Water Yard* (left) and the approach through the ford (above). This setting is characteristic of Chelveston: houses on the settlement boundary facing out onto open countryside are a key feature of Chelveston – repeated on *Raunds Road* and *Kimbolton Road*.

POLICY H4f – Preserving the street scene around *Caldecott Road*

POLICY OBJECTIVE:

To preserve the street scene and “open” rural aspect and function of the approach to Caldecott along *Caldecott Road*.

POLICY STATEMENT:

H4f – No housing, commercial or industrial building developments will be considered outside the settlement boundaries in undeveloped fields along either side of Caldecott Road to preserve the “open” rural approach to the Caldecott settlements. Local Green Spaces (LGS4/6/7/8/19) have been designated to preserve the setting of the Church and Village Hall.

POLICY JUSTIFICATION:

The *Caldecott Road* itself notionally contains the boundary between the Caldecott and Chelveston settlements. The exact position of the boundary is unclear. In common with other approaches to settlements within the Parish, there is a gradual transition from open countryside to the more built up area, through the use of large open verges. Geographically, *Caldecott Road* is at the centre of

the three settlements in the Parish and appropriately is the location of the listed Church, Churchyard and Village Hall. *Caldecott Road* is characterised by views across open countryside to one side and distinctive housing or historic buildings on the other. This feature contributes to the rural feel of the Parish and was considered very important by residents during consultation.



POLICY H4g – Preserving and enhancing the street scene around *Bidwell Lane***POLICY OBJECTIVE:**

To enhance the street scene and character of *Bidwell Lane*, maintaining a rural aspect and function whilst preserving views of the 13th Century Grade II* listed Church and the surroundings of the Grade II listed buildings at *Manor Farm* and *Duchy Farm*. ***In addition the objective is to allow the new residents to be effectively integrated into the community.***

POLICY STATEMENT:

H4g – On completion of the Duchy Farm (and associated stone barn conversions) re-development, no further housing development will be considered along Bidwell Lane until 2020.

The development of site NDP-S001 (Policy H5a) in the period 2020-2031 should be of high quality and use materials which complement the developments around the listed Duchy Farm House.

No development will be considered outside the settlement boundary in the undeveloped fields between the listed Manor Farm and the listed Church to preserve the open views from Bidwell Lane and the views across open countryside from the Church door (LGS19).

No development will be considered outside the settlement boundary within the curtilage of the listed Duchy Farm House (LGS10) to preserve the setting of this listed building and the street scene approaching Caldecott from Bidwell Lane.

The development, replacement or refurbishment of agricultural buildings at Manor Farm for agricultural or diversified use for office, equestrian, small scale warehousing and light industrial workshops will be considered provided that such developments do not detract from existing usage and do not detract from the amenity of existing properties (EC1e).

POLICY JUSTIFICATION:

Historically *Bidwell Lane* has been a farming location with two working farms, *Manor Farm* (arable) and *Duchy Farm* (dairy). Both farms have Grade II listings on some of the buildings, reflecting their age and their architectural significance.

Duchy Farm was decommissioned in 2013 and was re-developed in the period 2014-2015. The listed farmhouse and its out-buildings were refurbished and the traditional stone/brick barns were converted into high quality properties. Great attention was paid to the materials and style of these conversions to ensure that they enhanced the street scene surrounding the listed buildings. The tied farm workers' cottages were also released onto the market as residential

properties. This has effectively created a new residential, non-farming, settlement in Caldecott, which is a significant change.

As a small settlement with 20 permitted properties and a population of just 51, Caldecott has remained largely unchanged in character since the mid-1970s. Only one in-fill development was constructed (*Meadowview*) during the 1980s.

With the re-development of *Duchy Farm* and the in-fill development permitted at *Haleworth*, there will be a 20% expansion by 2016, creating four large, family sized, homes. With the additional re-occupation of *Duchy Farm House* and *Duchy Farm Cottages*, the population of Caldecott could grow by nearly 40% in less than 2 years. The

Neighbourhood Development Plan – Policies

community has traditionally been very good at integrating new residents but this does take time.

The completion of the *Bidwell Lane* settlement (Site: NDP-S001), would add another five properties, with potential for another 20-25

residents. This will therefore be phased from 2020. This will allow the full integration of the *Duchy Farm* and *Haleworth* residents into the community and a more gradual change of *Bidwell Lane* from farming to residential use.



POLICY H4h – Preserving the street scene in the Caldecott settlement

POLICY OBJECTIVE:

To preserve and enhance the street scene and character of the Caldecott settlement.

POLICY STATEMENT:

H4h – Other than the developments NDP-S004a and NDP-S004b, no further new housing development will be considered either within the Caldecott settlement boundary or outside it, other than the permissions already granted at Haleworth. All developments, extensions or refurbishments must be of a style, design and materials which preserve and enhance the street scene in Caldecott, particularly on the approaches to the settlement.

The development, replacement or refurbishment of agricultural buildings at Poplar Farm for agricultural or diversified use for office, equestrian, small scale warehousing and light industrial workshops will be considered provided that such developments do not detract from existing usage, do not detract from the amenity of existing properties and do not detract from the street scene approaching the Caldecott settlement.

POLICY JUSTIFICATION:

Despite four modern developments over the last 50 years, the Caldecott settlement has managed to retain much of its traditional character. The core of the settlement is just 11 houses, *The Cottage* at the north and *The Marches* and *Manor Farm Cottage* to the south. In addition to the 11 properties, there is permission for one in-fill development within the settlement boundary and one barn being used as a dwelling just beyond the southern boundary.

On the boundary of the Caldecott settlement are the diversified farmstead buildings of *Poplar Farm*. These comprise offices, a transport maintenance yard and small scale warehousing used for a haulage business. These occupy the site of the historical farm yard adjacent to the grounds of the listed *Poplar Farm*. Some of these buildings are traditional stone farm buildings which might be suitable for residential conversion in accordance with Policy **H2**.



POLICY H4i – Preserving the character of the Chelston Rise settlement

POLICY OBJECTIVE:

To preserve and enhance the street scene and character of the Chelston Rise settlement and its approaches.

POLICY STATEMENT:

H4i – Development within Chelston Rise will be strictly controlled to preserve the unique character of the site. New developments will only be considered within the settlement boundary defined in policy H1a, and the Local Green Spaces LGS1/2/3 will be protected from development to conserve their amenity value.

In accordance with policy H1, appropriate in-fill developments will be considered throughout the period of the plan (NDP-S019c). Three in-fill locations (policy H1a) have been identified with the capacity for up to four properties.

The re-development of sites NDP-S019d (policy H5h) on the previously developed land of the old school and boiler house will be phased from 2021 onwards with up to six properties being considered.

Any new developments or the re-development of existing properties must preserve the key open plan features of the site.

POLICY JUSTIFICATION:

The Chelston Rise settlement is situated at the highest point in the Parish, and is of an unusual design which reflects the occupation of the site by the US Air Force from the end of World War II to 2007. The site is approached up-hill from each direction and each entrance has been attractively



landscaped to welcome residents and visitors.

The clean separation of Chelston Rise from the surrounding landscape is an important characteristic of the site, reflecting the historical need for it to be well guarded during the Cold War and post 9/11 under American occupation.

The properties are potentially “sensitive receptors” for any industrial or commercial activities undertaken on the *Upper Higham Lane Industrial Estate (EC1d)* and the renewable energy facilities on the former Chelveston Airfield (**REN1**). Development on green-field or naturalised green-field sites around Chelston Rise, outside **EC1d** and **REN1** will therefore be resisted, unless it can be demonstrated that the impact on the amenity of residents can be effectively mitigated. There is policy support for this position from **Policy 1 of the CSS**.

CSS Policy 1 – Development adjoining village boundaries will only be justified where it involves the re-use of buildings or, in exceptional circumstances, if it can be clearly demonstrated that it is required in order to meet local needs for employment, housing or services.

Suitable sites have already been allocated for employment, housing and renewable energy facilities around Chelston Rise. It is therefore appropriate to provide a buffer of agricultural land around the settlement.



The site is laid out as “open plan American suburban” with a strong focus on community spaces. These features have proved very attractive and have encouraged new residents into the Parish, despite the apparent isolation of the settlement. From the outside, the housing is not particularly attractive, but internally it reflects the American preference for well-appointed, spacious open plan living. The open front gardens and community spaces are an important feature of the site, and have contributed to the strong sense of community that is beginning to develop. These, together with the cleanly defined location

in open countryside, are highly valued by residents.

The site was re-occupied in 2010 after a long period of being vacant, bringing 50 properties into immediate use as an integral part of the Parish. Under the American occupation, this was a gated community and not the responsibility of the Parish Council. The re-occupation represented a 30% growth in the size of the Parish in less than 12 months, the most rapid growth that the Parish has ever experienced. The community is still in the early phases of being established with the balance of tenanted versus owner occupied properties being adjusted by the site’s landlords to reflect market demands. Further developments on the site need to be phased carefully to allow the settlement to become fully established and to minimise disruption to existing residents. In the Aspirational Development Site consultation exercise, there was majority support for the development of 6-10 houses during the first 10 years of the plan (2015-2025), with no support for expansion thereafter. Our plan spreads this permitted development evenly across the first 10 years.

POLICY H5 – Development site allocations

POLICY OBJECTIVE:

To achieve the managed growth of the Parish at a pace which promotes the effective integration of new residents into the community, and in locations which preserve and enhance the character of each settlement, without extending the existing settlement boundaries.

POLICY STATEMENT:

H5 – Up to 37 new properties will be considered from 2016-2031 on the sites identified as preferred options during the land owner and resident consultation process. Developments on these sites will be considered if they meet the anticipated delivery trajectory and if they conform to the policy constraints specified for each site.

ANTICIPATED DELIVERY TRAJECTORY:

Table 5.1 Caldecott		2016-2025	2026-2031
H5c	NDP-S004a - Barn conversion	1	
H5d	NDP-S004b - 2/3 bed cottage	1	
H5a	NDP-S001 - Bidwell Lane (2020 onwards)	5	
Table 5.2 Chelveston		2016-2025	2026-2031
H5g	NDP-S013 - JST Fork Trucks – Higham Road	9	
H5f	NDP-S007 - Water Lane	1	
H5b	NDP-S002 - Kimbolton Rd		2
H5e	NDP-S006 - Raunds Road & Sawyers Cresecent		8
Table 5.3 Chelston Rise		2016-2025	2026-2031
H5h	NDP-S019c - In-fill between existing properties	4	
H5h	NDP-S019d - On site of old school and boiler house (2021 onwards)	6	
Total new properties		27	10

POLICY JUSTIFICATION:

Three properties are already permitted but not yet built in the Parish. Five properties are being brought back into use after being derelict or long term vacant. Together with these additions, this policy will achieve a 20% growth of the Parish on the 2014 baseline (220 habitable properties) by 2031. This pace is consistent with the development over the previous 20 years. The sites allocated are all "in-fill" within the settlement boundaries defined in **Policy H1** and comply with **Policies H2, H3 and H4**.

Mix of properties: This policy is supported by the results of the East Northamptonshire Council housing needs assessment survey carried out in 2012/2013 [Ref 9].

This survey showed:

- That a majority of residents intend to remain in the Village for more than five years and so there will not be a ready supply of properties naturally coming onto the market.
- That some residents will wish to “downsize” to attractive, smaller properties as they get older, whilst remaining in the Village.
- That there will be demand from the adult children of residents to occupy their own properties within the Village.
- That a mix of smaller properties and types are particularly needed.

- That the current mix of tenanted and owner occupied properties should be maintained.

The need for smaller, more affordable, properties, both rented and owned, was clearly shown by the rapid uptake of the 50 properties at Chelston Rise in 2010/2011, and the ease with which they are re-let or re-sold.

Phasing of development: In the survey, the strength of community was one of the features most valued by residents. Newcomers find the Village to be friendly and welcoming and, for

those who wish it, integration is easy. In the 1970s and 1980s, the rapid developments put this under strain as the housing stock grew by nearly 40% in a very short time frame. By contrast, the last 20 years of development, averaging 1% per annum, has enabled the strong sense of community to be sustained. The housing development allocations have therefore been phased to ensure that new residents can be effectively assimilated. The first part of the plan (2016-2025) has a larger allocation, recognising that some windfall developments of farm buildings may come forward in the second half of the plan.

POLICY H5a – NDP-S001 – *Bidwell Lane, Caldecott*

H5a – The site NDP-S001 on Bidwell Lane in Caldecott is allocated for the development of up to 5 properties in the period 2020-2031 with the following policy constraints:

- that the development enhances the street scene in this sensitive area of Caldecott,**
- that all parking for residents and visitors be wholly contained within the site.**



POLICY JUSTIFICATION:

Bidwell Lane has historically been a farming location with two working farms, *Manor Farm* (arable) and *Duchy Farm* (dairy). Both farms have Grade II listings on some of their buildings, reflecting their age and their architectural significance. Historically, *Bidwell Lane* has been excluded from the Caldecott Village Envelope, instead being designated as two farmsteads.

The majority of *Duchy Farm* was decommissioned in 2013 and was re-developed in the period 2014-2015 with the addition of three barn conversions to the housing stock. The conversion of the *Duchy Farm* buildings to

residential use was supported by the saved policy AG4 from the 1996 Local Plan [Ref. 4]. The farm workers' cottages were also released onto the market as residential properties. The majority of the *Duchy Farm* land has been leased to the *Rushden Golf Club* for a minimum of 25 years, improving a valuable local amenity on the Parish boundary. These permitted developments have effectively created a residential, non-farming, sub-settlement in Caldecott, a significant change on the situation that has existed for over 100 years. This is now recognised in **Policy H1b**.

The inclusion of the proposed site in the Neighbourhood Plan was supported by 60% of residents with another 11% giving conditional support. However, there was wide concern at the possible pace of change, especially if it followed on too quickly from the *Duchy Farm* re-development.

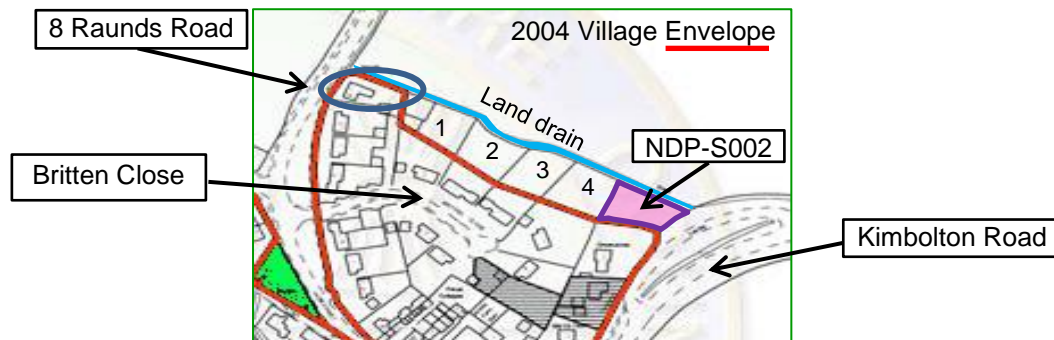
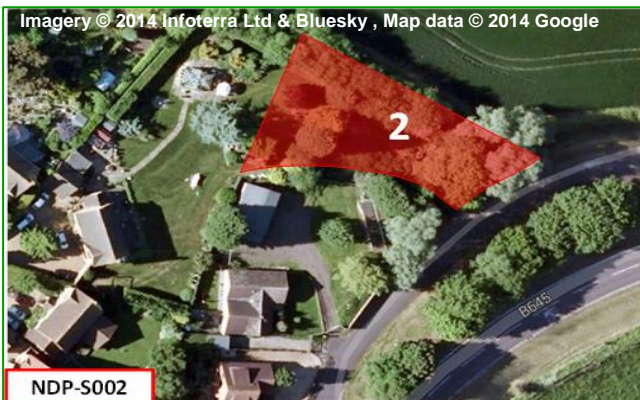
As a small settlement with 20 permitted properties and a population of just 51, Caldecott has remained largely unchanged in character since the mid-1970s. Only one in-fill development was constructed (*Meadowview*) during the 1980s. With the re-development of *Duchy Farm* and the in-fill development permitted at *Haleworth*, there will be a 20% expansion by 2015 creating four

large, family sized, homes. With the additional re-occupation of *Duchy Farm House* and *Duchy Farm Cottages*, the population of Caldecott could grow by nearly 40% in less than 2 years. The community has traditionally been very good at integrating new residents but this does take time. The completion of the *Bidwell Lane* settlement (Site: NDP-S001), would add another five properties, with potential for another 20-25 residents. This will therefore be phased from 2020 (**CSS Policy 7**). This will allow the full integration of the *Duchy Farm* and *Haleworth* residents into the community and a more gradual change of *Bidwell Lane* from farming to residential use.

POLICY H5b – NDP-S002 – *Kimbolton Road, Chelveston*

H5b – The site NDP-S002, off Kimbolton Road in Chelveston, is allocated for the development of up to 2 properties in the period 2026-2031. A number of policy constraints will be applied:

- i. access off Kimbolton Road, and not under any circumstances from Britten Close,**
- ii. the retention of the lay-by which is an important amenity and turning point,**
- iii. a design which enhances the street scene in this sensitive area,**
- iv. all parking for residents and visitors be wholly contained within the site,**
- v. tree cover being conserved.**



POLICY JUSTIFICATION:

When the plans for re-developing *Pastures Farm* were first proposed in 1975, this site was part of a paddock which ran the full length of the nearby land drain from *Kimbolton Road* across to *Raunds Road*. The paddock was within the Chelveston Village Envelope. There was an existing access track from the lay-by into the site and old maps show that there was also a pond.

In the plans for *Britten Close* submitted in 1983, the paddock was not included in the proposed development, and was intended to remain as fallow land. The paddock was subsequently excluded from the Village Envelope. It was subdivided into five parcels of land and was sold to the adjacent houses. Some properties turned the paddock into very large residential gardens but 6 *Raunds Road* and 2 *Britten Close* retained the land as fallow. The site NDP-S002 became part of a very large “L” shaped garden of 4 *Britten Close*, retaining the original farm track access from the lay-by.

The parcel of land adjacent to the *Raunds Road* was granted permission in 1990 (on appeal) for a single dwelling. As a result, 8 *Raunds Road* was built and the Village Envelope was adjusted to reflect this, as shown above (red line). However the rest of the original paddock was still excluded from the envelope (the gardens and land to the rear of 1-4 *Britten Close*).

A planning application for a single large dwelling on the site NDP-S002 (the garden of 4 *Britten Close*) was refused in 2003 on the grounds that it was in open countryside and outside the Chelveston Village Envelope. At the time, there was no objection from the Local Highways team to a well-designed access from the lay-by. However, the planning officers were adamant that residential gardens adjacent to a Village Envelope should not be developed on.

In the consultation process on Aspirational Development Sites, this site received strong support, with 49% of residents giving unqualified support and another 5% conditional support. Residents wanted to retain the lay-by and tree

cover, and protect the street scene. They also wanted the site accessed only from *Kimbolton Road*, and not from *Britten Close*.

The rear gardens of 1-3 *Britten Close* were also proposed as Aspirational Development Sites during the consultation process, with access directly from *Britten Close* to be achieved by a partial demolition of garages. These proposals were rejected by 51% of residents. The proposals would have been contrary to **Policy H3** of the Neighbourhood Plan (backland and tandem development).

Taking into account the wishes of residents, the Parish Council has now defined the land drain as the natural settlement boundary for Chelveston, (**Policy H1c**) albeit excluding the rear gardens of 1-3 *Britten Close*, which are land locked and therefore inaccessible.

All of the properties along *Kimbolton Road* are individually designed and built, with no prevailing style. However, as this site will form the gateway to the Village, it is important that the chosen designs would not be intrusive. The site would therefore be well suited to a pair of attractive semi-detached bungalows with small gardens, suitable for residents downsizing in the Village.

Although the Aspirational Development Site proposition for this site extended back to the boundary with 3 *Britten Close*, it would be inappropriate for dwellings to be constructed behind the building lines of the other *Kimbolton Road* properties.

The site has been allocated for development in the second half of the plan (2025-2031). Developments across the Parish need to be phased throughout the plan, to promote the effective integration of new residents into the community. Priority has been given to those Aspirational Sites that scored more highly in the poll of residents, NDP-S007 (**Policy H5f**) and NDP-S013 (**Policy H5g**). Permission has already been granted for another nearby development on *Kimbolton Road*.

POLICY H5c – NDP-S004a – The Barns, Caldecott

H5c – The barn on site NDP-S004a (The Barns, Caldecott) is allocated for conversion/re-development in the period 2015-2025 with the following policy constraints:

- i. that the development be in the same materials, and on the same footprint and height as present,***
- ii. that the development enhances the street scene in this sensitive area of Caldecott,***
- iii. that no windows overlook neighbouring properties,***
- iv. that all parking for residents and visitors be wholly contained within the site.***



POLICY JUSTIFICATION:

This barn has been used openly, without planning permission, as a dwelling since 1997. This followed the refusal of retrospective planning permission for the siting of a residential caravan on the plot. The site is used as a small holding, with livestock and some market garden crops. Planning permission was refused because this site was outside the Caldecott Village Envelope (**Policy H1b**) and because of the impact that the caravan had on the sensitive street scene of the Village approach.

No enforcement action has been taken over the last 17 years and in reality, the occupation of the barn has been largely without issue. On these grounds, it would be possible for residents to apply for a certificate of lawful development. Excluding this site from the Neighbourhood Plan would therefore be impossible to justify. Its

conversion to a residential dwelling would also be supported by **Policy H2**.

In the consultation exercise on Aspirational Development Sites, the conversion of this barn received overwhelming support from residents (86%). The traditional Village Envelope has therefore been extended to include the footprint of the barn, but still excludes the majority of the small holding it supports.

The barn itself (not visible in the photograph above) is a traditional farm building in stone, red brick and pan tile roof. It is visible on the approach to Caldecott, and from the surrounding properties, reflecting the rural character of the Village, and its farming history. It is important that this form and character are retained to preserve and enhance the street scene of Caldecott (**Policy H4h**).

POLICY H5d – NDP-S004b – The Barns, Caldecott

H5d – The site NDP-S004b (The Barns, Caldecott) is allocated for the development of one 2/3 bed roomed, 2 storey cottage in the period 2016-2025 with the following policy constraints:

- i. that the development be in the same materials as neighbouring buildings,**
- ii. that the development enhances the street scene in this sensitive area of Caldecott,**
- iii. that no windows overlook neighbouring properties,**
- iv. that all parking for residents and visitors be wholly contained within the site.**



POLICY JUSTIFICATION:

As a result of **Policy H5c** the Village Envelope now includes this site. The construction of a small, traditional cottage on this site received support from 69% of residents in the consultation on Aspirational Development Sites. It has a direct road frontage, and the footway in front of Manor Farm Cottage could easily be extended to give front door access in the same style as the neighbouring property.

A traditional stone cottage on this site would enhance this sensitive street scene in Caldecott by removing the out of keeping leylandi hedge. It

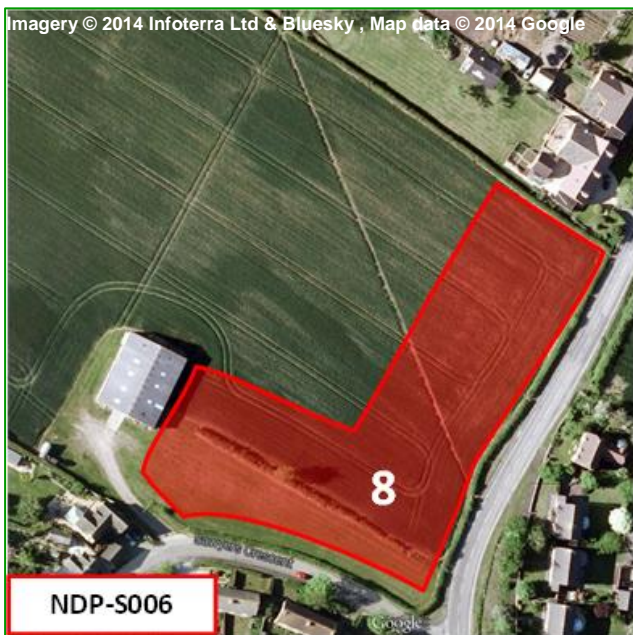
would also tidy up the plot, the rear of which is visible from the road through the gateway. The plot is currently used for storage and parking associated with the small holding and with the occupation of the barn to the rear of the site.

Although this development appears to create a tandem development, it is compliant with **Policy H3**. Although the cottage would share a drive with the converted Barn to the rear, it would also have the possibility for independent front door access directly to the highway.

POLICY H5e – NDP-S006 – Raunds Road/Sawyers Crescent, Chelveston

H5e – The site NDP-S006 adjacent to Raunds Road and Sawyers Crescent in Chelveston, is allocated for the development of up to 8 properties in the period 2026-2031 with a number of policy constraints applied:

- i. that the properties should be dormer bungalows to continue the street scene from Redwood to Meadowcroft and minimise the impact on the visual amenity of existing properties on Raunds Road and Sawyers Crescent,**
- ii. that access should take into account the traffic issues on Raunds Road and the difficulties of exiting Sawyers Crescent and Britten Close at peak hours,**
- iii. that the widening of Sawyers Crescent is part of the proposal to alleviate the pavement parking problem,**
- iv. that all parking for residents and visitors is wholly contained within the curtilage of the properties such that no parking is permitted on Raunds Road or on Sawyers Crescent from these properties,**
- v. that restrictions are imposed which prevent backland development in this proposal or at a later date,**
- vi. that the public Right of Way be retained and is positioned to the satisfaction of the Parish Council to assure good access and effective long term maintenance.**



POLICY JUSTIFICATION:

Raunds Road development began in 1900 with *Pretoria Cottages* and then *East View* in 1905. Although within the Parish boundary, these properties were not considered to be part of the main Chelveston settlement. There was no housing between *Sawyers Crescent* and *East View*. No further development of *Raunds Road* occurred until *Meadowcroft* in 1961. There was no footway to *Pretoria Cottages* until 1973. The

approach from Raunds into Chelveston was essentially a rural one, with fields either side until *Sawyers Crescent*.

In 1983, *Pastures Farm* and *Middle Farm* were developed to create *Britten Close* and numbers 2, 4 and 6 *Raunds Road*. This completed the in-fill of the then settlement boundary, but left the rest of *Raunds Road* as open countryside. Another 10

years elapsed until *Fieldview* was built in 1993. This allowed the western side of the *Raunds Road* to be defined as a ribbon development with its own settlement boundary. It was separated from the rest of Chelveston by one large field on the corner of *Sawyers Crescent*. In-fill development was permitted within this envelope and was completed with the construction of *Rosemoor* in 2010.

This field on the corner of *Raunds Road* and *Sawyers Crescent* is the last significant green-field site within the Chelveston settlement boundary. It was proposed for development during both of the previous revisions of the Local Plan but was excluded on the grounds that there were sufficient in-fill plots available elsewhere to meet local need. Those in-fill plots have all now been developed and this site will be required in the second half of the plan (2025-2031) to meet the expected demand.

With the development of site NDP-S007 (**Policy H5f**), access to fields behind needs to be through the existing entrance on *Sawyers Crescent*.

Some agricultural vehicles already use this road but access is difficult as *St Georges Row* and *Sawyers Crescent* are both too narrow. There is little off-street parking on *Sawyers Crescent* and vehicles need to park on the pavement to allow even regular traffic to get through safely. The development of the site NDP-S006 offers the opportunity to improve access to the field entrance and to improve parking problems on *Sawyers Crescent*.

Although rear gardens could extend further into the field, the building line must be ribbon development continuing the building line of the bungalows on *Raunds Road*. This will preserve the character and form of Chelveston. Backland development to create a close or cul-de-sac would not promote community integration and is not recommended by the Department for Transport Manual for Streets unless there is no other practical solution.

The phasing of this site's release is in accordance with **CSS Policy 7**.

POLICY H5f – NDP-S007 – *Water Lane*

H5f – The site NDP-S007 is allocated for the development of a single property in the period 2016-2025 with a number of policy constraints applied:

- i. a single dwelling,**
- ii. a design which enhances the street scene in this sensitive area,**
- iii. all parking for residents and visitors being contained within the site.**



POLICY JUSTIFICATION:

This site received support from 62% of residents in the consultation on Aspirational Development Sites. It is a green-field site, in a sensitive location, and historically has been adjacent to the

Chelveston Village Envelope. In reality, the position of this envelope was based on the curtilage of *Hall Farm House* rather than on any other natural land feature or Right of Way. The

main Chelveston brook runs along *Water Lane* from the ford, and then turns north west along the field boundary towards the River Nene. Policy **H1c** has defined the course of the brook as being a more natural settlement boundary for the Village, bringing this plot within the boundary.

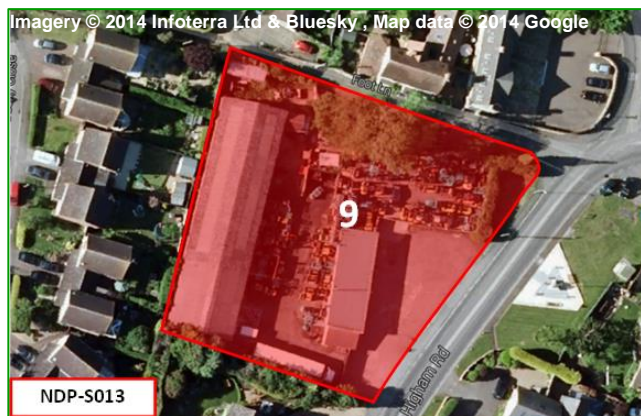
The location is a sensitive one (**Policy H4e**) and the site is only suitable for a single, high-quality

design which will complement the adjacent *Hall Farm House* and frame the entrance to the heart of Chelveston. The use of this plot by its owner will release another farm house and adjacent derelict cottage onto the market. It is therefore allocated for early development 2016-2025.

POLICY H5g – NDP-S013 – JST Fork Trucks Site

H5g – The site NDP-S013 on Higham Road Chelveston is allocated for re-development to provide up to 9 houses in the period 2016-2025 with a number of policy constraints applied:

- i. the need for all parking for residents and visitors be wholly contained within the site,**
- ii. a design which enhances the street scene in this sensitive area,**
- iii. that the housing should be 2/3 bedroomed,**
- iv. that there be no vehicular access off Foot Lane.**



POLICY JUSTIFICATION:

This area has been the site of JST Fork Trucks Ltd. for nearly 40 years. It is a light industrial business which has dominated the centre of the Village, and is completely out of keeping with the old buildings nearby on *The Green*. The associated HGV traffic creates a hazard, and the tight turning circle has led to the damage of nearby properties and verges.

During the consultation with residents, the removal of this business from the centre of the Village to a more appropriate location was considered a very high priority, re-affirming views that have emerged during all the Parish appraisals conducted between 1994 and 2010. This site received unconditional support from 71% of residents in the consultation on Aspirational

Development Sites. Another 12% of residents gave the site conditional support. In 2014, as a result of this support, the site was granted outline permission for development in line with the emerging Neighbourhood Plan.

The site has a number of technical issues which impact on the viability of any development. There are leaking fuel tanks buried under the forecourt from its days as a fuel garage. A culvert runs directly under the forecourt and the buildings. A pair of ash trees, the last remaining in the Village, is adjacent to the site on *Foot Lane*.

There is clear demand for the development of smaller properties in the Village. No small properties have been developed in the Parish

since the adjacent *Cornerhouse Cottages* in 1994.

The site is in a sensitive location (**Policy H4b**) opposite the war memorial, and is now clearly unsuitable for a light industrial business. The business is keen to leave Chelveston and has been working with the Parish Council for a number of years to formulate appropriate plans for this location. Appropriate plans would use

materials and a style which would complement the properties on *The Green* and *Cornerhouse Cottages*.

Allowing nine smaller properties on the site strikes the appropriate balance between density, property size and viability. There is also sufficient space on the site for all associated vehicles to be accommodated off-road.

POLICY H5h – NDP-S019c and NDP-S019d – Chelston Rise

H5h – The sites NDP-S019c (in-fill spaces between existing properties) are allocated for the development of up to 4 houses in the period 2016-2025.

The site NDP-S019d (the previously developed land comprising the footprint of the old school and boiler house off The Crescent at Chelston Rise) is allocated for the development of up to 6 houses in the period 2016-2025 with a number of policy constraints applied:

- i. the developments should be in the same “open plan American suburban style” as the existing properties,**
- ii. the developments should follow the line of The Crescent,**
- iii. the developments should protect the amenity value of the playing fields (LGS2).**



POLICY JUSTIFICATION:

The Chelston Rise settlement was converted to civilian use in 2010. It had finally been vacated by the United States Air Force in 2009. The need for enhanced security after the 9/11 attacks made the site both unattractive for families and unviable for ongoing military use, given its remote location.

Following 9/11 it had become a guarded and gated community. The site was purchased by a private landlord, and the houses were refurbished

to a high standard. Although the perimeter fences were retained, the site gates were removed and the site entrances were attractively landscaped.

The re-occupied site was initially intended to provide 2/3/4 bedroomed rental properties. Demand for these properties was strong in spite of the isolated location in open countryside. Requests to purchase emerged, and the landlord

released half of the properties onto the open market.

As part of the consultation on Aspirational Development Sites, the estate owner put forward plans for the playing field (**LGS2**) and the old school site to be developed. Schemes for 35 and 70 houses were put forward. Both of these schemes were rejected by a clear majority of all residents. Residents wanted to preserve the amenity value of the playing field and the unique, open plan, American suburban layout. From the consultation, there was clear support for the development of 6-10 new properties at Chelston Rise (20% growth) in the period 2016-2025. There was no support for further development in the second half of the plan (2026-2031).

The site design has three clear in-fill opportunities (NDP-S019c), each larger than sites that have been granted planning permission elsewhere in the Parish. They are not part of the garden of any property and are clearly within the overall settlement boundary. Policy **H1a** supports development in such in-fill locations. This in turn is supported by the National Planning Policy Framework (NPPF) which presumes in favour of sustainable development. Outline Planning Permission was granted by ENC for this site in February 2016. Although the Chelston Rise site is in open countryside and remote from the limited amenities of the Parish, a viable and sustainable community is clearly being established. There are sufficient local employment opportunities and a good road network. Provided that the additional parking can be accommodated, it would be difficult to sustain objections to four in-fill properties at any point in the first half of the plan period (2016-2025).

The old school was demolished in 2003 and the boiler house in 2006. This site (NDP-S019d) is therefore previously developed land on the edge of the settlement. The foundations of the buildings and the pathways to them are clearly visible. There is clear policy support from the

National Planning Policy Framework (paragraph 111) for the re-use of previously developed land, even though the overall site is in open countryside.

In their local plan survey work in 2002 (prior to the site closure) East Northamptonshire Council included the school site within the settlement boundary, but excluded the boiler house. The playing fields and basketball court (**LGS2**) and the central play area (**LGS1**) were also excluded from the settlement boundary.

Policy **H1a** includes both the boiler house and school sites as part of the settlement boundary, but also recognises the need to preserve the parking spaces in front that would have served the school. The isolated location of Chelston Rise means that most adult residents have a car and parking space is at a premium.

Although the community is becoming established, it is still very much in its early days. Changes in the tenancy policy resulted in a significant turnover of tenants, with some of the early “anchor” residents leaving. Judging by the regular changes in the electoral roll, the turnover at Chelston Rise is still significantly higher than elsewhere in the Parish. This does impact on community cohesion and makes integration with the rest of the Parish more difficult. The growth of Chelston Rise therefore needs to be phased carefully, as elsewhere in the Parish. For this reason, the re-development of the school and boiler house sites will be delayed until 2021 to allow the community to become established and for new residents to be integrated into the community. With the opportunity for in-fill development earlier in the plan in the other locations on the site (NDP-S019c), there is still likely to be some disruption. Delaying the NDP-S019d development for 5 years will mitigate some of the unwelcome change.

POLICY H6 – Developer contributions policy

POLICY OBJECTIVE:

To ensure that new developments contribute directly to the infrastructure changes required to support that development.

POLICY STATEMENT:

H6 – New developments will be required to contribute directly to infrastructure changes which are required to support that development. Specifically:

- i. all developments of 4 houses or more will be required to fund the installation of additional street lighting at a density appropriate to the location, as determined by the Parish Council. (The average density in the Parish is one light per 3.8 houses),***
- ii. any new developments will be required to fund the creation of a footway and/or verge outside that property of a form appropriate to the location,***
- iii. changes to the highway deemed necessary to facilitate the development and enhance safety will be funded by the developer.***

POLICY JUSTIFICATION:

The current built form of the three settlements has evolved over many years, with the configuration verges, footways and carriageway/footway lighting each broadly appropriate to the location. The investments necessary to achieve this have taken place over many years.

For existing properties, the appropriate local authority has taken responsibility for any

necessary re-investment or refurbishment. However, this is not feasible for new developments, where the level of investment would be greater than the public purse might be able to budget for in any year. The developer will therefore be required to provide the infrastructure necessary for the development to sit properly within the proposed settlement.

5.2 Amenity Policies

POLICY ACV – Protecting Assets of Community Value and Local Heritage Assets

POLICY OBJECTIVE:

To protect from inappropriate development and loss to the community those assets that have been listed as Assets of Community Value (ACVs) or Local Heritage Assets (LHAs) (Ref [58](#)) by East Northamptonshire Council

POLICY STATEMENT:

ACV – The inappropriate development of sites or properties that have been listed by East Northamptonshire Council as Assets of Community Value or Local Heritage Assets will be resisted where they involve any loss of amenity to the community.

POLICY JUSTIFICATION:

The Localism Act (2011) makes provision for local authorities to **list** assets of community value where, in the opinion of the authority, an actual current use of the building land furthers the social wellbeing or social interests of the local community. The local authority must validate the nomination of an asset by satisfying itself that the current use is not ancillary to some other main use, and that the wellbeing of the community would be harmed by the loss of amenity. The authority must also be satisfied that the current use could realistically continue.

The ACV status of a site or property will be treated as a material planning consideration in determining any planning application relating to that site or property.

Listing provides a measure of protection against loss by providing for a mandatory delay to any de-listing, which then allows the community the opportunity to raise funds to purchase, lease or otherwise run the facility. This is particularly important when the asset is the only one of its kind in a community and where the facility could not easily be replicated elsewhere.

Two assets have been nominated by the Chelveston-cum-Caldecott Parish Council, and these have been accepted by East Northamptonshire Council for listing:

1. The *Star & Garter Public House* which has been a public house for 300 years. The amenity field behind the *Star & Garter (LGS16)* which has been the site of all the major Village events over the last 40 years is also part of this listing. There is no other such venue in the Parish.
2. The Village Hall, with land to the side and rear (**LGS4**) is the only community facility available for hire by residents or local clubs and societies.

Other assets may be nominated in due course and this policy will cover all listings that may be in force at the time of any application.

Paragraph 2.20 of the Department for Communities and Local Government's non-statutory guidance on ACVs states that:

"it is open to the local planning authority to decide whether listing as an ACV is a material consideration if an application for change of use is submitted considering all the circumstances of the case".

An example of an ACV being treated as a material consideration was seen in Brent Council's decision to refuse planning permission for the redevelopment of the Kensal Rise Library

(a listed ACV) on the basis that the development proposals failed to provide sufficient mitigation for the loss of the ACV.

In order to provide added weight to the ACV status, this Neighbourhood Plan requires the local authority to consider the ACV status in determining any planning applications, and to assure itself that the loss of amenity to the community is satisfactorily mitigated before granting any permissions.

Local Heritage Assets

The list of Local Heritage Assets has been generated by the East Northamptonshire Council Planning Policy team to protect non-statutory protected heritage assets [Ref 58]. Chelveston-cum-Caldecott have the following Local Heritage Assets:

LHA1 – Church House, Caldecott Road

LHA2 – Former School and School House, Caldecott Road

LHA3 – 2 The Green

LHA4 – The White House, Kimbolton Road

LHA5 – Middle Farm House, High Street

LHA6 – Star and Garter Public House, High Street

The LHA status of a site or property will be treated as a material planning consideration in determining any planning application relating to that site or property.

POLICY ALT – Provision of Allotment Gardens

POLICY OBJECTIVE:

To allocate land for the ongoing provision and expansion of Allotment Gardens.

POLICY STATEMENT:

ALT – The field behind Disbrowe Court (LGS15) is allocated for the provision, enhancement and expansion, as required, of Allotment Gardens subject the following constraints:

- i. that the allotment plots do not extend any further towards Disbrowe Court,***
- ii. that all structures that do not require planning are subject to permission being granted by the Parish Council,***
- iii. that the keeping of livestock is subject to permission being granted by the Parish Council,***
- iv. that the planting of trees is subject to permission being granted by the Parish Council,***
- v. that vehicular access to the site continues to be via High Lane.***

POLICY JUSTIFICATION:

The provision of Allotment Gardens is one of the few duties of a Parish Council. Under section 23(1) of the ***Small Holdings and Allotments Act 1908*** the Parish Council is obliged to provide allotment garden facilities provided that six or more registered electors make written representation that such a provision is required.

This obligation was triggered within the Parish in 2008 and land was acquired on a lease in 2009. The allotments were ready for use in the 2010

growing season. There are currently 16 allotments which have been let continuously (with some tenant turnover) since they opened.

The current site had lain fallow for over 10 years and is well suited for use as an allotment garden field. It is adjacent to the pub field and allotment tenants have personal licences to access the site through the pub. The pub has become a meeting point for allotment holders, increasing the sense of community participation. The allotment facility

enjoys wide support across the Village even from residents who do not themselves have a plot.

The current 16 plots occupy approximately 0.4Ha of a 1.45Ha field. There is scope to create another four transverse plots on the southern slope of the field if demand for this comes forward. This policy would permit such an expansion.

Permitted developments on the allotment plots are strictly controlled by the tenancy agreements and the temporary structures (sheds, greenhouses, chicken coops) require permission to be granted by the Parish Council. This protects the amenity of nearby residents.

POLICY LGS – Designated Local Green Spaces

POLICY OBJECTIVE:

To protect those Local Green Spaces of the Parish which are most important to the street scene, the setting of listed buildings, or have amenity value in the Parish.

POLICY STATEMENT:

LGS – The following Local Green Spaces are designated by this plan. Unless otherwise specified, no development will be considered in these areas. The locations of the Local Green Spaces are shown in Policy H1.

- LGS1. The area in the centre of the Chelston Rise site, containing the children’s playground (0.52 ha).***
- LGS2. The Chelston Rise playing fields and basketball court (1.26 ha).***
- LGS3. The paddock adjacent to the Chelston Rise playing fields once reserved for an electricity sub-station but never developed. This site is allocated as a site suitable for a “pocket park” or conservation area, and as a future pedestrian access to the Chelston Rise site from Caldecott (0.23 ha).***
- LGS4. The land to the side and rear of the Village Hall (used as a grassed car park and amenity paddock) and designated as an Asset of Community Value (0.20 ha).***
- LGS6. The eastern end of the paddock behind The Old Vicarage adjacent to the Churchyard (0.26 ha).***
- LGS7. The precincts of the Church and Churchyard (0.31 ha).***
- LGS10. The garden of the listed Duchy Farm House (0.49 ha).***
- LGS12. The orchard and “old lane” opposite Poplar Farm (0.19 ha).***
- LGS13. The garden and pond of the listed Poplar Farm (0.13 ha).***
- LGS14. The amenity land around the American War Memorial on Higham Road (0.05 ha).***
- LGS15. The allotment garden field behind Disbrowe Court (1.30 ha).***
- LGS16. The pub field, a portion of which is allocated for a (grassed) car park extension and which has been designated as an Asset of Community Value (0.81 ha).***
- LGS17. Land around the ford in Water Lane (the site of the old osier beds) and then following the stream to the B645, allocated as suitable for a “pocket park” (0.57 ha).***
- LGS19. The paddock immediately behind Church House adjacent to the Churchyard and extending down to Bidwell Lane opposite the listed Manor Farm, following the newly installed fence line (1.40 ha).***
- LGS20. The amenity land between Water Lane and Raunds Road, Chelveston (0.05 ha).***

OVERALL POLICY JUSTIFICATION:

The NPPF (paragraphs 73-77) [Ref 1] provides for the designation of small tracts of land as Local Green Space to support the overall health and well being of communities.

The Parish of Chelveston-cum-Caldecott has historically been poorly served by amenities with few opportunities for residents to enjoy an outdoor life within the Parish. Parish appraisals since 1994 have all identified the importance of circular walking routes for residents. However, until 2008, only one route was realistically available and this was based mainly on roads or footways.

Parish Appraisals have also identified the need for a play area and a playing field in the Parish, and more generally for facilities to engage and support young people.

The decommissioning of the Chelveston Airfield transformed the outdoor life of the Village by

bringing a number of historical footpaths and bridleways back into use. An extensive Rights of Way network has now been created. This has encouraged many residents to walk regularly throughout the Parish, and to explore further on foot into Stanwick Lakes, Irthlingborough Lakes, and into Bedfordshire. This in turn has promoted stronger connections and integration between residents in the three settlements as they meet on their walks. This has had a knock on effect in other areas of community involvement, with residents meeting in the pub and through shared use of the allotments.

In the consultation with residents, many comments related to the rural character of the Village and the need to protect key views, routes and amenities. Our designation of Local Green Spaces achieves this.

SITE JUSTIFICATIONS:

LGS1, LGS2 – The playing fields and basketball court (**LGS2**) and play area (**LGS1**) are important Chelston Rise amenities which also define the shape and form of the site. Paragraph 74 of the

NPPF presumes against the development of these sites and paragraph 77 supports the designation.



LGS3 – The paddock adjacent to Chelston Rise was historically part of the Ministry of Defence lands but was sold to the East Midlands Electricity Board (EMEB) for future use as a 33kv sub-station. Planning applications were submitted to construct this sub-station, but permissions granted lapsed in 1990 before development took place.

In a recent planning application (refused), the site's status as undeveloped land in open countryside was confirmed. The site falls outside the settlement boundary for Chelston Rise (**H1a**). It would form an ideal future pedestrian entrance to Chelston Rise, offering the possibility of connecting the settlement with Caldecott.

The site would also be an ideal location for a “pocket park” and conservation area for use by residents. The Chelston Rise playing field (**LGS2**) and paddock (**LGS3**) were both proposed as

Aspirational Development Sites during the consultation process. Both proposals received an overwhelming rejection during the consultation, and have now been designated as Local Green



Spaces. For **LGS3** there is support from the **CSS Policy 1** which presumes against developments on land outside or adjoining Village boundaries.

LGS4 – The land to the side of the Village Hall was purchased by the Village charity that owns and runs the Hall for the community. A grassed car park and amenity paddock has been created to enhance the Hall's facilities. In 1995 a planning inspector refused permission for residential

development on this site. Such a development would impact adversely on the street scene next to this historic building and set a precedent for further development along *Caldecott Road*, outside the settlement boundaries.



LGS6, LGS7 – The paddock behind the *Old Vicarage* (**LGS6**) is subject to a restrictive covenant from the Church Commissioners which prevents residential development, given that the paddock is adjacent to the ancient Churchyard (**LGS7**) and contains a right of way through it. The designation of the eastern end of the paddock as Local Green Space **LGS6** strengthens the protection of this site and

recognises its importance in situating the listed Church building and Churchyard in a rural landscape. This paddock is clearly visible when from the Churchyard (bottom left).



LGS10 – The sensitive re-development of the *Duchy Farm* site has paid careful attention to the situation of the listed *Duchy Farm House* and has so far protected the mature garden and pond. These are important features of the setting and

define the view on approaching the settlement from the B645. This site has an adjacent right of way and has had permitted development rights removed.

LGS12 – The orchard and “old lane” opposite *Poplar Farm* create a natural boundary for the Caldecott settlement and balance the mature garden of *Poplar Farm* opposite.



LGS13 – The garden of the listed *Poplar Farm* house was designated as “Existing Important Open Land” in the 1996 and May 2005 local plan survey. With **LGS12**, this space provides clear separation between the Caldecott settlement and the diversified farm yards of *Poplar Farm* and *Manor Farm*. These spaces also frame the entrance to the main Caldecott settlement.



LGS14 – The amenity land surrounding the American War Memorial was purchased in 2013 by the Parish Council to protect the memorial in perpetuity. The site provides a centre piece for the Village and attracts tourists interested in the history of the Parish and the Airfield. The Parish Council has planning permission to erect a heritage plaque on the site.



LGS15 – The allotment garden field behind Disbrowe Court is a popular amenity, and not just with allotment holders. It was established by the Parish Council following demand from residents. The facility enjoys wide support within the Parish and has resulted in a strengthening of community spirit and increased use of the pub. The land is currently on a short term lease, and needs longer term protection as a valuable amenity.



LGS16 – The field behind the *Star & Garter* public house has been used as an outdoor community space for many years and has been designated as an Asset of Community Value.

A part of the site is allocated in this plan as a site for a (grassed) extension to the pub car park, but the rest of the field is designated for community event use.

LGS17 – Although Chelveston-cum-Caldecott is a rural Parish, there are very few areas which constitute special habitats. The site around the ford in *Water Lane* is emerging as such a site. It was historically marshy land and the site of the old osier beds. These were destroyed by the dumping of spoil from the *Duchy Close* development in the 1970s. However, the site has been essentially undisturbed for 40 years. The ford and the area around the brook running towards the B645 has developed as a habitat for water loving birds. Kingfishers, herons, egrets and moorhens are all seen regularly in the area.



Chelveston via *Water Lane*. The site is referred to in H.E.Bates's *The Vanished World* – an autobiography, in which (pre-WW1) he describes driving with his father in a pony and trap and stopping off at the “water splashes” on the road to Chelveston – the ford in *Water Lane*.

LGS19 – The paddock behind *Church House* is immediately adjacent to the Churchyard facing the main Church door. The paddock is crossed by a Right of Way historically used to access the Church from Caldecott. Like **LGS6**, this paddock situates the Church in a rural landscape with no modern dwellings or modern gardens visible from its precincts. The view shown top right is taken from the Churchyard into the paddock in question towards *Bidwell Lane*.



The paddock extends down to *Bidwell Lane*, opposite the listed *Manor Farm*, and provides excellent views of the Church from *Bidwell Lane*. The view shown bottom left is taken of the Church from *Bidwell Lane*.



Parts of the field adjacent to *Church House* were originally proposed as Aspirational Development Sites during the consultation process. These proposals were rejected outright by 63% of Caldecott residents, and failed to achieve widespread support from the Parish as a whole. The comments received during the consultation demonstrated the important visual amenity value of this paddock, particularly as seen from *Bidwell Lane*.

Policy 2c of the draft North Northamptonshire Strategy [Ref. [45](#)] states:

... Proposals should protect and, where possible, enhance key views and vistas of heritage assets...

Development in this paddock would certainly not protect or enhance the views of, or from, the Church.

Policy 11 (2b) of the draft North Northamptonshire Strategy states:

... Neighbourhood Plans may identify sites within or adjoining Villages to help meet locally identified needs or may designate sensitive areas where infill development will be resisted or subject to special control;

Two other sites have been identified in Caldecott for an additional 7 dwellings to be developed over the next 5 years. These proposed sites enjoyed wide support within Caldecott and from the Parish as a whole. Together with the four permissions recently granted, this represents a 55% increase in housing stock. There is no evidence of any need for additional housing in excess of this allocation.

There is, however, support for strengthening the protection of the paddock adjacent to the Church to assure its long term rural setting. It is a sensitive setting and in-fill development will be resisted as provided for by **Policy 11 (2b)** of the emerging North Northamptonshire strategy.

This has now been reflected in the designation of the paddock as **LGS19** affording long term protection to these views of a 13th century Church in a unique pastoral setting.

LGS20 – The amenity land between Water Lane and Raunds Road, Chelveston.

In 1905, the Parish Council decided another well was needed, and it was built on this site. The well was 5ft diameter and brick lined. Resident James Morris won the contract at £5 19s [£5.95] with a further £5 spent on the pump. The pump can still be seen in this image from the late 1940s.



LGS20 is adjacent to the alms house built 1708 for the James & Thomas Sawyer charity (still operating). The Alms Houses were sold to Oundle & Thrapston Rural District Council (ENC predecessor) in 1948 and subsequently demolished. The alms houses can be seen in the rear of the image.

The image below shows the site as it looks today occupying approximately 0.05ha.



The site has been used in the past for the maypole and for the Crowning of the May Queen as shown in the images below from circa 1926 and in 1986.



POLICY RoW – Protecting and improving the Rights of Way network

POLICY OBJECTIVE:

To enable residents to enjoy an active outdoor life and to connect all the settlements in the Parish by safe walking routes.

POLICY STATEMENT:

RoW – Working with Northamptonshire County Council, the Rights of Way network in the Parish will be protected, and where possible enhanced by:

- i. resisting all attempts to reduce the number of paths or bridleways, or to change their route unless alternative routes of equivalent amenity are provided,***
- ii. providing a safe walking route from Chelston Rise to Caldecott, connecting the settlement into the Rights of Way network,***
- iii. completing the path from the end of Water Lane to Bidwell Lane.***

POLICY JUSTIFICATION:

In the Neighbourhood Plan poll, residents were clear that the extensive Rights of Way network was one of the Parish's best amenities. It is now possible to reach several of the surrounding towns and Villages without using the road network. It is also possible to walk directly from the Parish to the Stanwick and Irthlingborough Lakes amenities and to connect with the *East Northamptonshire Greenway*.

With over 50% of adults being home based (2010 appraisal [Ref [9](#)]), there is a demand for good walking and safe cycling routes. Many residents walk the paths daily, and this promotes a strong sense of community and shared values.

The walking leaflet, *Around the Chelveston Plateau*, produced in 2010 by the Parish Council

and neighbouring parishes [Ref [25](#)] has been very popular with residents.

Local scout groups also walk the network, using Chelveston Village Hall as a base for local orienteering challenges.

The recent renewable energy and waste management developments on the airfield have had a detrimental impact on the visual amenity of the Rights of Way network, but this should improve as some of the screening and landscaping measures are implemented. The level of HGV traffic is a particular problem as the main bridleway and cycling route on the site is also the track used by vehicles. When the site was primarily agricultural, this was not a problem as vehicle traffic was much lower.

POLICY TRF – Traffic Management and Parking

POLICY OBJECTIVE:

To discourage speeding through the Village, and minimise parking which obstructs the footways or creates other hazards for pedestrians or traffic.

POLICY STATEMENT:

TRF – Working with Northamptonshire Highways, the Parish Council may implement measures over the period of the plan (2016-2031) which aim to discourage speeding, dangerous driving and dangerous parking in the Village. These may include:

- i. changes to road layouts, with width restrictions, chicanes or traffic islands,**
- ii. average speed cameras,**
- iii. double yellow lines in areas of particular hazard,**
- iv. new parking bays outside the Star & Garter,**
- v. changes to signage, road markings or other road furniture.**

All developments in the Village must show that they are not exacerbating problems in the areas of known hazard and should show how they are contributing towards improving the situation. Specifically:

- vi. all developments in the Village should provide sufficient off street parking for all residents and visitors [Ref 59],**
- vii. developments around Sawyers Crescent and Raunds Road must contribute towards the widening of Sawyers Crescent and the calming of traffic around the Sawyers Crescent and Britten Close junctions,**
- viii. developments in the High Street/The Green area must demonstrate how they are contributing towards improving road safety at the B645/B663 junction,**
- ix. developments in Bidwell Lane must demonstrate how they are contributing towards calming of traffic through this new residential area.**

POLICY JUSTIFICATION:

All of the Parish Appraisals (1994, 2002, 2004, 2010, 2013) [Ref 9] have identified the same areas of hazard in the Village. These are shown in Table 5.4. The appraisals have also shown that vehicle ownership now averages more than one vehicle per adult in the Parish. This reflects the fact that there is very limited scheduled public transport and few local amenities. Access to most amenities and employment needs a vehicle.

Table 5.4 Areas of known hazard

Location	Known Hazards
The junction of the B663/B645	<ul style="list-style-type: none"> • Parking on the blind bend, and the <i>High Street/The Green Junction</i> • Blind exit from <i>Cornerhouse Cottages</i> • View obstructed leaving <i>Middle Farm</i> yard • Vehicles turning at speed from <i>Higham Road</i> • Blind exit from <i>Foot Lane</i>

Table 5.4 Areas of known hazard (cont.)

Location	Known Hazards
<i>Higham Road</i>	<ul style="list-style-type: none"> • Speeding down the hill and around the bend towards the B663 or Kimbolton. There have been two instances of vehicles leaving the road and damaging the memorial. • HGV access and parking at <i>JST Fork Trucks</i>.
<i>Kimbolton Road</i>	<ul style="list-style-type: none"> • Vehicles entering the Village at speed around the bends near the pub. There have been frequent instances of vehicles leaving the road in this area and damaging road furniture.
<i>Raunds Road</i>	<ul style="list-style-type: none"> • Speeding down the straight section from <i>Pretoria Cottages</i> to <i>Sawyers Crescent</i>, making exit from all the properties and from <i>Britten Close and Sawyers Crescent</i> hazardous.
<i>Sawyers Crescent and St Georges Row</i>	<ul style="list-style-type: none"> • Obstruction of footways by parked vehicles because of the narrow width of the road and absence of off-road parking.
<i>Water Lane/St Georges Row</i>	<ul style="list-style-type: none"> • Speeding vehicles using this route as a “rat run” to reach Raunds.
<i>Hillside</i>	<ul style="list-style-type: none"> • Obstruction of the footways by parking caused by the narrow width of the road and absence of off-road parking.
<i>Caldecott Road</i>	<ul style="list-style-type: none"> • Speeding down the straight section from <i>School House</i> to <i>Bidwell Lane</i>.
<i>C59 Newton Road</i>	<ul style="list-style-type: none"> • Speeding down from Chelston Rise into and through Caldecott.
<i>Upper Higham Lane</i>	<ul style="list-style-type: none"> • Very narrow to be the primary route for HGV traffic to the former Chelveston Airfield and to the <i>Upper Higham Lane</i> Industrial estate.
<i>Bidwell Lane</i>	<ul style="list-style-type: none"> • Now being used as a “rat run” for traffic from Chelston Rise towards Higham Ferrers. This road is too narrow for this level of traffic, and the speed of vehicles puts riders from the equestrian centre at risk.

Table 4.6 shows the extent of speeding throughout the Caldecott and Chelveston settlements, with well over 15% of vehicles exceeding the speed limit by a significant margin. Table 4.7 shows the attempts made to date to calm traffic. Clearly further work is needed, particularly given the increase in traffic to/from Raunds which will result from the 460 house *Darsdale Farm* development less than two miles

from Chelveston. The primary exit route from this site will be on to an island on the B663, with the slip road directed towards Chelveston. This is expected to result in an additional 550 vehicle movements a day down the *Raunds Road* into Chelveston (assuming 30% of traffic from the development comes south). All of these vehicles will reach the B663/B645 junction which is the area with the most significant safety concerns.

5.3 Employment, Industrial and Commercial Policies

POLICY EC – Employment opportunities and commercial activities

POLICY OBJECTIVE:

To create and maintain local employment and commerce opportunities, whilst preserving the quiet, rural nature of the Parish and protecting the amenity of residents.

POLICY STATEMENT:

EC – Local employment opportunities and commercial activities will be encouraged in the Parish provided that they do not detract significantly from the amenity of residents who value the quiet rural nature of the Village.

i. within the settlement boundaries the following activities will be encouraged (subject to constraints):

- a. the Star & Garter Public House (EC1a),***
- b. the Wildacre Residential Home (EC1b),***
- c. home based business (EC1c).***

ii. the majority of commercial and industrial activity will be situated primarily outside the settlement boundaries in the locations defined in sub-policies EC1d – EC1e,

iii. the expansion or development of other businesses within the settlement boundaries will be considered, unless these would have unacceptable impacts upon the amenity of local residents.

POLICY JUSTIFICATION:

Historically (until 1970) the Parish had eight working farms that provided employment for many local labourers. In addition, there were also several small shops, the pub and a working men’s club. We now have just two working farms, the pub, a residential care home and two bed/breakfast businesses at the heart of the Parish. The *JST Fork Trucks* business may be moving out of the centre of Chelveston as part of this plan.

The remaining farms (*Manor Farm* and *Poplar Farm*) in Caldecott have now diversified extensively and do provide local employment opportunities. The pub now has extended opening hours and has a successful restaurant, both of which employ local people. *Wildacre* on the *Raunds Road* is a small residential home for nine residents and employs local carers. On the Parish boundary, within walking distance, is

Rushden Golf Club which also employs local young people.

The *Upper Higham Industrial Estate* has become the main operating base for the Carr Bros. haulage business and is also the base for other industrial businesses. Access to the site is directly off *Upper Higham Lane*, which is also the mandated route for HGV traffic using the former airfield. The site is at least 400m from the nearest property in the Parish. As such this site is well suited to its present use for employment purposes. There is significant empty, but previously developed, space within the curtilage of the site and the use of this space for additional employment activity would be supported.

All of these businesses are important to the Village and our policy is to encourage their success provided that they do not detract from

the amenity of other residents. Each is covered by a separate sub-policy statement.

The former Chelveston Airfield is not allocated for employment and commercial activity other than the uses specified in:

- **Policy REN** (this document)
- The Northamptonshire Waste and Minerals Local Plan [Ref. [46](#)]
- The emerging North Northamptonshire Joint Core Strategy [Ref. [45](#)]

In the emerging North Northamptonshire Joint Core Strategy [Ref. [45](#)], the site is allocated as a renewable energy park but not as a site for housing, commercial or industrial activity.

The National Planning Policy Framework does require neighbourhood plans to make adequate provision of sites for housing and commercial activity. **Policies H5a, H5c, H5d, H5h, EC1d and EC1e** allocate sufficient sustainable sites for housing and commercial activity in Caldecott and Chelston Rise.

POLICY EC1a – Star & Garter Public House and Restaurant

EC1a – Development/refurbishment of The Star & Garter Public House and Restaurant facilities and its outbuildings to create additional amenity space will be considered provided that:

- i. the development does not extend beyond the settlement boundary,***
- ii. the developments are wholly ancillary to the function of the pub,***
- iii. additional vehicle parking facilities are provided to the rear,***
- iv. the street scene to The Green is maintained,***
- v. the development does not detract from the amenity of neighbouring properties.***

POLICY EC1b – Wildacre Residential Home – Raunds Road

EC1b – The development of additional amenities and accommodation at the Wildacre Residential Home on Raunds Road will be considered provided that:

- i. the development is an extension to the main house on an appropriate scale and sympathetic to adjacent and surrounding properties, which does not extend beyond the settlement boundary and the footprint of the existing rear building,***
- ii. the developments are wholly ancillary to the use of the main house as a care home,***
- iii. additional vehicle parking facilities are provided to the rear,***
- iv. the development does not detract from the amenity of neighbouring properties.***

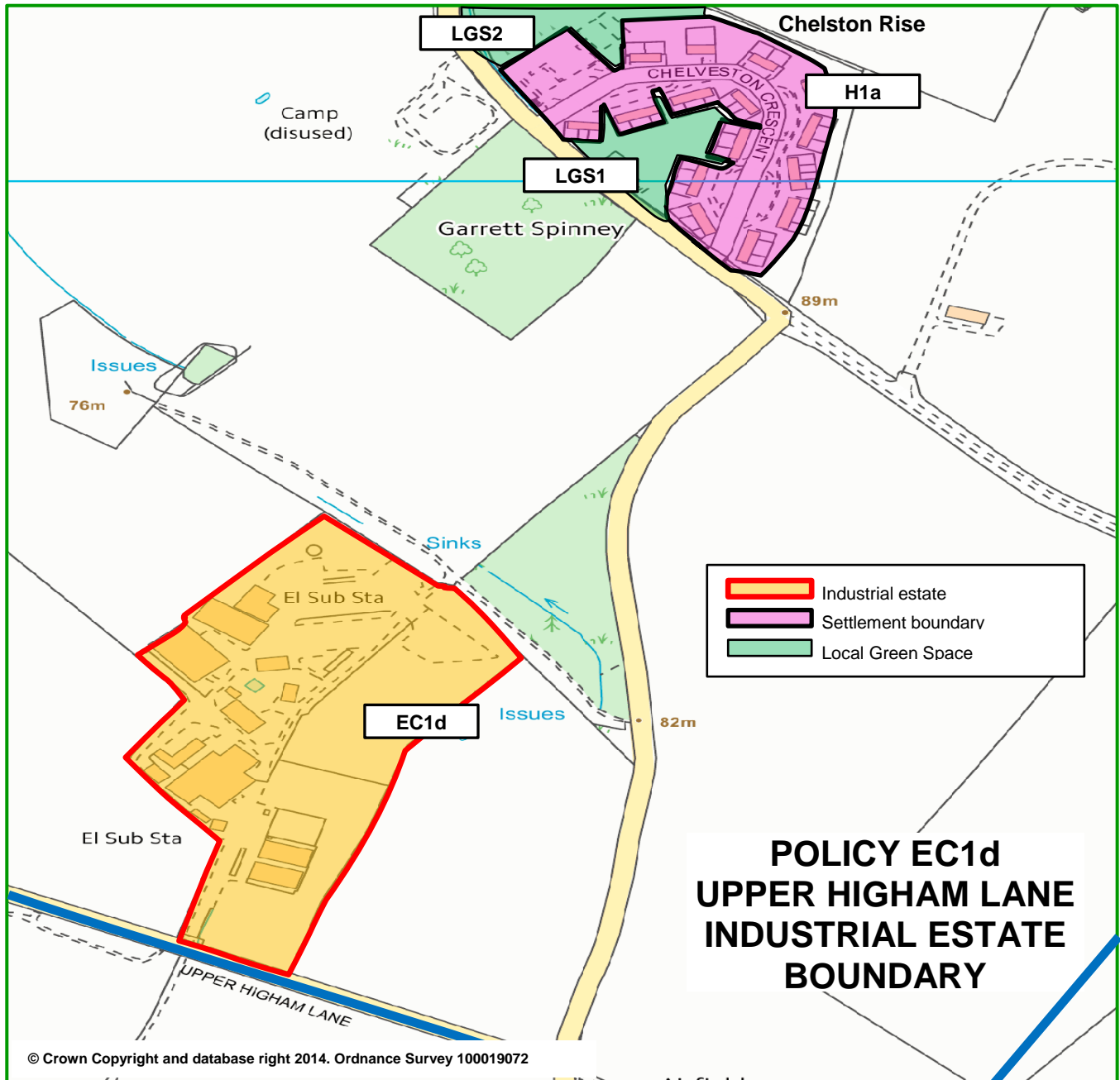
POLICY EC1c – Home based businesses

EC1c – The use/change of use of residential properties and associated out-buildings within the settlement boundaries for the running of businesses will be considered provided that:

- i. the property is still used mainly as a private residence,***
- ii. the business does not result in a marked rise in traffic or people calling,***
- iii. the business does not involve any activities unusual in a residential area,***
- iv. the business does not disturb neighbours or create other forms of environmental nuisance,***
- v. extensions or developments are wholly ancillary to the use of the main property,***

- vi. additional vehicle parking requirements are accommodated off road,
- vii. the development does not detract from the amenity of neighbouring properties.

POLICY EC1d – Upper Higham Lane Industrial Estate



EC1d – The Upper Higham Lane site is allocated for B1, B2, B8 uses (including heavy haulage) provided that:

- i. new buildings are of a form and design appropriate to the location and of a height no greater than those existing already,***
- ii. new buildings are built on previously developed land, and not on the neighbouring green fields or the spinney,***
- iii. no additional HGV traffic, above that already permitted, will travel through Chelston Rise or Caldecott,***
- iv. the businesses do not disturb residents or create other forms of environmental nuisance,***
- v. additional vehicle parking requirements are accommodated off-road.***

POLICY EC1e – Farm diversification – Manor Farm and Poplar Farm

A. The continued diversification of Manor Farm and Poplar Farm will be supported with a range of activities permitted:

- i. equestrian leisure activities, including stabling, horse riding and horse/rider training,***
- ii. B1 uses including offices and light industrial use (e.g. small fabrication or repair workshops and vehicle maintenance), provided that these activities would be appropriate near a residential area,***
- iii. B8 uses including storage (primarily internal) and distribution (light haulage only).***

B. Activities which will not be permitted include:

- i. B2 uses (heavy industry),***
- ii. businesses which would be inappropriate near a residential area,***
- iii. businesses requiring an increase to the existing HGV vehicle traffic or a marked increase in light vehicle traffic through Caldecott or Bidwell Lane,***
- iv. businesses requiring an increase in the number of HGV vehicles permitted under the existing vehicle operating licence relating to Poplar Farm,***
- v. businesses which disturb residents or create other forms of environmental nuisance.***

C. The re-use and conversion of farm buildings for commercial use will be permitted provided that:

- i. the buildings remain of a form and design appropriate to the location and do not detract from the nearby listed and traditionally constructed farm buildings,***
- ii. additional vehicle parking requirements are accommodated off-road,***
- iii. the development does not detract from the amenity of neighbouring properties.***

POLICY REN - Renewable Energy Policies

POLICY OBJECTIVE:

To support the generation of electricity from renewable sources, whilst preserving the quiet, rural nature of the Parish and protecting the amenity of residents.

POLICY STATEMENT:

REN – The Parish supports the generation of electricity from renewable resources in appropriate locations, and the use of low carbon technologies for heating and powering properties, provided that the cumulative visual, landscape and environmental impacts can be appropriately mitigated.

Specifically the Parish will support:

- i. the roof spaces of all commercial and farm buildings as suitable locations for large scale PV solar panel installations,***
- ii. the installation of external air source heat pumps, if the noise and visual impact are effectively mitigated,***
- iii. farm scale anaerobic digestion facilities for the processing of locally produced digestible materials, provided that there is no impact on the nearby settlements.***

The Parish will not support:

- i. further wind turbine installations which impact adversely on the key street scenes identified in policy H4,***
- ii. any expansion of the waste management/anaerobic digestion facilities which generates an unsustainable increase in HGV traffic on the surrounding rural roads,***
- iii. the installation of additional, renewable energy facilities outside the areas designated as REN1, unless the impact on nearby residents can be effectively mitigated,***
- iv. activities or facilities which lead to an unsustainable increase in vehicular activity on the airfield site or through the settlements of Caldecott and Chelston Rise.***

POLICY REN1 – Specific Policy Statements relating to the former Chelveston Airfield

- A. In accordance with the National Planning Policy Framework, the majority of the former Chelveston Airfield is recognised as a naturalised green-field site, where the majority of temporary war-time structures and surface fixtures have blended into the landscape with time.***
- B. Some structures remained after military use ceased, and the footprints of these structures are recognised as previously developed and in continuous use since. These include:***
 - i. the garage used to store and maintain historical transport vehicles since 1978,***
 - ii. the foundation pad of the J-Type hangar demolished in 1999,***
 - iii. the unmanned communication building adjacent to the site of the demolished “Boxer Mast”,***
 - iv. the Nissen huts at the north eastern end of the site used for fire training (refurbished as part of 11/00854/NCC),***
 - v. the central compound now used for offices and as the site of the new waste***

- processing station (permitted as part of application 08/00194/NCC),*
- vi. the derelict admin/stores building (permitted for re-use as a transformer and switch gear housing under 08/00451/FUL),*
- vii. the Government Pipeline and Storage System (GPSS) site.*

C. The recent wind turbine and solar PV panel renewable energy installations, are temporary structures. These have been granted a 25 year life span, after which time the sites must be restored to full agricultural use unless further permissions are secured.

D. The site's Rights of Way Network has important amenity value which pre-dates its use for renewables. Developments on the site should therefore protect or enhance the amenity value of the Rights of Way network. The Parish Council will work with the land owner to achieve this.

E. The site is not allocated for general employment and commerce use beyond the permissions already granted.

F. The Fire Service Training Centre at the north eastern end of the site is recognised as re-using existing buildings with additional temporary structures. Further use and development of this training centre will be supported provided that:

- i. no new permanent buildings are erected,*
- ii. all temporary structures are screened with planting and painted to minimise their impact on the rural landscape when viewed from the B645 and the Rights of Way,*
- iii. all temporary structures are maintained during their life and are removed from the site within three months when no longer required or fit for use,*
- iv. new and modified uses do not involve an unsustainable increase in traffic through Caldecott and Chelston Rise,*
- v. all vehicular access uses the southern entrance to the site.*

G. The site to the north of footpaths MM16 is allocated for further renewable energy installations and activities, provided that:

- i. no new permanent buildings are erected on the naturalised green-field areas beyond those already permitted, so as to minimise the cumulative impact on the rural landscape,*
- ii. new structures do not exceed the height of the currently permitted buildings (12.36m), so as to minimise the cumulative impact on the rural landscape,*
- iii. all temporary structures are screened with planting and painted to minimise their impact on the rural landscape when viewed from the B645 and the Rights of Way,*
- iv. all temporary structures are maintained during their life and are removed from the site when no longer required or fit for use,*
- v. new and modified uses do not involve an unsustainable increase in traffic through Caldecott and Chelston Rise,*
- vi. the impact of additional HGV traffic on residents at Chelston Rise and the users of the Rights of Way network is effectively mitigated,*
- vii. developments protect or enhance the amenity value of the Rights of Way on the airfield.*
- viii. all fencing is of a form appropriate for a rural environment.*

H. Developments or non-agricultural activities south of footpath MM16 will not be supported unless the cumulative impact of these activities on nearby residents can be effectively mitigated.

POLICY JUSTIFICATION:

The NPPF is strongly supportive of renewable energy projects situated in appropriate locations. In paragraph 97, it requires local councils to consider identifying suitable areas for renewable energy and low carbon sources. It also requires councils to ensure that adverse impacts are addressed satisfactorily, including cumulative landscape, environmental and visual impacts.

Cumulative impact is of particular concern in the Parish. Chelveston-cum-Caldecott now has the highest concentration of renewable energy facilities anywhere in the District. The following permissions have already been granted on the former airfield:

- 9 wind turbines each 125m high
- A series of solar arrays covering approximately 102 hectares
- 49,000 tonne per annum anaerobic digestion plant with associated HGV traffic movements (operating licence being used by Kier Services for the District's waste collection service)
- 3 bio-diesel generators with associated switch gear

Applications were granted in the face of significant local opposition from all the surrounding villages. Objectors were concerned about the cumulative impact on the visual amenity of this site, a plateau which is one of the highest points in the District. The historic Rights of Way network was restored when the airfield was decommissioned, before being sold to the present owner, and the site was being enjoyed by residents from Northamptonshire and Bedford Borough.

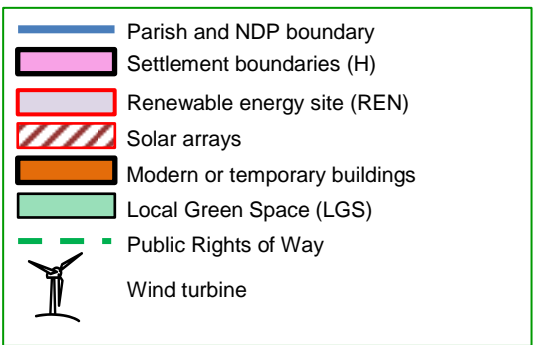
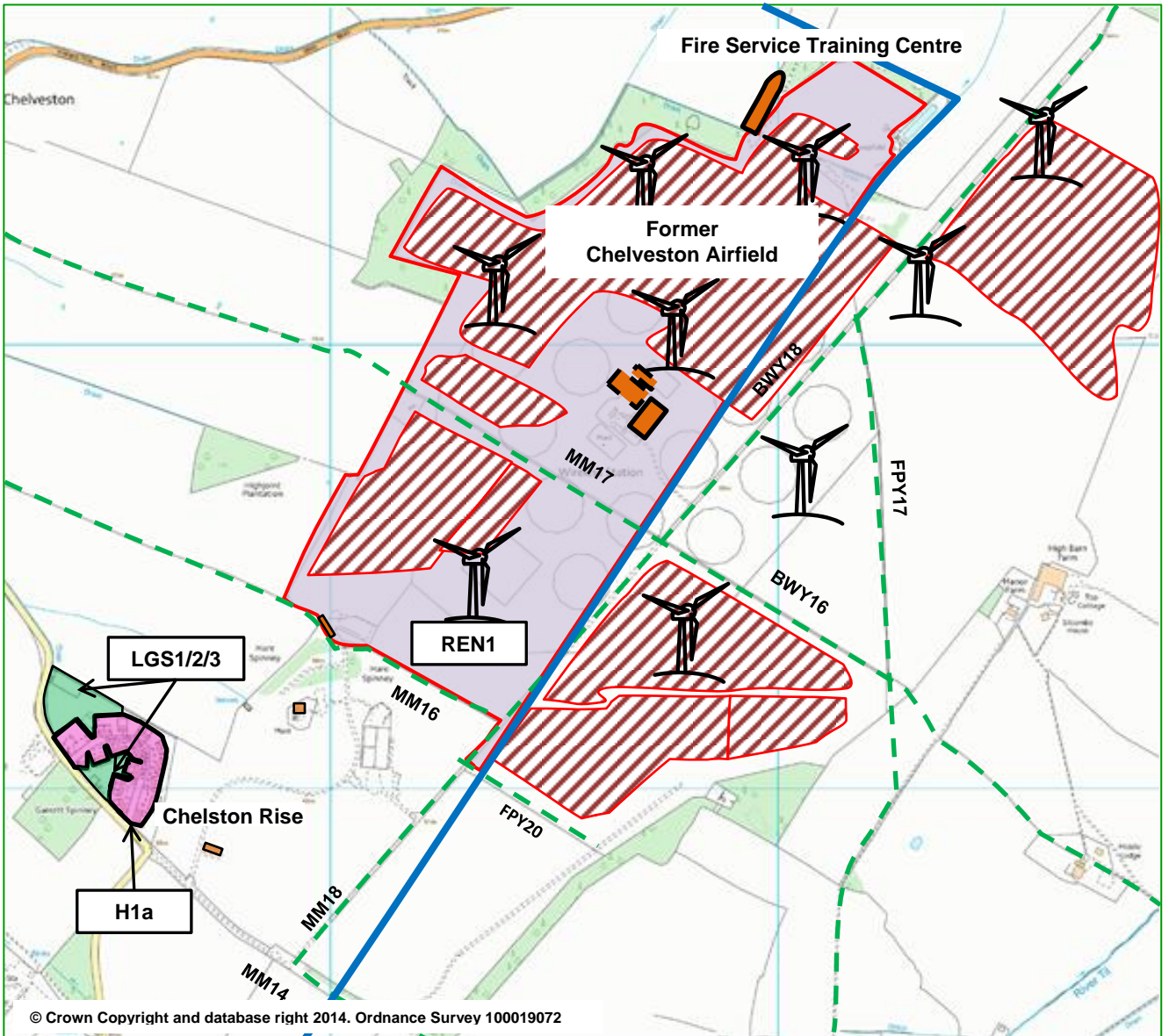
The erection of a large waste transfer building, the nine turbines and two solar arrays have all had an impact on the Rights of Way network and on the rural aspect of the site. The HGV traffic using the airfield (now mainly waste management vehicles), and cars of employees, have also had an impact on the rural setting.

Residents of Caldecott and Chelston Rise have raised many complaints about HGV vehicles using the narrow roads through the Villages

rather than the approved HGV route via Upper Higham Lane. The companies operating on the former airfield have worked hard to avoid HGV traffic using the villages, but it has not proved possible to enforce this completely.

In their reports, planning officers and a planning inspector have acknowledged the negative cumulative impact of these proposals on nearby residents, and on the amenity of walkers and riders using the Rights of Way. Some mitigation of these impacts has been sought through planting but there is no evidence that this has been effective in mitigating the impact to date. A 25 year lifetime has been granted for the turbines and solar arrays, recognising that they might not be appropriate technologies and structures for the site in perpetuity. This would allow any long term negative impacts to be addressed. Future applications should take this into account, ensuring that cumulative impact is addressed.





Former Chelveston Airfield and its relationship to the Chelston Rise Settlement

5.4 Monitoring and review of the plan

The Parish Council will ensure that this Neighbourhood Plan is actively managed over the next 20 years. The Plan will be reviewed periodically to ensure that it takes into account possible changes in national planning policy or to the East Northamptonshire District strategic planning policy framework.

Each Annual Parish Council meeting, after the Plan's implementation, will include a report: "Delivering the Plan". This will monitor the progress of the Plan in the previous year, and will lay out the likely developments which will be coming forward from the Plan in the following year. The Parish Council website will carry an up to date report on progress with the Plan during its lifetime.

In 2020, 2025 and 2030, there will be thorough five year reviews of progress by a Working Party which will have a wider community base. The purpose of these reviews will be to guide the Parish Council in its stewardship of the Neighbourhood Plan, and to consider the need for proposing a review of, or amendment to, the Plan to East Northamptonshire District Council.

In 2029 the Parish Council will again recruit a Working Party from within the community. Subject to any material changes in legislation, the group will undertake a review and decide on the need for a subsequent Neighbourhood Plan. If a need is identified, the group would begin work on a new 20 year plan, which would come into force in 2031.

SECTION 6: Supporting information and evidence base

6.1 Basic Conditions Statement

The policies defined in this plan meet the basic conditions as required by the *Town and County Planning Act 1990 (as amended) Paragraph 8 (2) of Schedule 4B*. The Basic Conditions statement has been published to accompany this plan [Ref [23](#)].

6.2 Formal Consultation Statement

The Formal Consultation Statement as required by *Part 5, Section 15 of The Neighbourhood Planning (General) Regulations 2012* has been published [Ref [22](#)].

6.3 Sustainability Assessment

Each of the development sites proposed in the NDP have been assessed to ensure that they can be developed sustainably in accordance with the requirements of **NPPF para 7**. This has been published [Ref [28](#)].

6.4 References

The References appendix (<http://ndp.chelveston.org.uk/NDP-References>) to this document lists all of the references to the supporting documents cited in this Plan. It also outlines the other evidence used in the formulation of the policies.

6.5 Acknowledgements

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