



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

**Passed at
referendum**

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**Made by East
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**Neighbourhood Plan
2016-2031**

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CONTENTS

SECTION 1: Introduction	3
1.1 Background to the Neighbourhood Development Plan	3
1.2 How the plan has been developed.....	3
1.3 Consultation with residents	4
1.4 Structure of the rest of the plan.....	6
SECTION 2: Vision, Strategy and Policies	7
2.1 Neighbourhood Plan Vision	7
2.2 Neighbourhood Plan Objectives	7
2.3 Our Neighbourhood Plan Strategy.....	8
2.4 Neighbourhood Plan Policies.....	9
SECTION 3: The Neighbourhood Plan Area.....	10
3.1 The 2015 Parish Boundaries	10
3.2 Historical context for boundaries and civic relationships	11
SECTION 4: Portrait of the Parish.....	12
4.1 Location and natural landscape	12
4.2 Regional context	13
4.3 Development the Parish 1975-1985	13
4.4 Development of the Parish 1986-2014	14
4.5 Parish population	15
4.6 Household size	16
4.7 Housing stock by house type	17
4.8 Estimates of the existing housing stock by bedrooms	18
4.9 Community and leisure facilities	19
4.10 Business and employment.....	23
4.11 Traffic and transport.....	25
SECTION 5: Neighbourhood Plan Policies.....	29
5.1 Housing Development Policies	30
5.2 Amenity Policies	50
5.3 Employment, Industrial and Commercial Policies.....	57
5.4 Monitoring and review of the plan	64
SECTION 6: Supporting information and evidence base.....	65
6.1 Basic Conditions Statement.....	65
6.2 Formal Consultation Statement	65
6.3 Sustainability Assessment	65
6.4 References	65
6.5 Acknowledgements.....	65

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.

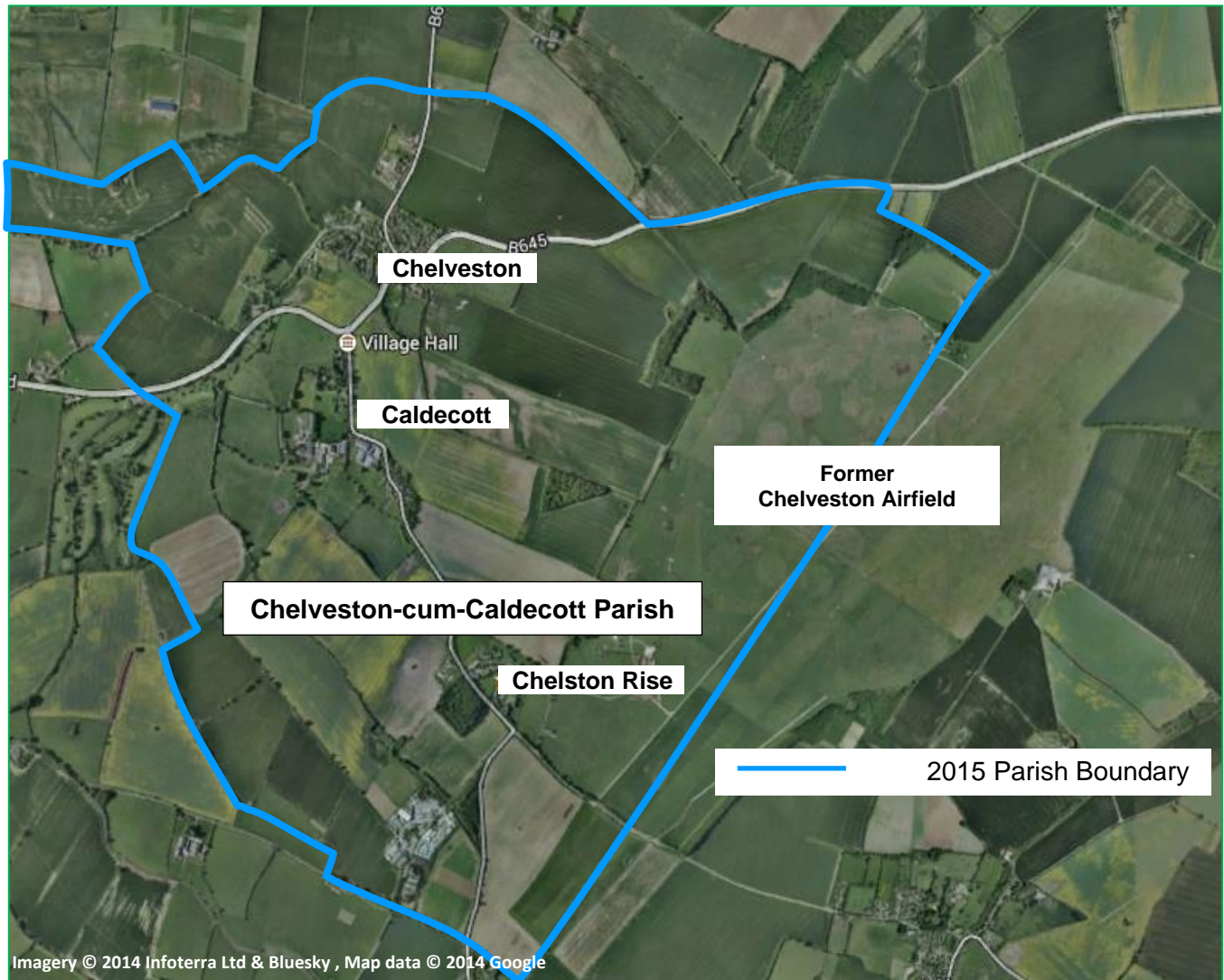


Figure 1.1 Chelveston-cum-Caldecott Parish

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.

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	Development site allocations
H5	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

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

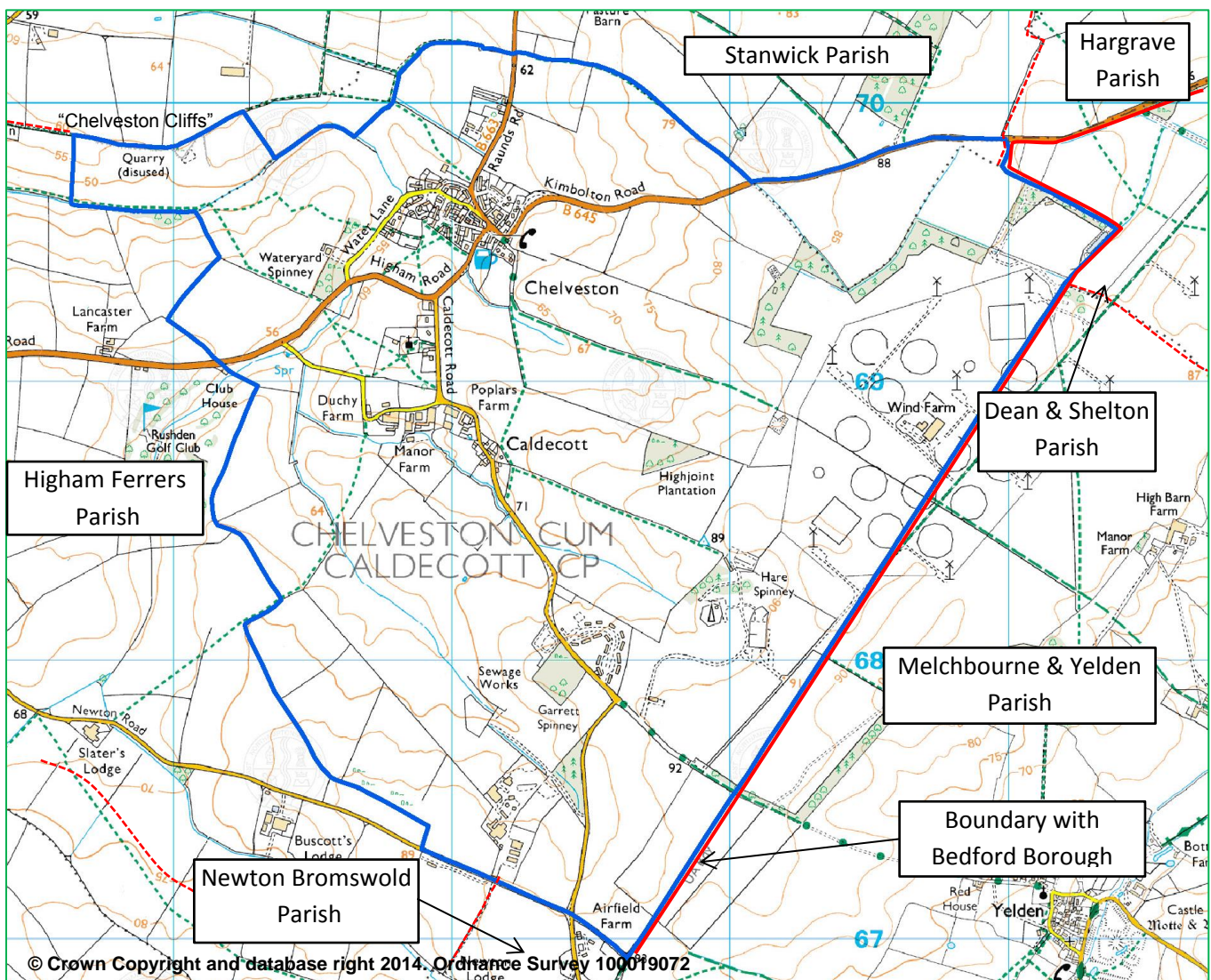


Figure 3.1: 2015 Parish Boundary (solid blue)

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



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

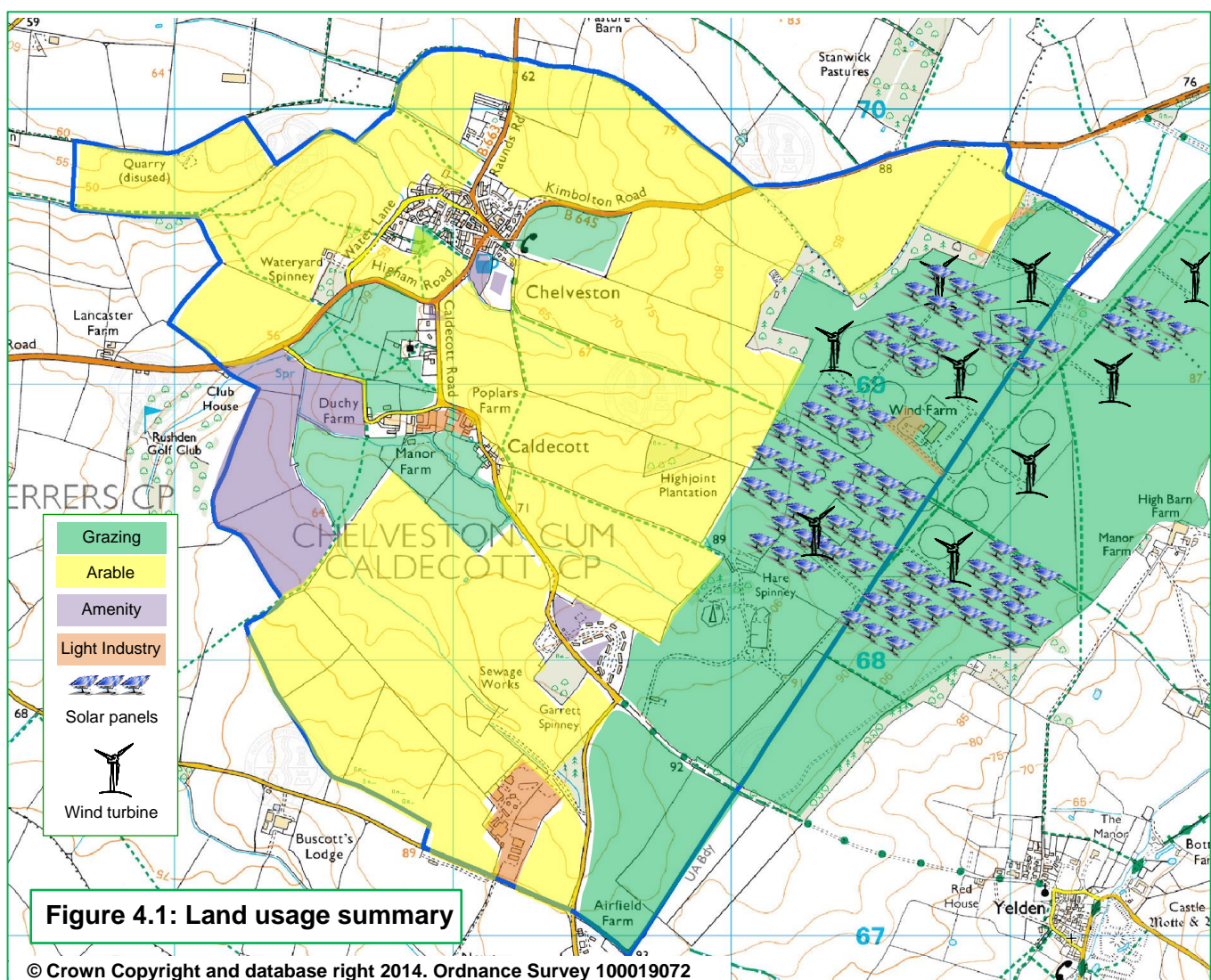
4.1 Location and natural landscape

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.

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

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.

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		

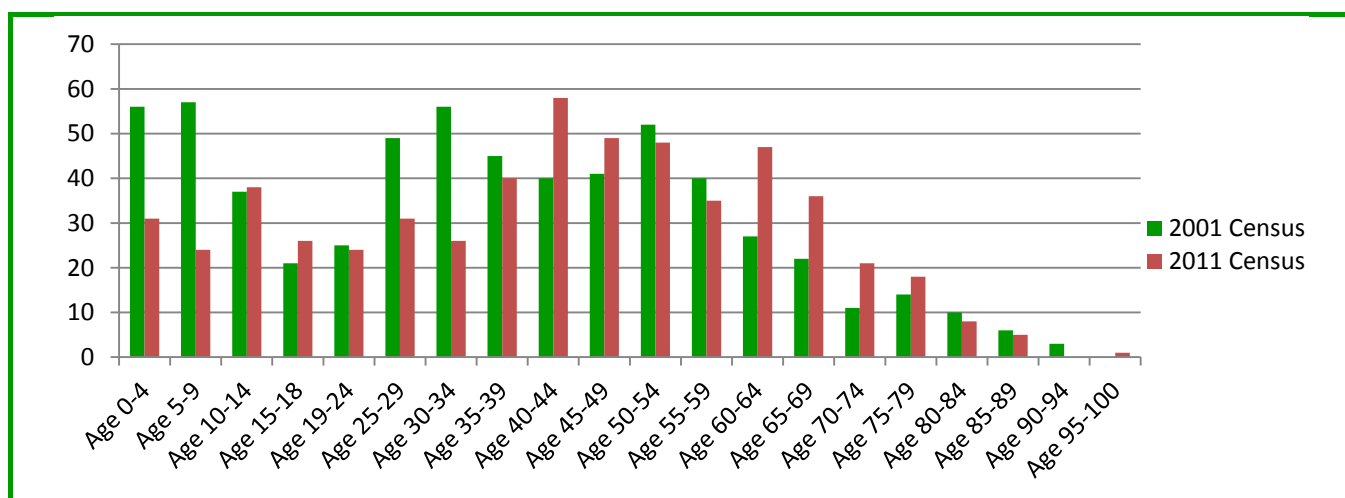


Figure 4.2: Resident Age Profile 2001-2011 Census Data

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.

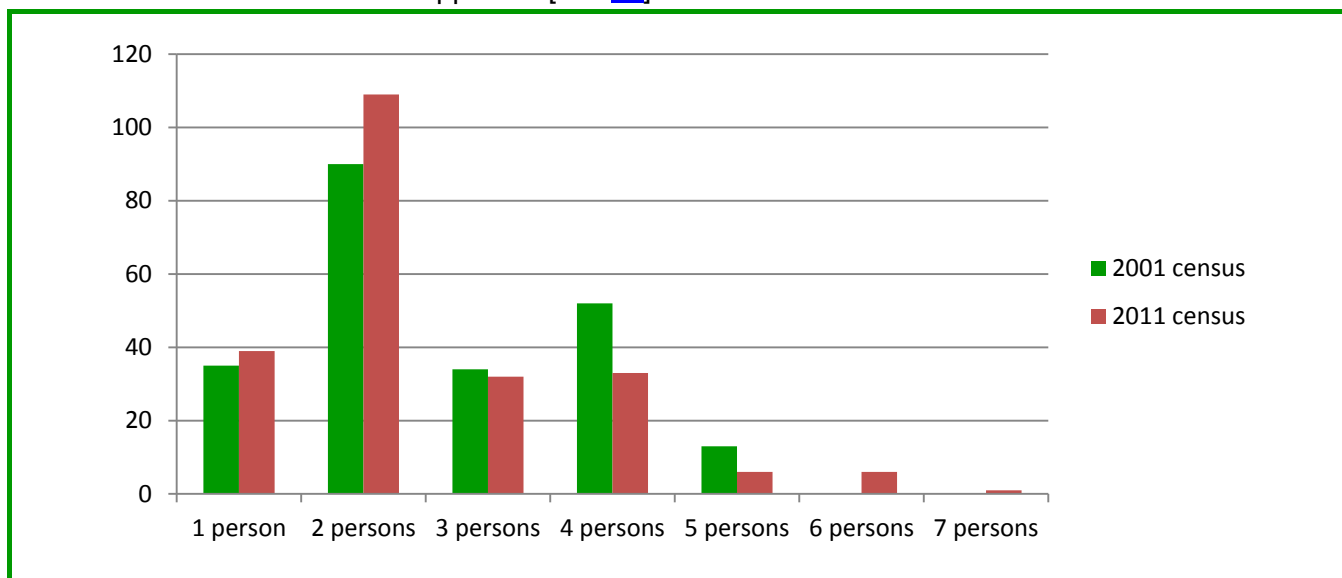


Figure 4.3: Household occupancy 2001-2011 census data

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 bedroomed 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).

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.



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.

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 allotment set-up costs were covered by external grants, and they are now entirely self-financing with no net impact on the Parish Council finances.



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 provided 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 H4f.

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 is one Bed and Breakfast business based in the Village with a total of three available bedrooms. This is well used by transient and

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

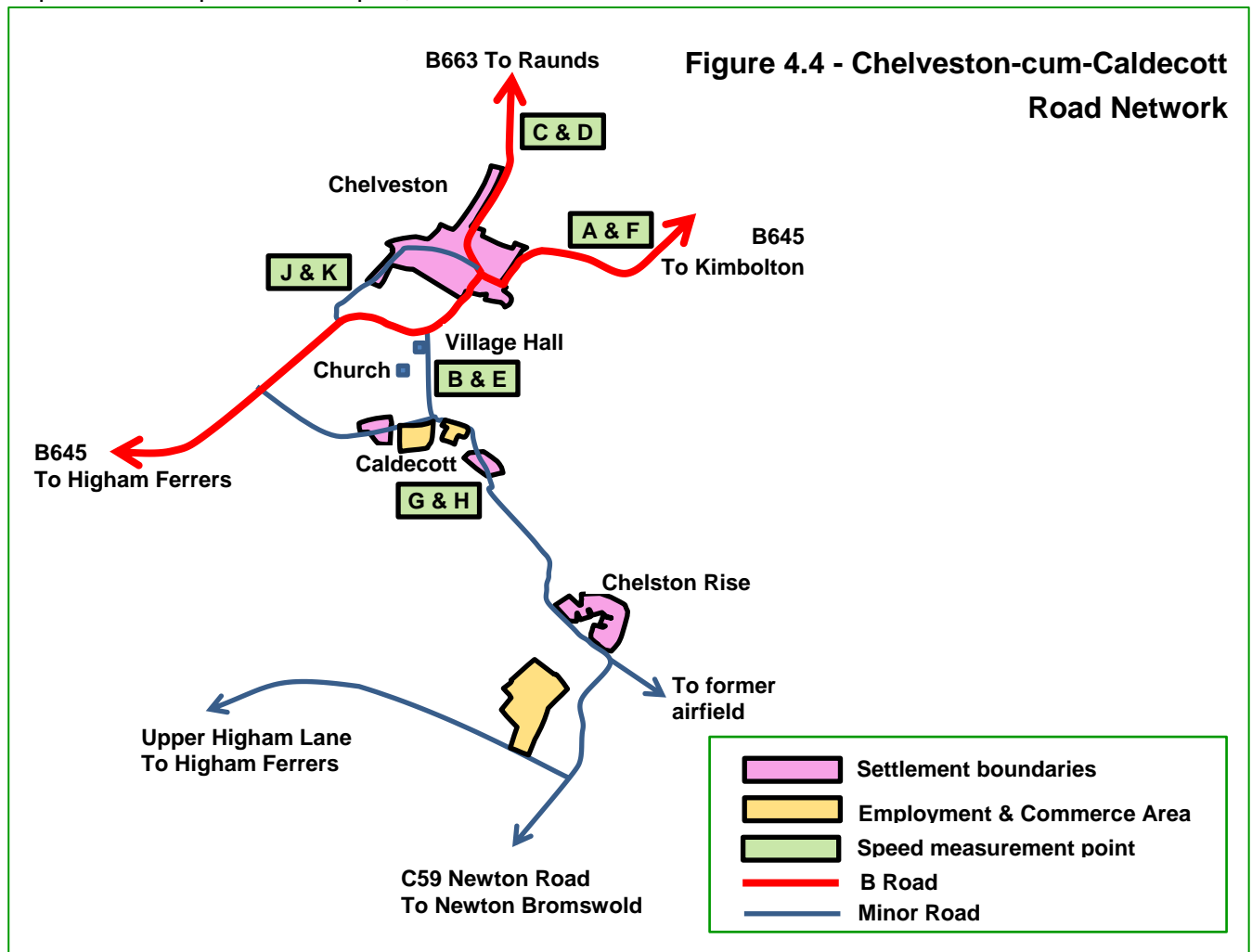
4.11 Traffic and transport

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 no public transport. Chelston Rise is further isolated by the fact that there is no footway connecting it to Caldecott.

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 but this ceased in 2015.



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 H4**) 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.



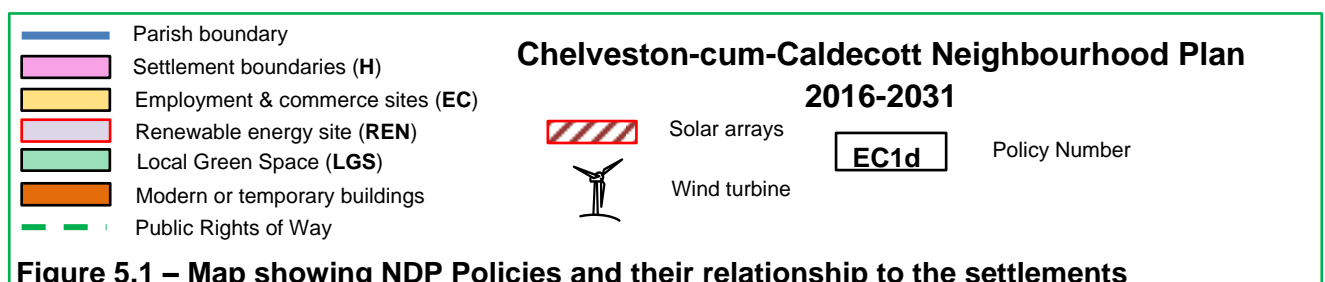
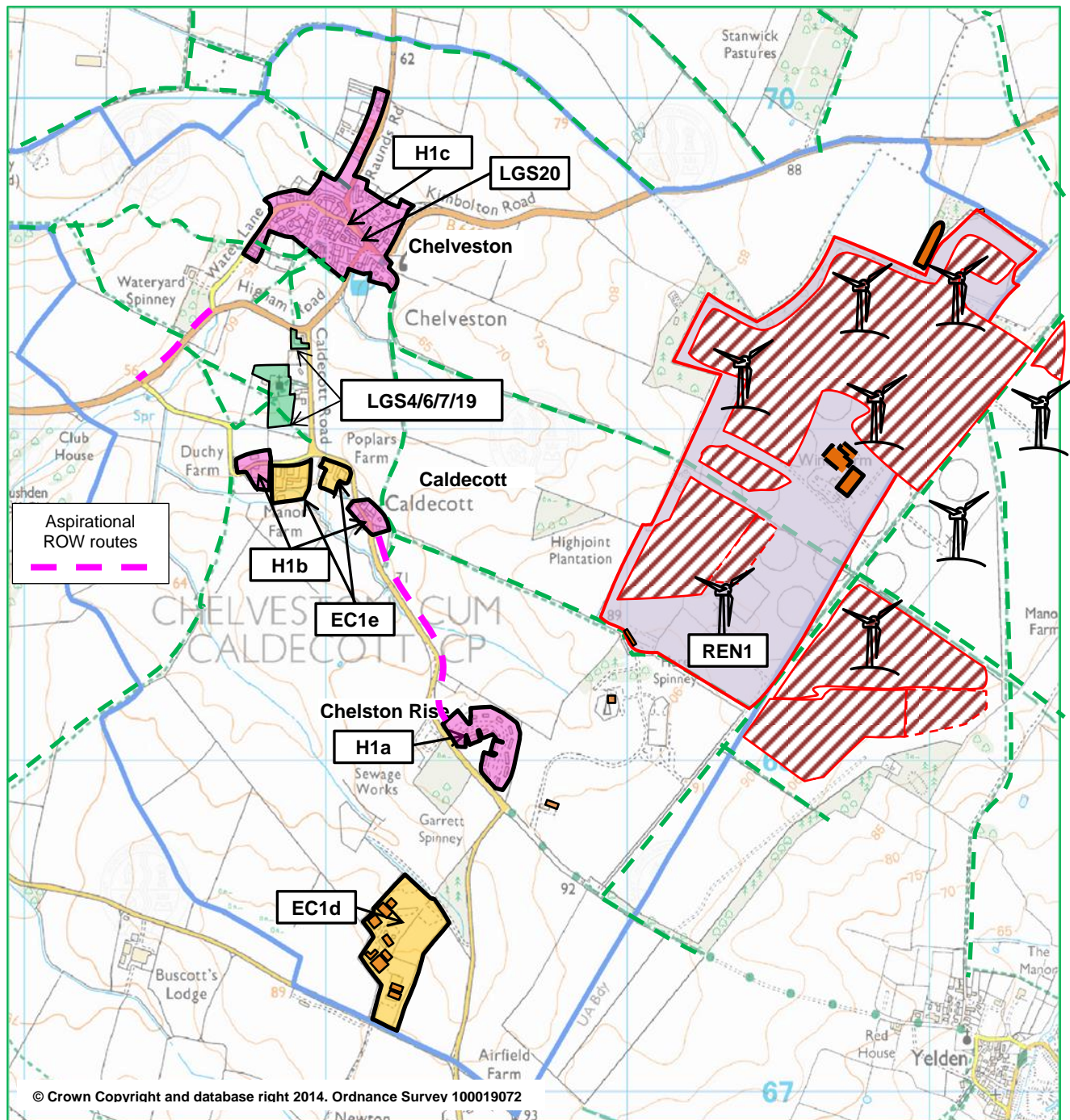
Hillside footway parking



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.



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

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	Development site allocations		
H4a	NDP-S001 – <i>Bidwell Lane</i>	H4e	NDP-S006 – <i>Raunds Rd/Sawyers Cres</i>
H4b	NDP-S002 – <i>Kimbolton Road</i>	H4f	NDP-S013 – <i>JST Fork Trucks</i>
H4c	NDP-S004a – Caldecott	H4g	NDP-S019c&d – Chelston Rise
H4d	NDP-S004b – Caldecott		
H5	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 small scale infill housing proposals will be supported within the settlement boundaries defined on Figures 5.2, 5.3 and 5.4 where this would not materially harm the character of the settlement and residential amenity or exceed the capacity of local infrastructure and services. Housing development will not be supported outside or adjacent to the defined settlement boundaries unless it is a rural exception scheme, or there are special circumstances for an isolated new home such as:

- i. the development would represent the optimum viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or***
- ii. where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or***
- iii. the design of the dwelling is of exceptional quality or innovative nature.***

For residential development within the Upper Nene Valley Gravel Pits SPA/Ramsar site 3km buffer zone, as shown in the Local Plan, financial contributions to mitigate the adverse impacts of development within the SPA/Ramsar site will be sought in accordance with the addendum to the SPA Supplementary Planning Document: Mitigation Strategy.

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...*

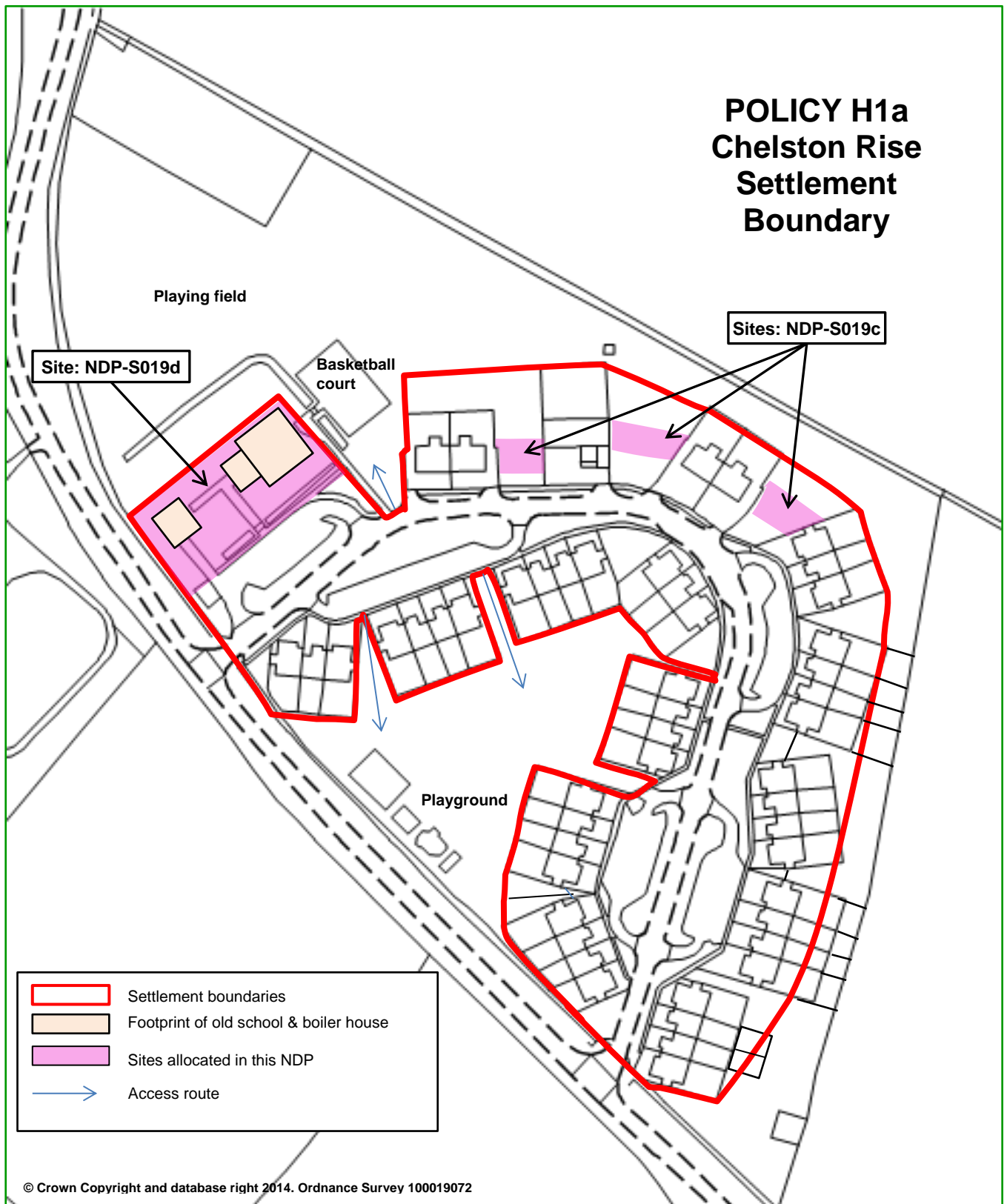


Figure 5.2 – Policy H1a – Chelston Rise Settlement Boundary

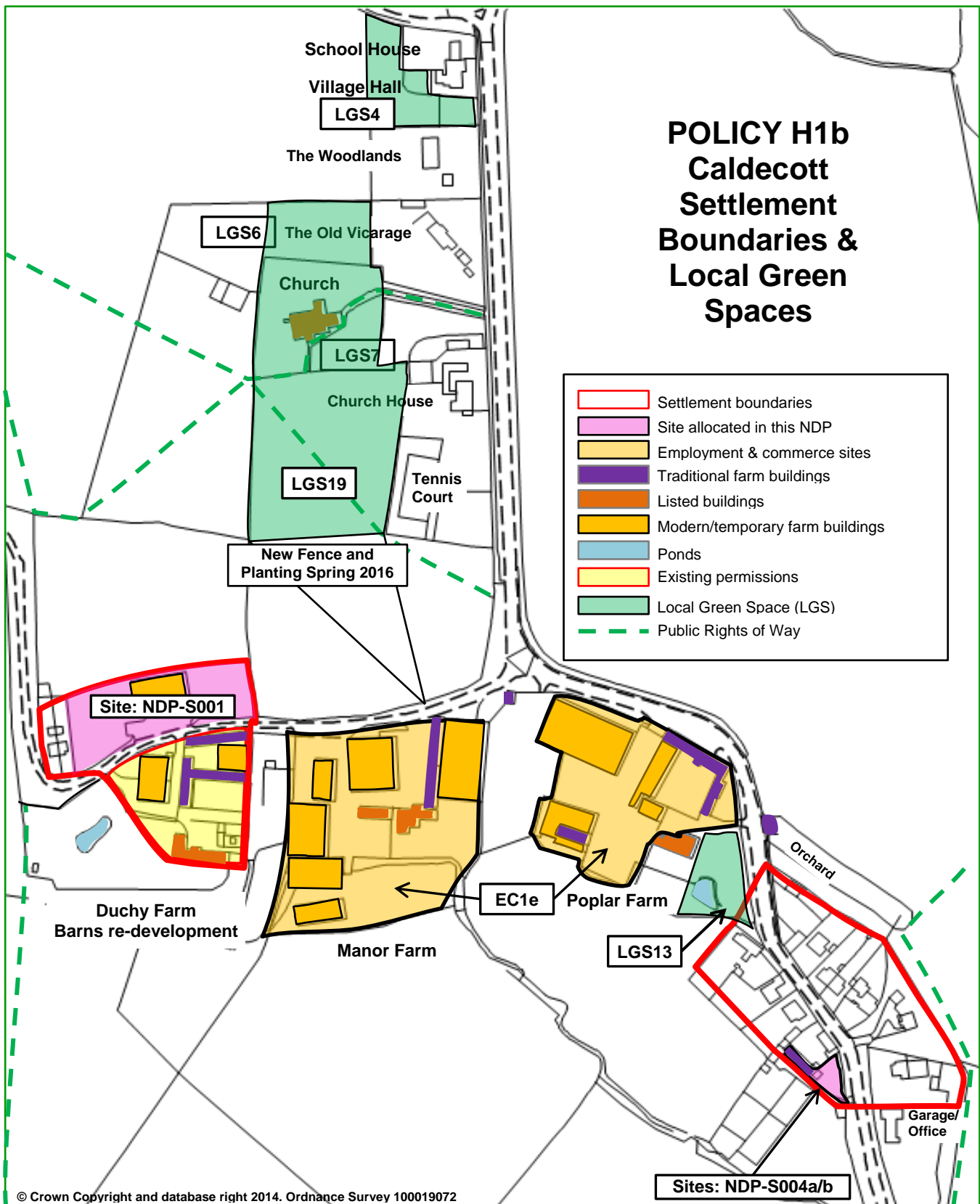


Figure 5.3 – Policy H1b – Caldecott Settlement Boundaries

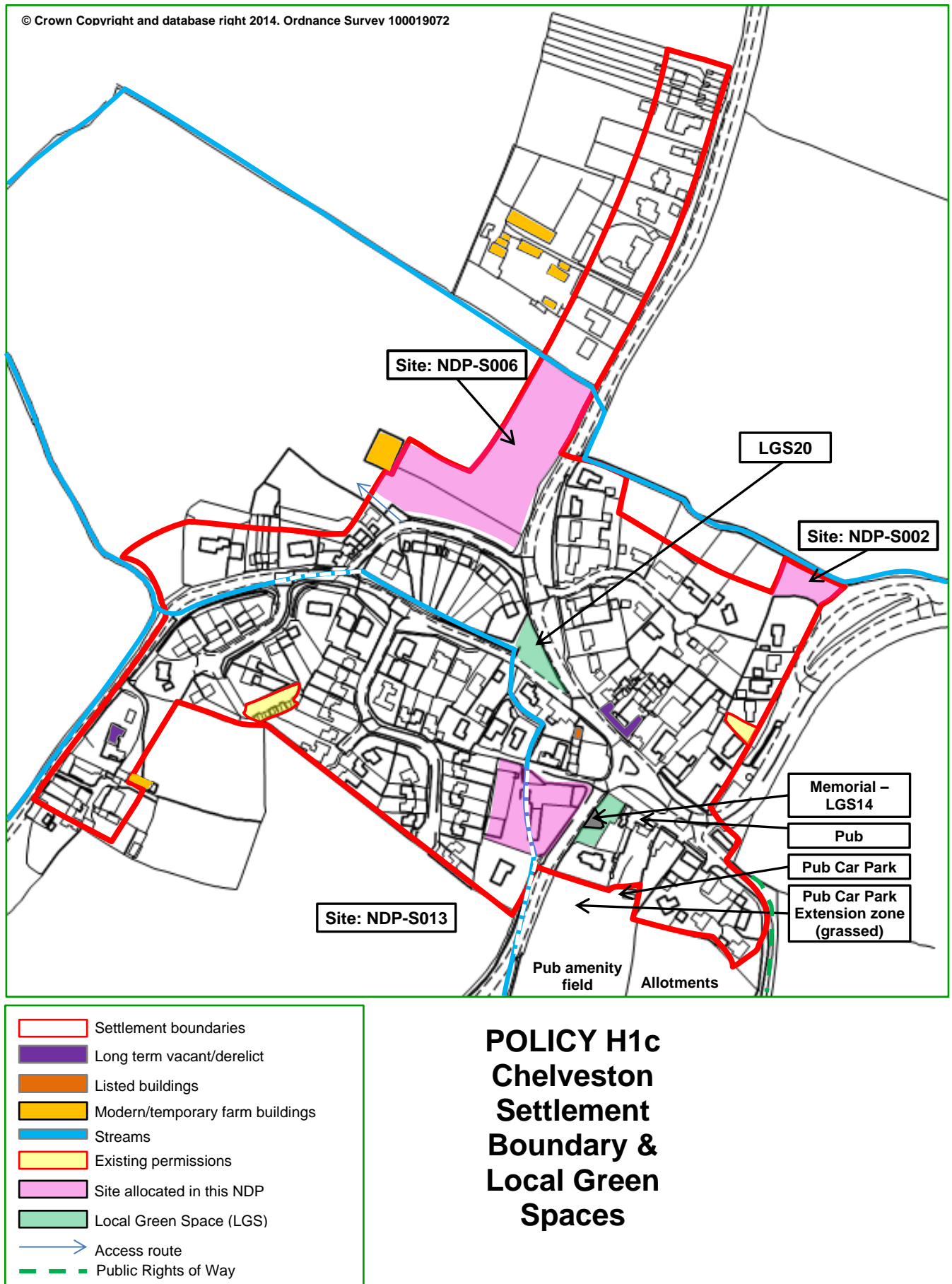


Figure 5.4 – Policy H1c – Chelveston Settlement Boundary

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 supported 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 residential or landscape amenity of surrounding areas.***

The demolition or re-development of modern farm buildings for residential use will not be supported by 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 traditional buildings, such as those at *Poplar Farm* and *Manor Farm* (for example) 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 **H4a**, **H4c** and **H4d**.

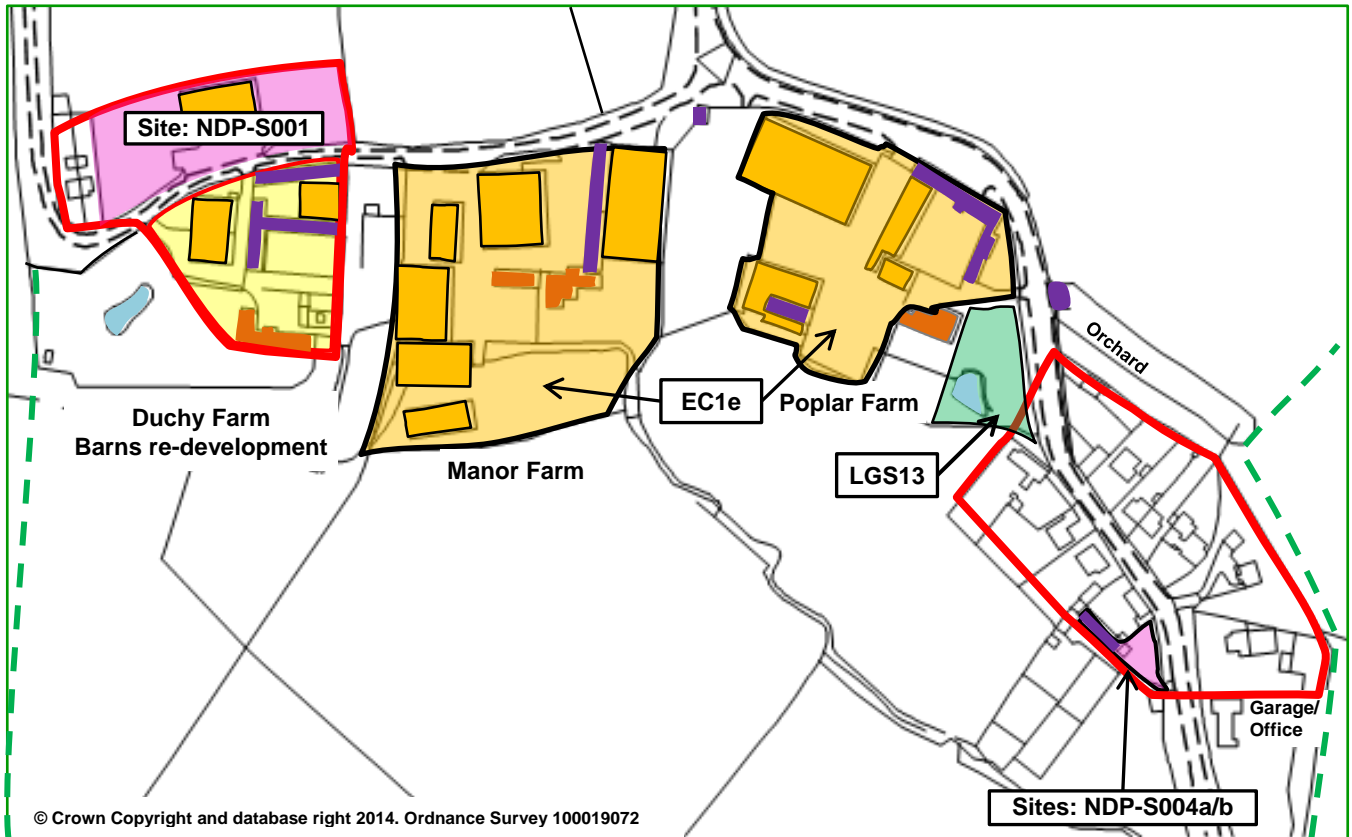


Figure 5.5 – Policy H2

POLICY H2 **Windfall re-use of** **redundant traditional** **farm buildings** (Manor Farm and Poplar Farm are included here as examples)



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 supported where they meet the following criteria:

- i. the use of the development is for domestic purposes only;**
- ii. both the existing and new dwellings are wholly visible from, and have direct access to, the highway;**
- iii. the development will not adversely affect residential amenity.**

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 – 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:

H4 – The development of a total of approximately 36 new dwellings will be supported in the Plan on the following sites subject to the stated conditions, and in respect of sites 1 to 6 also subject to conditions:

- i. that the development enhances the street scene in this sensitive location; and***
- ii. that it is demonstrated all resident and visitor parking requirements will be contained within the site.***

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** and **H3**.

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.

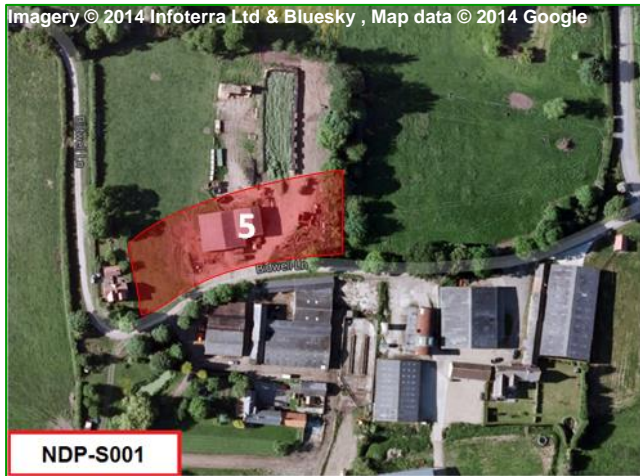
- That there will be demand from the adult children of residents to occupy their own properties within the Village.
- That a mix of smaller properties and types are particularly needed.
- That the current mix of tenanted and owner occupied properties should be maintained.

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.

POLICY H4a – NDP-S001 – *Bidwell Lane, Caldecott*

i. H4a – The site NDP-S001 on Bidwell Lane in Caldecott for approximately 5 dwellings



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

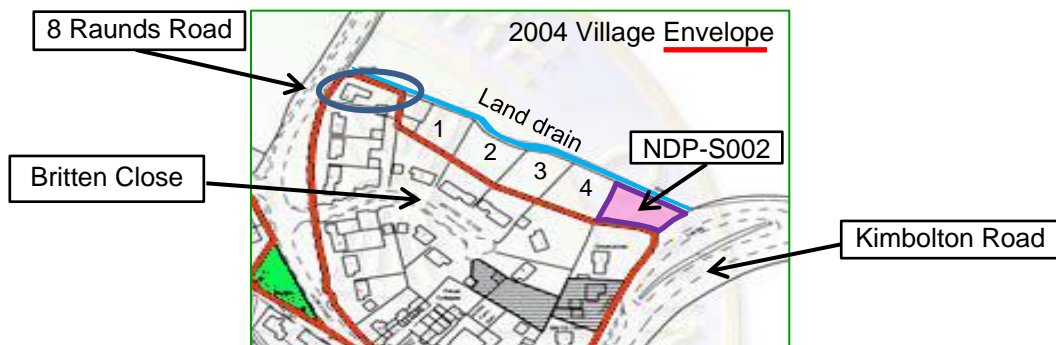
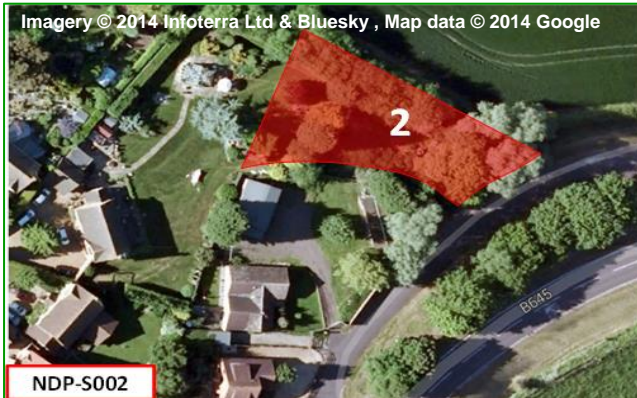
residents with another 11% giving conditional support. However, there was wide concern at the possible pace of change, especially if it followed on too quickly from the *Duchy Farm* re-development.

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 H4b – NDP-S002 – Kimbolton Road, Chelveston

H4b – The site NDP-S002, off Kimbolton Road in Chelveston, for approximately 2 dwellings subject to conditions:

- i. that access is solely from Kimbolton Road;**
- ii. that the visual amenity and turning point benefits of the adjacent lay-by are retained;**
- and**
- iii. that loss of trees is demonstrated to be minimised.**

**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 sub-

divided 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, and NDP-S013 (**Policy H4f**). Permission has already been granted for another nearby development on *Kimbolton Road*.

POLICY H4c – NDP-S004a – The Barns, Caldecott

H4c – The barn on site NDP-S004a (The Barns, Caldecott) through conversion or re-development subject to conditions:

- i. that any development will not extend the footprint or exceed the height of existing buildings redeveloped, and will utilise materials similar to those in any building to be replaced; and***
- ii. that new windows should not result in loss of reasonable residential amenity of neighbouring homes.***

**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 H4d – NDP-S004b – The Barns, Caldecott

H4d – The site NDP-S004b at (The Barns, Caldecott) for at least 1 dwelling subject to conditions:

- i. that the materials used will be visually harmonious with neighbouring buildings;*
- ii. that new windows should not result in loss of reasonable residential amenity of neighbouring homes.*



POLICY JUSTIFICATION:

As a result of **Policy H4c** 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

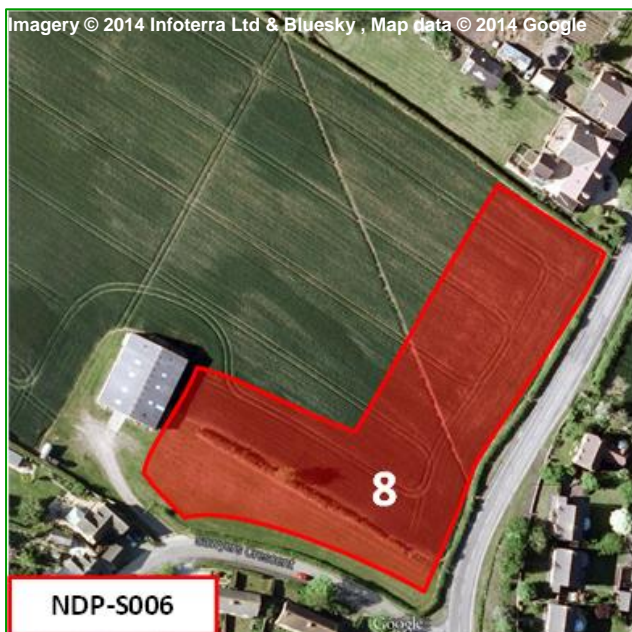
would also tidy up the plot, the rear of which is visible from the road through the gateway. The plot is currently used for storage and parking associated with the small holding and with the occupation of the barn to the rear of the site.

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 H4e – NDP-S006 – Raunds Road/Sawyers Crescent, Chelveston

H4e –The site NDP-S006 at Raunds Road/ Sawyers Crescent, Chelveston for approximately 8 dwellings subject to conditions:

- i. that the height of properties should reflect the street scene from Redwood to Meadowcroft and not significantly adversely affect the residential amenity of homes on Raunds Road and Sawyers Crescent;*
- ii. that access arrangements do not accentuate peak flow exiting difficulties from Sawyers Crescent and Britten Close;*
- iii. that Sawyers Crescent is widened so that the development will not accentuate pavement parking difficulties;*
- iv. that no backland development is included in any scheme;*
- v. that the public Right of Way is retained or if diverted should maintain convenient access.*



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, access to fields behind needs to be through the existing entrance on *Sawyers Crescent*. Some agricultural

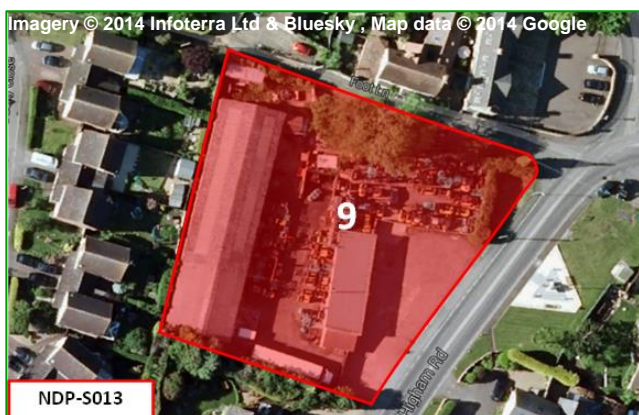
vehicles already use this road but access is difficult as *St Georges Row* and *Sawyers Crescent* are both too narrow. There is little off-street parking on *Sawyers Crescent* and vehicles need to park on the pavement to allow even regular traffic to get through safely. The development of the site NDP-S006 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 H4f – NDP-S013 – JST Fork Trucks Site

H4f – The site NDP-S013 at JST Fork Trucks Site for approximately 9 dwellings subject to conditions that there shall 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 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 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 H4g – NDP-S019c and NDP-S019d – Chelston Rise

H4g – The sites NDP-S019c for approximately 4 dwellings and site NDP-S019d for approximately 6 dwellings both at Chelston Rise subject to conditions that proposals should be in harmony with the open plan American suburban style and respect the building lines of adjacent existing properties.



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 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 and the central play area 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 H5 – Developer contributions policy

POLICY OBJECTIVE:

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

POLICY STATEMENT:

H5 – 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;***
- 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 of verges, footways and carriageway/footway lighting (The average density in the Parish is one light per 3.8 houses) 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 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 unless a lack of viability can be demonstrated, or alternative provision to an equivalent community value in no less an accessible location can be achieved.

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* 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 is allocated for the provision, enhancement and expansion of Allotment Gardens subject the following constraints:

- i. that the allotment plots do not extend any further towards Disbrowe Court;***
- ii. 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 areas, identified on Figures 5.2, 5.3 and 5.4, are designated as Local Green Spaces in which new development is ruled out other than in very special circumstances: The locations of the Local Green Spaces are shown in Policy H1.

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).

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).

LGS19. The paddock immediately behind Church House adjacent to the Churchyard and extending down to the 'New Fence and Planting Spring 2016' indicated in Figure 5.3 (0.74 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 wellbeing 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:

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



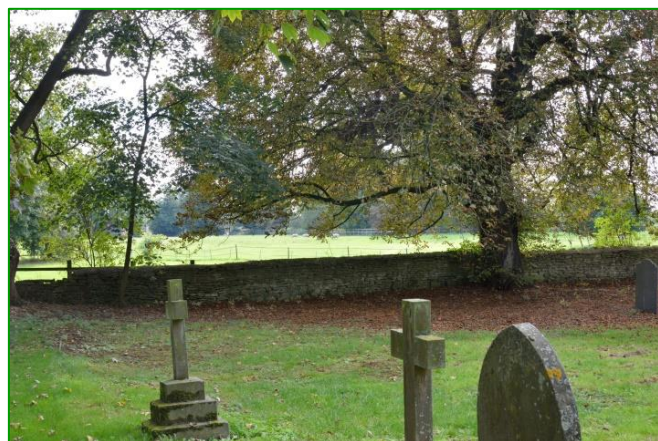
development on this site. Such a development would impact adversely on the street scene next to this historic building and set a precedent for further development along *Caldecott Road*, outside the settlement boundaries.



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 viewed from the Churchyard (bottom left).



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.



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.



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 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 image below from circa 1926.



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 – 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 (see Figure 5.1),***
- iii. completing the path from the end of Water Lane to Bidwell Lane (see Figure 5.1).***

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.

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 – Development proposals that extend commercial activities or create local employment opportunities will be supported within the settlement boundaries, and in particular at the Star and Garter public house; the Wildacre residential home; and in home based businesses where they do not significantly adversely affect residential or visual amenity and subject to the conditions set out in Policy EC1a, Policy EC1b, and Policy EC1c. Outside the settlement boundaries commercial and industrial proposals will be supported at Upper Higham Lane Industrial Estate and through farm diversification at Manor Farm and Poplar Farm subject to conditions set out in Policy EC1d and Policy EC1e.

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 North Northamptonshire Joint Core Strategy [Ref. [45](#)]

In the 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 H4a, H4c, H4d, H4g, 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 supported 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 not adversely affected;***
- 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 supported provided that:

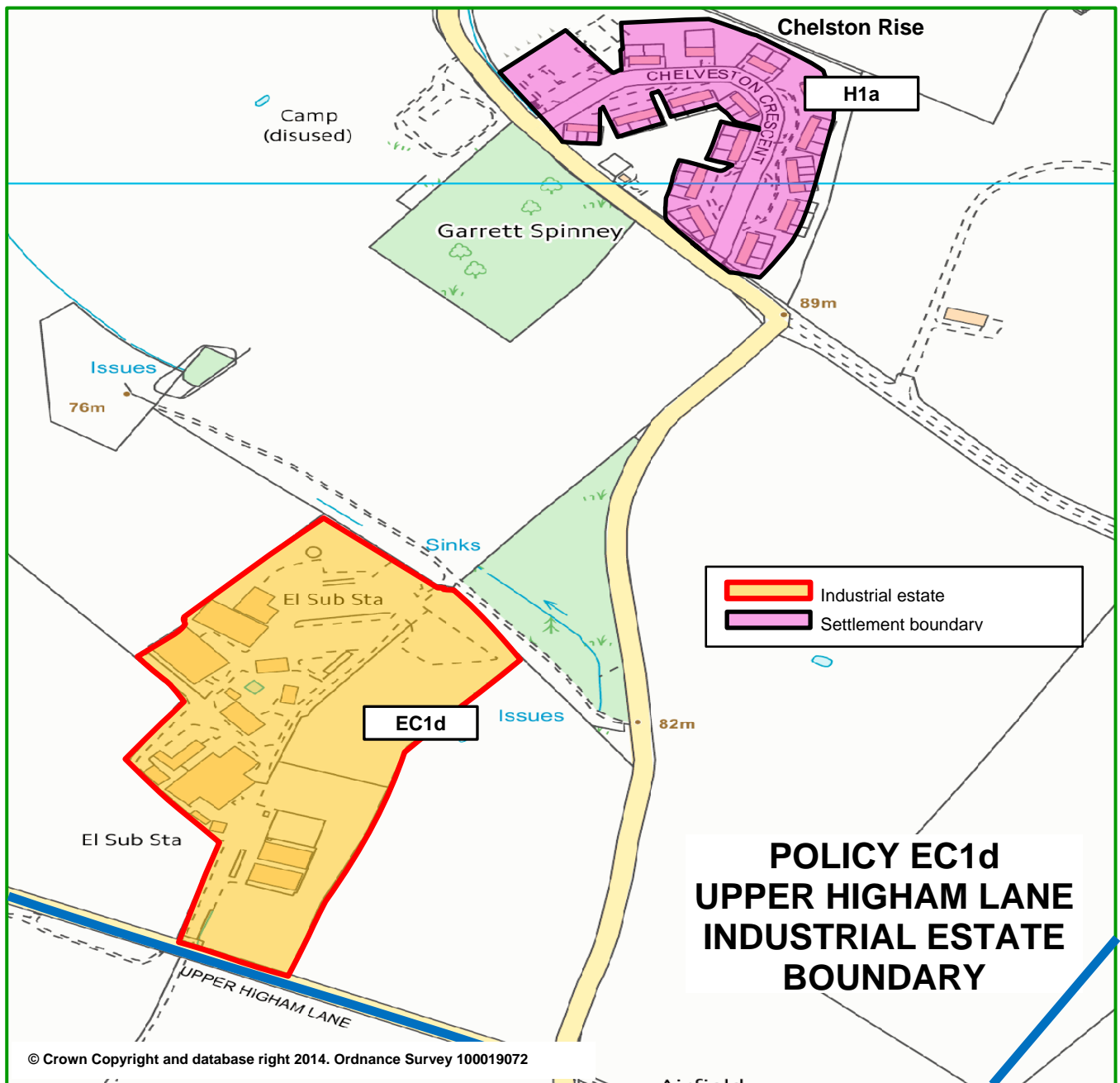
- i. the development is a subservient extension to the main house and sympathetic to adjacent and surrounding properties, which does not extend beyond the settlement boundary and the footprint of the existing rear building;***
- ii. the developments are wholly ancillary to the use of the main house as 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 supported 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 disturb neighbours or create other forms of environmental nuisance;***
- iv. extensions or developments are wholly ancillary to the use of the main property;***
- v. additional vehicle parking requirements are accommodated off road;***
- vi. 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 through:

- 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 supported 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 supported 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 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 will be supported.

Development proposals will be supported where they relate to:

- 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.***

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

- A. Developments on the site should protect or enhance the amenity value of the Rights of Way network.***
- B. 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 green-field areas beyond those already permitted, so as to minimise the cumulative impact on the rural landscape;***
 - ii. new structures newly permitted 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 newly permitted 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. the impact of additional HGV traffic on residents at Chelston Rise and the users of the Rights of Way network is effectively mitigated;***
 - vi. developments protect or enhance the amenity value of the Rights of Way on the former Chelveston airfield;***
 - vii. all fencing is of a form appropriate for a rural environment.***

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.

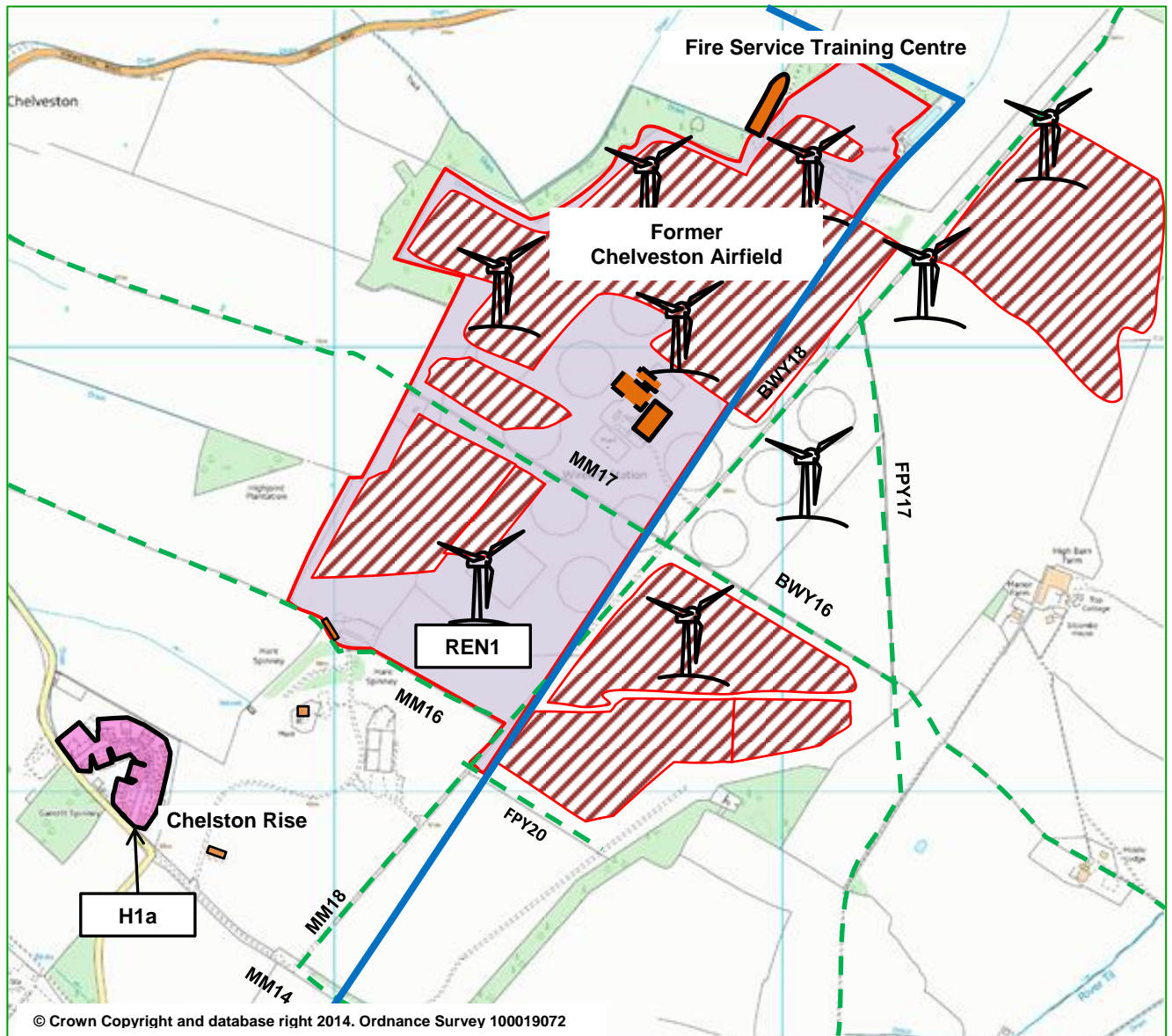
The erection of a large waste transfer building, the nine turbines and two solar arrays have all had an impact on the Rights of Way network and on the rural aspect of the site. The HGV traffic using the airfield (now mainly waste management vehicles), and cars of employees, have also had an impact on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





- Parish and NDP boundary
- Settlement boundaries (H)
- Renewable energy site (REN)
- Solar arrays
- Modern or temporary buildings
- Public Rights of Way
- Wind turbine

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 15 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.

As part of the process of actively managing the Neighbourhood Plan, there are a number of actions that the Parish Council will consider with regards to issues around traffic management and parking within the Parish.

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.

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 2021 and 2026, 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

The Working Party and Parish Council gratefully acknowledge the support provided by the East Northamptonshire Council Planning Policy Unit and the North Northamptonshire Joint Planning Unit.

Two grants were awarded to fund the work by the *Supporting Communities in Neighbourhood Planning Programme* led by *Locality* in association with *RTPI/Planning Aid England, CDF and partners*.

A number of grants were awarded to fund the work via District Councillor Glenn Harwood MBE through the Members' Empowerment Fund of East Northamptonshire Council.