

Neighbourhood Plan



INGATESTONE
& FRYERNING
PARISH COUNCIL



2020-2033

Updated November 2021



FRONT COVER



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Ingatestone and Fryerning Neighbourhood Plan 2020-2033

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The production of the Plan was overseen by the Neighbourhood Plan Advisory Committee (NPAC) chaired by Cllr. Jane Winter.

This document is also available at
www.ingatestone-fryerningpc.gov.uk.

Hard copies can be viewed by contacting Ingatestone and Fryerning Parish Council or Brentwood Borough Council.

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VISION STATEMENT

The Ingatestone and Fryerning Neighbourhood Plan (IFNP) covers the period 2020-2033. The Plan presents a vision for the future of the parish and provides planning policies which will help to guide development and community projects, protect valued assets and deliver our identified vision for the future.

Through consultation with the local community and a comprehensive assessment of the parish, the Ingatestone and Fryerning Neighbourhood Plan Advisory Committee (NPAC) has identified the following vision for the future of the parish.

Ingatestone and Fryerning are vibrant and distinctive rural villages with easy access to fields and the countryside. We strive to respect and reflect the views of our communities, to evolve and expand whilst retaining our unique and distinctive character and to provide a good quality of life for current and future generations of residents.

Through the Neighbourhood Plan, the parish council will support this vision by:

- recognising and protecting the character and history of the neighbourhood area, its conservation areas (Fryerning, Ingatestone High Street, Station Lane and Tor Bryan), listed buildings and sites.
- supporting measured, proportionate, timely and sustainable development to meet local requirements, particularly those of our young people and older residents.
- influencing key 'age friendly' issues, for example, community safety, housing, planning, street lighting, green spaces, playing fields and parks, community centres, war memorials, seats, shelters and public toilets.
- engaging residents, particularly older people in the creation of social networks, enabling action for safer, kinder, cleaner, inclusive and connected communities (both online and offline).
- promoting a flourishing local economy with a range of successful independent businesses.
- giving consideration to effective transport links, the staffed train station, the bus service and access routes for movement around the village of cyclists and pedestrians.
- endorsing policies that have a positive effect on the environment, including those that remove or minimise flood risk, mitigate climate change, reduce our carbon footprint and minimise the impact of traffic to protect the quality of air within the parish.

Ingatestone and Fryerning Parish Council at work





INTRODUCTION

WHAT IS NEIGHBOURHOOD PLANNING?

The 2011 Localism Act introduced new powers for local communities to produce neighbourhood plans, which can be used to guide and shape future development in an area. Once 'made' (adopted), a neighbourhood plan forms part of the statutory Development Plan for the area and it is used in the determination of planning applications alongside the Brentwood Local Development Plan (BLDP) and other material planning considerations, including the National Planning Policy Framework (NPPF)¹.

Neighbourhood plans must be subject to public consultation, examination and local referendum prior to adoption and policies contained within a neighbourhood plan should be supported by evidence based documents and Strategic Environment Assessment/Habitats Regulation Assessment as necessary. Neighbourhood plans must accord with the overall aims and objectives of the NPPF, particularly in relation to supporting and promoting sustainable development.

Neighbourhood plans give communities direct power to guide and shape future development. Where a Neighbourhood Plan is aligned with the strategic needs and priorities of the wider local area, neighbourhood planning can provide a powerful set of tools for local people to ensure that future development meets the needs and requirements of the local community.

The Planning Practice Guidance² states that a neighbourhood plan must meet the basic conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990³. The submission of the final version of the Ingatestone and Fryerning Neighbourhood Plan to Brentwood Borough Council (BBC) will include a statement setting out how the plan meets the requirements of the basic conditions set out below:

- The neighbourhood plan has regard to national policies and advice contained in guidance issued by the Secretary of State.
- The making of the neighbourhood plan contributes to the achievement of sustainable development.
- The making of the neighbourhood plan is in general conformity with the strategic policies contained in the Local Plan.
- Prescribed conditions are met in relation to the neighbourhood plan and prescribed matters have been complied with in connection with proposals within the neighbourhood plan.

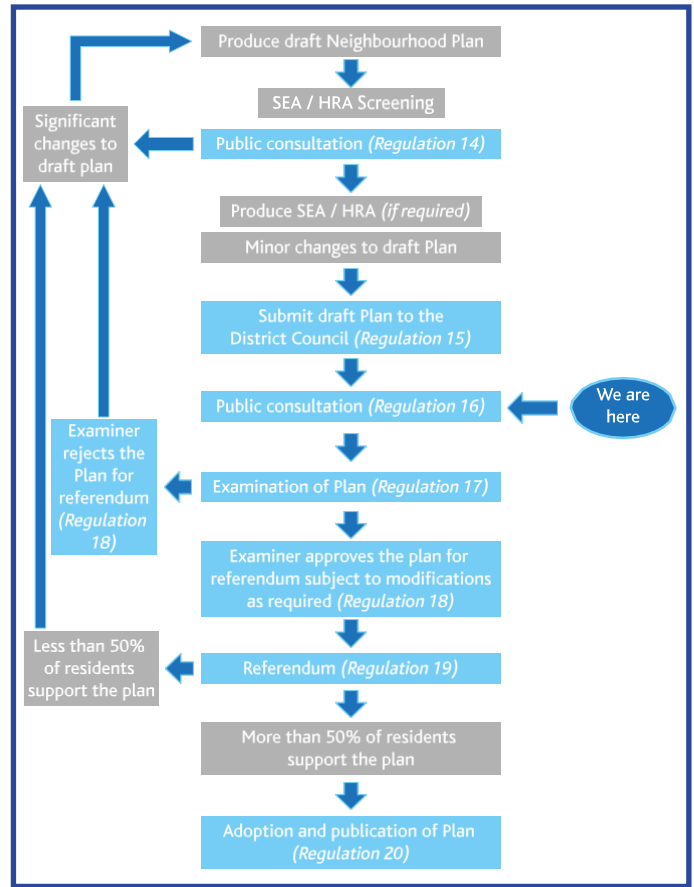


Figure 1: Guide to producing a neighbourhood plan

The Neighbourhood Planning (General) Regulations 2012 (as amended) set out the statutory stages which must be completed in the production of a neighbourhood plan. Figure 1 presents this process and identifies which stage we are currently at in the production of the IFNP.

WHY DOES INGATESTONE AND FRYERNING PARISH NEED A NEIGHBOURHOOD PLAN?

Neighbourhood planning gives communities direct power to develop a shared vision and shape the development and growth of their local area. Community groups can produce plans that have real statutory weight in the planning system to shape future growth. The production of a neighbourhood plan provides the community with the opportunity to establish objectives and requirements to guide and manage future development proposals in the parish in order to ensure that local needs are met, but also to ensure that the valued characteristics of the parish can be maintained and protected for future generations.

Footnotes

¹ National Planning Policy Framework, HM Government, February 2019.

² The Planning Practice Guidance (PPG) is an online portal which provides guidance on implementing aims and objectives of the NPPF. The PPG provides specific guidance on a range of planning related topics.

³ See paragraph 65 of the PPG.

PROGRESSION OF THE INGATESTONE AND FRYERNING NEIGHBOURHOOD PLAN

The concept of producing a neighbourhood plan for Ingatestone and Fryerning parish was first presented to the community at the Ingatestone and Fryerning Horticultural Show on Saturday 15 July 2017. This was followed by further information on neighbourhood planning being published in the August 2017 Ingatestone and Fryerning Parish Council newsletter, which is delivered to every household in the parish.

In October 2017, BBC designated Ingatestone and Fryerning Parish as a Neighbourhood Area for the purposes of producing a neighbourhood plan, and the Neighbourhood Plan Advisory Committee (NPAC) was established to support the parish council in developing the IFNP.

Residents and stakeholders were invited to participate in the committee using social media and the Ingatestone and Fryerning Parish Council website. The terms of reference for the committee were formulated and agreed by the parish council in November 2017.

Since 2017, the NPAC has undertaken extensive research and analysis of current and potential future issues in the parish and undertaken a range of community events in order to inform the production of the draft IFNP.

During summer 2018 a questionnaire was posted to all households and businesses in the Parish. The analysis of responses to the questionnaires has been an important component in formulating the vision, aims, objectives and policies contained within the draft IFNP.

PURPOSE OF THE REGULATION 14 CONSULTATION ON THE INGATESTONE AND FRYERNING NEIGHBOURHOOD PLAN

As outlined in Figure 1, the Neighbourhood Planning (General) Regulations 2012 (as amended) require the neighbourhood plan to be subject to public consultation before the plan can be submitted for examination.

The requirements for this stage of public consultation are set out within Regulation 16 of the Neighbourhood Planning Regulations.

Footnotes

⁴ 2011 Census, Office for National Statistics, 2011.

HOW TO MAKE COMMENTS ON THE DRAFT INGATESTONE AND FRYERNING NEIGHBOURHOOD PLAN

In addition to meeting the 'basic conditions', the IFNP should represent the views of residents of the parish, as well as people and organisations who have an interest in the future of the area. Ingatestone and Fryerning Parish Council therefore welcomes your views on this Regulation 16 Neighbourhood Plan. Details as to how you can respond are provided at www.brentwood.gov.uk/-/ingatestone-and-fryerning-np

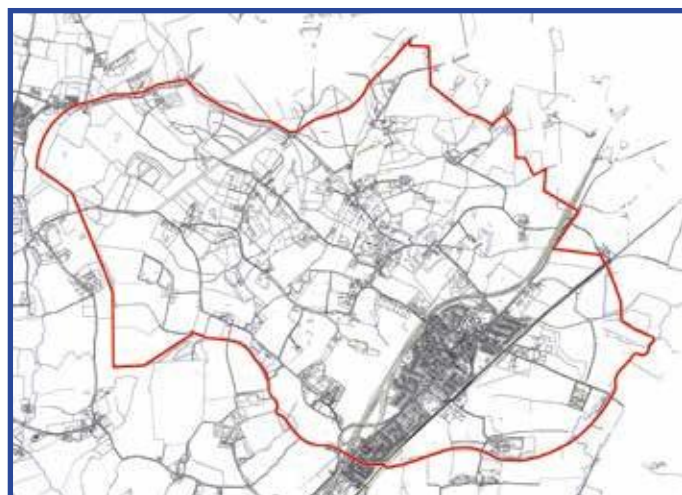
ABOUT INGATESTONE AND FRYERNING PARISH

Location and context

The parish of Ingatestone and Fryerning is located in the Borough of Brentwood, Essex. The designated Neighbourhood Area for the purposes of producing the Neighbourhood Plan is consistent with the parish boundary presented in Map 1.

Ingatestone and Fryerning parish includes two villages surrounded by Metropolitan Green Belt and open farmland. The villages have a combined population of 4,785 people⁴, including 2,095 households.

The main settlement of Ingatestone is excluded from the green belt and lies within an area bounded by the railway to the east, the A12 trunk road to the west, New Road to the north and the Hey Brook to the south. Fryerning and the surrounding small settlements of Mill Green and Beggar Hill are all situated within the Green Belt. The parish is bounded by the River Wid to the south east and much of the west consists of woodland.





Villages in the parish have a rural atmosphere, character and appearance. Short walks from the centre of Ingatestone and Fryerning lead into open fields with a good network of public footpaths and bridleways in the green belt. There are small local businesses and a good range of shops and services within the local villages.

History

Both Ingatestone and Fryerning have their origins in the Saxon period when Ingatestone was called 'Ingattestone' and Fryerning was 'Friarsing'. 'Ing', a common Saxon word, could mean pasture, possession of, or settlement. Therefore, 'Ing Atte Stone' could have meant 'settlement at the stones' and 'Friars Ing' 'Friars settlement'. The stones relate to sandstone blocks known as 'sarsens stones', two of which exist on the junction of Fryerning Lane and the High Street.

From about 950AD, Ingatestone was in the possession of Barking Abbey, but with the dissolution of the monasteries in 1539 it was sold by the crown to Doctor William Petre who had Ingatestone Hall built in the 1540's.

After the Norman Conquest, Fryerning was given to the Norman baron Robert Gernon and passed to the Knights Hospitallers of St. John until the order was dissolved by Henry VIII in 1540. The estate was eventually passed to Nicholas and Dorothy Wadham in 1607, who founded Wadham College in Oxford. On their deaths the estate passed into college ownership and much of it remains in their hands to this day.

Ingatestone developed alongside the route of the old Roman Road built to connect London with Roman outposts such as Colchester. Very early maps show ribbon development along the road edges which include buildings such as The Crown pub.

Ingatestone was a day's ride on horseback from London, and therefore became an important location for stagecoaches and Royal Mail coach horses to be changed and travellers to rest for the night. As a result there were large numbers of inns, in addition to a blacksmiths, wheelwrights and harness makers. Before the advent of the railway around 50 coaches a day would pass through the village. Only The Bell pub remains on the Roman Road, where as many as 20 inns would once have existed. The railway arrived in 1843 and the stagecoach trade ceased. Ingatestone Station was built in 1846 and is now located in Station Lane between Ingatestone Hall and the village centre.

Market Place, in the centre of Ingatestone has a mural depicting some of the villages' history. Ingatestone and Fryerning formed one Civil Parish in 1889. The Roman Road passing through the village was the A12 trunk road. However, increases in traffic levels resulting in congestion in the narrow High Street led to the building of the bypass in 1958/9.

Conservation areas

Ingatestone's High Street Conservation Area was established in November 1969 and contains a large number of grade II listed buildings and a grade I listed parish church.

The Station Lane Conservation Area was established in September 1981 and includes many Arts and Crafts style properties designed by George Sherrin, the grade II listed railway station, the Catholic church and Tor Bryan estate. Outside this area is Ingatestone Hall, which includes a listed granary and gatehouse.

The Fryerning Conservation Area was established in March 1991 and contains the listed St. Mary the Virgin Church, Mill Green Windmill, Fryerning Hall and medieval barns and many other listed properties. Mill Green also has evidence of medieval brick kilns where ancient pottery has been found.

Services and facilities

Ingatestone has several churches of different denominations, two church halls, an infant and junior school and the Anglo European School. There are preschools, playgroups and a nursery. Christy Hall provides space for community groups and events.

A good range of shops, public houses, wine bars, restaurants and cafés exist along the High Street, with free two-hour parking bays in the Market Place and Bell Mead. Shops include two supermarkets, a florists, a delicatessen, clothes shops, stationers, jewellers, hardware store, off-licence, galleries, hairdressers, newsagents and more. Other services include a post office, estate agents, optician, veterinary surgery, doctor's surgery, dentist and an undertaker.

Fryerning village includes two public houses, a church and the Fryerning Parish Rooms.

Parks and leisure facilities

Recreation facilities exist on Fairfield, leased from Lord Petre by the parish council, where cricket matches are played in the summer. There is a cricket pavilion, two children's play areas and a historic pond. Mill Green Common, owned by Lord Petre, is available for use, as is Seymour Field, leased from Brentwood Borough Council.

Seymour Field and its newly renovated pavilion (Figure 21) are managed by the parish council. There are a number of playing fields used by local football teams and it hosts the annual horticultural show. The Community Club (Figure 23) on the High Street has a hall and stage for shows and events, a members' bar, tennis courts (Figure 26) and a bowling green (Figure 24) to the rear.

Fishing lakes and two allotment sites (Figure 25) exist within the parish and there is a common at Mill Green in Fryerning. Christy Hall hosts guides, scout groups and clubs.

Local planning context

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

The Brentwood Replacement Local Plan (BRLP) was adopted in 2005 and includes saved policies from 2008. This document forms the Development Plan for the Borough. BBC are updating the BRLP through the emerging draft Brentwood Local Development Plan (BLDP), which once adopted will form the new Development Plan for the area. Consultation on the draft BLP was undertaken in 2016 and 2018 and consultation on the pre-submission BLP was undertaken in February 2019. Further consultation on 'focused changes' to the pre-submission BLP was undertaken in November 2019 and it is expected that the BLP will be submitted to the Secretary of State for examination in 2020.

Essex County Council (ECC) is the Waste Planning Authority (WPA) for the Plan area and is responsible for preparing planning policies and assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (WLP) was adopted in July 2017 forming part of the statutory Development Plan and should be read alongside the Brentwood Local Plan and the emerging IFNP. The WLP covers the period from 2017 to 2032. It sets out where and how waste management developments can occur and contains the policies against which waste management planning applications are assessed.

ECC is the Minerals Planning Authority for the Plan area and is responsible for preparing planning policies and assessing applications for mineral development. The Essex Minerals Local Plan 2014 (EMLP) forms part of the statutory Development Plan and should be read alongside the Brentwood Local Plan and the emerging IFNP.





HOUSING



HOUSING

VISION AND OBJECTIVES

The following housing related objectives form part of the vision statement for the Ingatestone and Fryerning Neighbourhood Plan (IFNP):

- Supporting measured, proportionate, timely and sustainable development to meet local requirements, particularly those of our young people and older residents.
- Influence key 'age friendly' issues, including housing.

The following housing related objectives have been identified by the Neighbourhood Plan Advisory Committee (NPAC) to guide the production of the IFNP housing policies.

- To promote an integrated approach to achieving sustainable and quality residential environments.
- To promote the comprehensive planning and development of residential areas and ensure that adequate information accompanies planning applications which will enable the delivery of an improved design quality.
- To ensure that adequate provision is made for infrastructure and appropriate local neighbourhood facilities as an integral part of residential development.
- To promote quality residential development that:
 - Creates places for people which are attractive, locally distinctive and appropriate to their surroundings, safe, convenient, adaptable and easy to maintain.
 - Respects and enhances features of value and local character and promotes biodiversity.
 - Reduces reliance on the private car, supports movement by pedestrians and cyclists, provides adequate and convenient access to public transport and connects well with the wider locality.

CONTEXT

Housing statistics

The Rural Community Profile for Ingatestone and Fryerning (RCCE, 2013) highlighted the following key statistics⁵ associated with housing in the parish:

- The parish has a population of 4,785 and 2,095 households.
- The majority of households in the parish consist of married couples.
- The parish has a lower than national average proportion of one person households.

- The parish has a higher proportion of pensioner households than the national average.
- The majority of dwellings in the parish are detached owner-occupied houses.
- There is a lower proportion of terraced houses and flats in the parish than the national average.
- There is a lower proportion of social and private rented properties in the parish than the national average.
- Median house prices in the parish are higher than national averages for all types of dwellings. Housing in Ingatestone and Fryerning is therefore less affordable than in other areas of the country.

Questionnaire results on housing

Comments raised by local people during Neighbourhood Plan consultation events and through the IFNP Residents' Questionnaire⁶, together with consultations organised by Brentwood Borough Council (BBC) for the production of the Brentwood Local Development Plan (LDP) include:

- Acceptance of the need to accommodate sustainable housing development in accordance with the LDP and ensure that the development of sites is appropriate for the village.
- Ensure that the design, style and density of new housing are in keeping with the character of the parish and the rural environment and that it is sustainable, free from flood risk and includes adequate parking provision and appropriate landscaping.
- Ensure that the mix of housing types and supply of social and affordable housing meets the needs of the parish.
- Increase the provision of bungalows and smaller homes for elderly people in particular.

In relation to the future housing requirements of the area, the IFNP Residents' Questionnaire identified that the greatest needs in the area are for three or four bedroom market housing and bungalows. Housing needs identified in the parish through the questionnaire were consistent with the types of houses existing residents would like to see built in the area, where the preference was for two to four bedroom properties. The questionnaire also identified support for more affordable homes, starter homes and housing for older people within the parish.

In relation to housing design within new development, questionnaire responses identified a preference towards designs which respect the scale and style of existing buildings and the use of traditional local building materials.

Footnotes

⁵ Unless specified otherwise, all statistics are from 2011 census data.

⁶ A summary of the results of the IFNP Residents' Questionnaire is available in the Neighbourhood Plan evidence base on the parish council website www.ingatestone-fryerningpc.gov.uk.



Figure 2: The Furlongs



Figure 3: Huskards, Fryerning

In relation to location of new housing in the parish, the questionnaire responses identified a preference towards using brownfield land and seeking to protect greenfield land.

Existing housing in the area

Existing housing in Ingatestone consists of a wide range of styles and designs, often in small estates from various time periods which relate to past expansions of the village. The majority of housing within the village is low density, detached and semi-detached two storey housing, predominantly with front gardens and off-street parking (Figure 2). Older Victorian style properties in the central areas of the village are larger in scale and are located on significantly larger plots with extensive gardens. In the south of the village adjacent to the parish boundary are a higher proportion of smaller bungalows, however along Roman Road leading out of the parish towards Mountnessing housing remains characterised by low density, detached and semi-detached two storey housing with front gardens and off-street parking.

In comparison to Ingatestone, housing areas in Fryerning (Figure 3) are more rural in character and at significantly lower densities. Dwellings are predominantly much larger in scale and located on plots which predominantly include a gated driveway, separate garage and densely vegetated boundaries with extensive gardens. Other rural areas of the parish are characterised by hamlets and dispersed predominantly two storey dwellings on large plots.

Housing requirements in the area

Local housing needs change on a consistent basis and therefore require regular review in order for the parish council to have a good understanding of current housing needs in the area. The parish council will work with BBC to maintain a local housing need register which can inform the allocation of housing in the area and the type and mix of housing being delivered. The parish council will also work with BBC to consider how affordable housing can be prioritised for people with a local connection to the parish and how affordable housing can be retained in the future for people with a local connection.

Paragraph 65 and 66 of the National Planning Policy Framework (NPPF) state that strategic policy making authorities should set

Map 2: Site allocation R22, land adjacent to the A12 bypass, Ingatestone. Copyright Brentwood Borough Council.

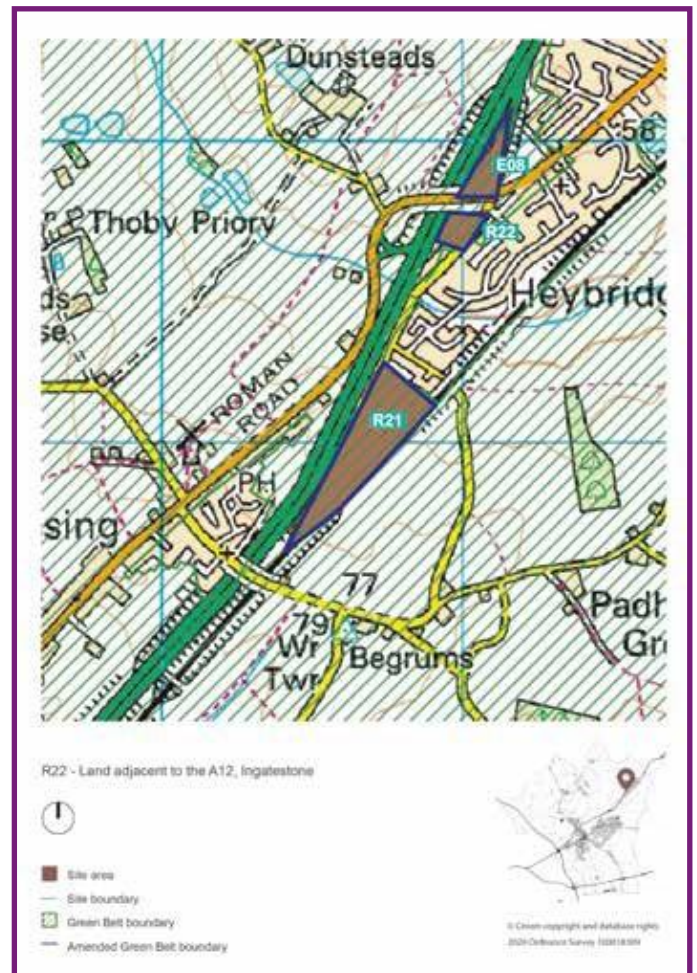




Figure 4: Tor Bryan I

out a housing requirement figure for designated neighbourhood areas and where this is not possible an indicative figure should be provided. In accordance with these requirements, BBC has concluded that the IFNP should seek to allocate a minimum of 57 new homes up to 2033.

Housing allocation in the Local Development Plan (LDP)

The Brentwood LDP seeks to deliver an average of 456 new dwellings per annum in the Borough up to 2033. The LDP has allocated 57 dwellings in the parish on site R21 (Map 2), land adjacent to the A12 bypass on the south eastern edge of Ingatestone. The LDP also requires the provision of 35% affordable housing, public open space and a landscape buffer adjacent to the A12. The parish council supports this housing allocation within the LDP and therefore includes this site as an allocation within IFNP Policy I.

The LDP has also allocated 161 dwellings on land south of Ingatestone, east of the A12, identified as Site R21 in the Local Plan. While this site is located outside of the Neighbourhood Area within Mountnessing, it will still have a significant impact on local infrastructure within the Ingatestone and Fryerning parish. This Neighbourhood Plan will therefore consider and seek to address the impacts arising from the proposed development of Site R21 in Ingatestone and Fryerning parish.

Ingatestone and Fryerning Neighbourhood Plan housing allocation

IFNP Housing Policy I allocates Site R22, land off Roman Road, Ingatestone, for the development of 57 dwellings. The site is located at the southern periphery of the village where it effectively forms a gateway site when approached from both Brentwood and Billericay directions.

The site falls within the Mountnessing Critical Drainage Area (CDA). Any development within this area should be directed away from areas of existing flooding and where possible should

try to have a positive impact on existing areas of flood risk downstream of the development. Early engagement with the Lead Local Flood Authority (LLFA) and consideration of the most up to date Surface Water Management Plan (SWMP) and associated SWMP Action Plan, is critical to ensure that existing and potential flood risk is properly managed.

Along Roman Road the immediate neighbouring properties to the east date from the 1930's and consist of single two storey detached and semi-detached properties of a low density suburban character. All possess front gardens and have off street parking. South of the site Ingatestone House, a substantial extended Georgian house, exists. Further south are some large detached houses within their own grounds and constructed in the 1970's whereas to the east (opposite) side of Roman Road the Hare Bridge Estate was completed some 13 years ago.

Ingatestone generally contains a mix of all periods, styles and design ranging from Tudor and Georgian to Victorian as well as early and mid 20th century estates and infill sites, including the contemporary private Tor Bryan Estate (Figure 4). This latter is now recognised as being: "a striking and innovative example of a post-war housing development with bold modern architecture, varied detailing and a distinctive palette of materials"⁷. The estate is now included in a conservation area.

Taking into account the site's key location at the entrance to the village, an exceptionally high standard of design is expected, including a scheme that integrates well into its surroundings, creates a positive sense of place and identity and relates well to the existing local area in relation to layout, patterns of form, scale, appearance and materials.

Affordable housing

BBC has proposed an affordable housing requirement of 35% on proposed developments of 11 or more (net) units or sites of 10 or less units which have a combined gross internal floorspace in excess of 1,000 square meters. Site R22 is therefore required to provide 35% affordable housing, which would provide 20 new affordable dwellings within the parish. Ingatestone and Fryerning have high average house prices and there is a shortage of affordable housing in the area. Whilst it is acknowledged that the requirement of 35% affordable housing is based on the viability testing of strategic sites undertaken as part of the production of the LDP to meet local affordable housing needs, the NPAC would support a higher rate of affordable housing where it can be demonstrated that the higher rate would not render the site financially unviable.

New developments within the parish should seek to create inclusive, integrated and well-connected communities. The integration of communities can often be more challenging within new developments where the affordable housing is segregated into one area of the site. The parish council therefore

Footnotes

⁷ Station Lane Ingatestone Conservation Area Appraisal and Management Plan, ECC, 2008.

expects affordable housing to be integrated throughout new developments. To ensure a high quality of design throughout the development, the design of affordable units should be indistinguishable from market housing on the site in relation to building design and quality.

BBC manages a sheltered housing scheme within Ingatestone which in total comprises 67 dwellings, including a main building with 10 bedsits and four one bedroom flats, a mixture of bungalows and one bedroom flats on Stock Lane and Wadham Close and Steen Close bungalows off of Fryerning Lane. Ingleton House is part of the sheltered housing scheme located on Stock Lane and has been identified by the NPAC as containing units which are no longer fit for purpose. The existing layout of buildings on the site does not maximise its development potential and it is considered that a reconfiguration of the site could accommodate more housing on the site.

Housing design

The parish council expects new housing development within the parish to be high-quality and affordable, seeking to ensure

that everyone has access to a decent home in a human-scale environment that they can afford. The parish council expects new development to enhance local distinctiveness by using architecture styles and design which are characteristic of the parish. Further details are contained in the Housing Design section.

Housing type

The parish has an ageing population, with many residents seeking opportunities to downsize from family sized three or four bedroom properties. The provision of additional older people's housing in the parish would therefore meet this need and would also make available additional family housing to enable younger families to move into or remain in the parish. The Neighbourhood Plan will therefore be supportive of proposals which include housing designed for older people.

POLICY I: HOUSING

a) The Plan allocates 57 dwellings on Site R22 (identified in Map 2), land adjacent to the A12, Ingatestone. Development proposals on Site R22 should:

- Respond positively and integrate with existing development surrounding the site, particularly in relation to layout, form, scale, appearance and use of materials.
- Create a strong and positive sense of place and identity.
- Provide planting and landscaping on the western boundary of the site to contribute towards the attenuation of traffic noise from the A12.
- Incorporate noise attenuation measures for dwellings on the west of the site, adjacent to the A12, to meet BS8233:2014 standards[1].
- Provide street tree planting as recommended within the Essex County Council Street Material Guide: Design and Good Practice 2012[1].
- Provide attractive pedestrian and cycle access to Roman Road from all areas of the site.
- Provide appropriate surface water management in accordance with the LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide.

b) To address the impacts of the development on the surrounding area, Site R22 should provide contributions towards all necessary infrastructure to be secured and delivered, including:

- Education facilities.
- Open space.
- Community facilities.

c) Proposals for residential development will be supported where the proposed development:

- Is located within defined development limits.
- Provides as a minimum a rate of affordable housing which is in accordance with the requirements set out in the Brentwood Borough Local Plan. Development proposals which include affordable housing should outline current local social housing needs and demonstrate how the proposed housing mix will assist in meeting the identified local needs.
- Locates affordable housing throughout the development, which is designed to be identical in design and quality as market housing within the new development.
- Includes housing types and tenures which meet the current and future housing needs of the parish taking into account the existing housing stock. Development proposals should outline current local housing needs and demonstrate how the proposed housing mix will assist in meeting the identified local needs.
- Is accessible to local services and facilities by good quality walking and cycling routes.
- Provides appropriate surface water management in accordance with the LLFA's most up to date SuDS Design Guide and provides appropriate waste water drainage.
- Contributes positively towards green infrastructure within the parish.
- Would not result in significant harm to heritage assets (both designated and non-designated) in the surrounding area.
- Provides parking in accordance with the adopted Essex County Council Parking Standards.
- Would not result in a detrimental impact on local highway safety and where possible improves highway safety within the parish.
- Protects and enhances important features of the natural environment and biodiversity of the site and its surroundings.
- Provides enhanced connectivity to local services, amenities and public transport.



HOUSING DESIGN



HOUSING DESIGN

The National Design Guide⁸ states that: “creating high quality buildings and places is fundamental to what the planning and development process should achieve. The long-standing fundamental principles for good design are that it is: fit for purpose; durable; and brings delight”.

All new development should seek to provide the highest possible design standards. The RIBA House of the Year 2019, a low budget basic house in Northern Ireland and the RIBA Stirling Prize 2019, public housing in Goldsmith Street, Norwich, both demonstrate that good design does not need to be expensive and difficult to achieve.

All that is needed is vision together with a determination to leave a lasting legacy that rises above the mundane and the ordinary. Tor Bryan (Figure 4) in Ingatestone, when created, was different and very contemporary, has stood the test of time and is now a legacy to good design of its time. New development within the parish should seek to undertake a similar approach to design, providing innovative designs and striking aesthetics founded on vernacular principles.



Figure 4: Tor Bryan

The parish council supports the use of innovative design features which will enhance the overall quality of the development. The parish council encourages the use of natural materials, incorporating features such as green roofs, to enhance the design quality of the building and respond effectively to challenges associated with climate change. New development should seek to create sustainable development with a strong sense of identity.

Schemes should ensure that unique attributes assigned to individual properties contribute to an overall sense of coherent identity for the development. In addition, ancillary buildings and screen walls should seek to reflect the style, detail and materials of the main property.

In relation to the use of materials, it is recommended that:

- New development proposals use a limited palette of materials so as to reinforce the identity of the whole.
- Soft red/orange bricks, dark stained timber and render for walls and plain tiles and pantiles for roofs would assist new developments in contributing positively to the character and appearance of the area.
- Patinated or quartz zinc and non-combustible coloured panels such as Rockpanel are suitable modern materials which would contribute positively to the character and appearance of the area.
- The Building Research Establishment (BRE) Green Guide to Specification⁹ should inform the selection of materials within new developments to ensure the use of the most sustainable available materials.

New development proposals should demonstrate how buildings have been designed in a sustainable manner which seek to reduce carbon emissions, for example taking into account building orientation, solar gain, insulation and airtightness. In order to achieve this, the parish council encourages developments to incorporate Passivhaus¹⁰ standards which seeks to significantly reduce energy consumption for the heating and cooling of buildings.

Since 2009 a government panel has been considering issues associated with housing for older people, called Housing our Ageing Population: Panel for Innovation (HAPPI). The HAPPI reports have identified 10 recommendations to improve housing quality for older people, which include:

1. Generous/flexible space standards.
2. Natural light (including circulation spaces).
3. Avoidance of internal corridors and single aspect dwellings for light and ventilation.
4. ‘Care ready’ homes to accommodate emerging technologies.
5. Circulation that avoids institutionalisation and encourages interaction.
6. Lively multi-purpose social spaces that link with the community.

Footnotes

⁸ National Design Guide, Ministry of Housing, Communities and Local Government, 2019, quotes from pages 2 and 3.

⁹ <https://www.bregroup.com/greenguide/podpage.jsp?id=2126>

¹⁰ www.passivhaustrust.org.uk

7. Engagement with the street.
8. Energy efficient 'green' buildings.
9. Adequate storage inside and outside the home.
10. Shared outside spaces with pedestrian priority.

The parish council supports the approach to the design of older peoples' housing set out in the HAPPI reports and therefore expects these principles to be implemented within new older peoples' housing developments.

The parish council supports the aims of the Essex Design Guide in promoting a high standard of design within new development. The parish council supports the guide where it states that:

“Current solutions to entice the buying public involve the application of ‘historic features’ provided for their symbolic, rather than visual, qualities. The objective should be to abandon pointless efforts and return to basic good design”¹¹.

“...there is still room for a range of new inventions that respect the visual and technical limitations of the format while achieving a special new impact. The answer lies partly in rediscovering and exploiting old virtues such as texture and modelling”¹².

“While we tend to look to the towns and villages of the past for inspiration, new circumstances should give rise to new experiences”¹³.

POLICY 2: HOUSING DESIGN

A. Development proposals should:

- Contribute positively to the existing local historic character and appearance of the area, presenting modern design features which reflect locally distinctive architectural styles.
- Include a high-quality design which will contribute positively to the character and appearance of the surrounding area.
- Reflect, integrate and respond positively to the scale, design, character, density and layout of existing development in the surrounding area and not result in significant harm to neighbouring residential amenity.
- Where appropriate, create a strong and positive sense of place and identity.
- Incorporate an appropriate use of materials which enhances the quality of design, defines routes and spaces and preserves and enhances the character of the area.
- Consideration of the layout and orientation of buildings within sites when seeking to achieve energy efficiency, energy conservation and efficiency, flood resilience, and sustainable waste and water management.
- Design appropriate SuDS proposals to manage surface water at its source using a variety of SuDS methods such as infiltration, interception, rainwater harvesting, and greywater recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds and detention basins.
- Where possible, create interesting views in and out of development through public open spaces.
- Provide an appropriate provision of off-street parking in accordance with the adopted Essex County Council Parking Standards.
- Seek to limit the visual impact of car parking through the use of garages, car ports, off rear parking areas and planting. Any

solutions should be in accordance with BBC's parking standards – Parking Standards: Design and Good Practice 2009, which they adopted as a Supplementary Planning Document (SPD) on 10 March 2011.

- Provide appropriate on-site waste storage facilities.
- Provide street tree planting as recommended within the Essex County Council Street Material Guide: Design and Good Practice 2012¹⁴.
- Preserve views of local landmarks, open space, green infrastructure and the wider rural landscape, which contribute to the rural character and appearance of the area.
- Create an accessible and inclusive design for all age groups and abilities.
- Provide a safe and secure environment, including measures through design and layout which will seek to reduce and prevent crime and enhance personal safety.
- Incorporate sustainable design features which promote energy efficiency, biodiversity gains, innovative low carbon technology, water efficiency, energy conservation and efficiency, flood resilience, sustainable waste and mineral management.
- Design appropriate SuDS proposals to manage surface water at its source.

B. New proposals for older people's housing should demonstrate how the HAPPI principles have been incorporated into the design of the development. In new developments of 20 or more, a minimum of 5% of new homes should be built to Building Regulations Part M4 (3) a standard which ensures that at least some new homes will be suitable for occupation by wheelchair users.

C. All non-residential development should achieve a minimum of BREEAM 'very good' rating or be supported by a bespoke assessment that demonstrates appropriate environment performance results above current Building Regulation requirements.

Footnotes

¹¹ Essex Design Guide, 2018, Architectural Details VI, page 22, paragraph 1.62.

¹² Essex Design Guide, 2018, Architectural Details VI, page 22, paragraph 1.64.

¹³ Essex Design Guide, 2018, Architectural Details VI, page 22, paragraph 1.67.

¹⁴ Street Materials Guide, Design and Good Practice, ECC, 2012, or any future replacement document.





HERITAGE



HERITAGE

VISION AND OBJECTIVES

To conserve and enhance the historic environment within the parish.

CONTEXT

For the purposes of this policy, heritage assets are buildings, monuments, sites, places, areas or landscapes which are identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest. This includes designated heritage assets and non-designated heritage assets which are included within the BBC local list of non-designated heritage assets.



Figure 5: The Bell

The parish contains a large amount of heritage assets, including three conservation areas identified within the assets maps (Maps 3, 4 and 5). Two conservation areas are located within Ingatestone, which was a major and prosperous coaching village from the end of the 18th century and early 19th century, mainly due to its location on the old Roman Road between London and Colchester. The village still contains some historic

Figure 6: Almshouses



Figure 7: Ingatestone Station

coaching inns (Figure 5) where the predominant architectural style is Georgian. The village also still retains the original medieval street plan with many property boundaries dating from that period.

The High Street Conservation Area contains 35 designated heritage assets and a number of protected trees within the historic core of the village. Traditional shop fronts are an important character feature of the High Street and there are a large number of undeveloped rear yards accessed through carriage arches and narrow openings in the building line. The brick tower of the church of St. Edmund and St. Mary provides a landmark feature which contributes to attractive views throughout the village. The High Street is densely built up with buildings predominantly abutting the pavement edge.

The Station Lane Conservation Area contains five designated heritage assets and is predominantly residential containing substantial detached houses in large garden plots set back from the road edge. The character is derived largely from houses built in the late 19th and 20th centuries, including Victorian buildings which provide strong architectural character to the area.

The Ginge Petre Almshouses (Figure 6) and the railway station (Figure 7) are important Grade II listed buildings within the conservation area, built in the 1840's in a picturesque red brick



Figure 8: House designed by George Sherrin

Tudor revival style. The conservation area contains buildings by Victorian architect George Sherrin (Figure 8). These buildings have shaped the character and appearance of the conservation area, often featuring red brickwork, clay tiles and false half-timbered gables. The Red House Lake was associated with Sherrin's own home, the Gate House and therefore forms an important historic landscape feature within the conservation area.

The third conservation area in the parish is located in Fryerning (Figure 9). The village is located on a gently hilly landscape which would have been attractive to early settlement and St Mary's church is located on a prominent hill at the southern end of the conservation area and village. The Fryerning Conservation Area consists of detached houses set on spacious plots. Large oak trees make a significant contribution to the character of the conservation area, enhancing the seclusion of the individual houses and shading the lanes. Apart from one or two late medieval and Georgian buildings, most of the houses are 20th

century in the Arts and Crafts style. The houses around Mill Green Road form a notable group of buildings in this style.

The parish has a historic character and appearance which should be preserved and where appropriate enhanced, for the enjoyment of current and future generations.

Figure 9: Fryerning Sign



POLICY 3: HERITAGE

a) Development within conservation areas which are identified on the Parish Map and should demonstrate how the proposals will protect and where possible enhance, the character, appearance, setting and historical interest of the conservation area.

b) Development proposals should seek to protect and where appropriate enhance, heritage assets within the parish. Development proposals which affect a designated or non-designated heritage asset should outline the historical significance of the asset and the local importance of the asset to the character and appearance of Ingatestone and Fryerning

and should clearly outline the impacts of the proposed development on the historical significance and local importance of the asset.

Relevant evidence base documents:

- Ingatestone High Street Conservation Area Appraisal and Management Plan, ECC, 2008.
- Fryerning Conservation Area Appraisal and Management Plan, ECC, 2011.
- Station Lane, Ingatestone, Conservation Area Appraisal and Management Plan, ECC, 2008.

ECONOMY



THE STAR

GRAY & SONS

INGATESTONE and FRYEBOND
PARISH COUNCIL
No Access For
Unauthorised Vehicles

STAR LANE



ECONOMY

VISION AND OBJECTIVES

The following economy related objectives form part of the vision statement for the IFNP:

- Supporting measured, proportionate, timely and sustainable development to meet local requirements, particularly those of our young people and older residents.
- Promote a flourishing local economy with a range of successful independent businesses.
- As an existing commuter village, Ingatestone will increase its local employment base with the aim of reducing its export of people.
- The growing population of the parish will be supported with employment sites, appropriate retail outlets and a thriving economy.
- The parish will have the transport connections, available space, facilities and infrastructure to support new and expanding businesses as and when the need arises and the parish council will be active in searching out opportunities for bringing new employment to Ingatestone and Fryerning.

The following economy related aims have been identified by NPAC to guide the production of the IFNP economic policies:

- Preserve and grow the High Street (Figure 10) with predominantly thriving independent shops.
- Encourage business, especially those that can employ local people and are in growth sectors such as technology, creative arts, healthcare, renewable energy, professional education and tourism.
- Maintain and grow the key local economic drivers within the parish.

CONTEXT

Economic Statistics

The Rural Community Profile for Ingatestone and Fryerning¹⁵ identified the following key statistics¹⁶ associated with the economy of the parish.

- There are 2,271 economically active residents in the parish, including 1,252 people employed on a full-time basis.
- The proportion of economically inactive residents in the parish is higher than the national average. This may relate to the higher age demographic in the area.
- There are 421 self employed residents in the parish. This represents a higher proportion of the population than the national average.

Footnotes

¹⁵ Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.

- 165 people work from home in the parish. This is also a higher proportion of the population than the national average.
- The parish has a lower proportion of residents claiming jobseekers allowance in comparison to the national average.
- There is a higher than national average proportion of residents in the parish with degree level qualifications.
- The largest employment sectors in the parish are financial and insurance, retail and education.
- There is a higher than national average proportion of residents in the parish employed in managerial, professional or administrative roles.
- There is a lower than national average proportion of residents in the parish employed in skilled and elementary¹⁷ occupations.



Figure 10: High Street

The local economy

The parish contains two key transport routes which act as key economic drivers for the area. The A12 runs along the western and northern edge of Ingatestone and the slip road in the south of the parish provide good access to the wider highways network.

On the south eastern edge of Ingatestone is the Great Eastern Main Line providing regular service to London, Chelmsford and beyond. Ingatestone is serviced by a station, making the village an important location for commuters to use local businesses, services and facilities, before travelling to work or going home. The quality of the transport connections within the parish encourage businesses to locate in the area and also makes the area a more attractive location for tourists.

There are 215 operating businesses in the parish, predominantly located within Ingatestone. To inform the production of the Neighbourhood Plan, in summer 2018 a business questionnaire was published which sought to identify priorities and issues for local businesses in the area. The majority of respondents

¹⁶ Unless specified otherwise, all statistics are from 2011 census data.

¹⁷ An elementary occupation consists of simple and routine tasks, such as cleaners, agricultural labourers, food preparation assistants and refuse workers.



to the survey were from businesses on or near the High Street in Ingatestone, which therefore included a large proportion of wholesale and retail related businesses. The questionnaire identified the following key issues for the area:

A high proportion of local employees live more than five miles from their place of work.

- 75% of local employees use a car to get to work.
- Over half of respondents believe that theft through burglary/shoplifting is a current problem in the parish.
- There is a need for more local events, markets and schemes to encourage passing trade and new business to the High Street.
- Transport and parking were cited as the biggest issues for the recruitment and retention of staff in the area (67%), followed by issues with finding the right skills (40%), wage competition (33%) and shortage of affordable housing for employees in the local area (29%).
- The most significant infrastructure challenges for local businesses in the area were identified as mobile coverage (75%), parking (63%) and trade waste (43%).
- 60% of respondents plan to stay within the parish over the next five to 15 years.
- New retail space was identified as the most required type of new business premises in the parish.
- Businesses in the area would like more parking to be made available, preferably free parking, better mobile/broadband provision and more parish council support to encourage local shopping and support small businesses.

The extent of people working on or near the High Street travelling to work by car highlights the need to consider further parking arrangements within the centre of Ingatestone and particularly parking for local businesses, as well as exploring how these employees might be encouraged to travel sustainably.

The parish council is awaiting the outcome of a parking safety audit being undertaken by Essex County Council (ECC) to consider a future approach to improve parking arrangements in the central area of Ingatestone. Through discussions with ECC and developers associated with sites allocated in this Plan, the parish council will seek opportunities to provide additional car parking to service the central area of the parish.

Retail on Ingatestone High Street

The Brentwood Local Development Plan (LDP) Policy PC08, retail hierarchy of designated centres, identifies Ingatestone as a District Shopping Centre where Brentwood BBC would support “localised retail, commercial, flexible workspace, community facilities and services that reduce the need to travel and contribute towards more sustainable and neighbourhood-scale living”.

To retain the retail offer and the provision of community services and facilities considered appropriate within the District Shopping Centre, LDP Policy PC10, Mixed Use Development Centres, seeks to retain the use of retail premises and associated

uses in Ingatestone High Street for purposes appropriate for a District Shopping Centre. The LDP outlines the appropriate uses for Ingatestone High Street.

- The majority of retail premises in the parish are located on Ingatestone High Street and the active shop frontages along the High Street are important to the character of this area as the centre of the village. To protect and support existing retail premises on the High Street and to maintain the function and character of this area, sections of Ingatestone High Street identified in Map 3 have been allocated as ‘Primary Retail Frontage Areas’. New development within the Primary Retail Frontage Areas should support and enhance retail and associated uses within the area, providing active frontages at ground floor level which respond to character of the area as the centre of the village.

The parish council will support the following uses at ground level within the Primary Retail Frontage Areas along Ingatestone High Street:

- Shops (E(a)).
- Financial and professional services (E(c)).
- Cafés and restaurants (E(b)).
- Drinking establishments (A4 uses).
- Takeaways (A5 uses).
- Hotels (C1).
- Non-residential institutions such as healthcare, nurseries, schools, libraries and places of worship (D1 uses).
- Certain sui generis uses typically found in centres, including theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours.

A greater range of uses will be appropriate at first floor level within the Primary Retail Frontage Areas, provided that the above uses do not inhibit the use of the ground floor for the uses listed above. The ground floor change of use of premises within the Primary Retail Frontage Areas from the uses listed above will not be supported by the parish council unless the applicant can provide compelling evidence and justification that the existing use is no longer viable. This must include evidence that the site has been appropriately and effectively marketed over a sustained period of time (a minimum of 12 months) at a rate which is compared to local market value for its existing use, or as a redevelopment opportunity for other similar uses, together with evidence of the level of interest in the site during the marketing period.

As a direct result of engagement with local businesses the parish council has recently overseen, or is currently in the process of developing, a range of improvements to support businesses on or near Ingatestone High Street, including:

- The repositioning of mobile phone antennae to improve mobile signal.
- Improvements to CCTV to provide increased surveillance coverage and improved safety.



- Seeking to appoint two Community Police Officers.
- Developing a business support network.

The business questionnaire has revealed overwhelming support for retaining Ingatestone High Street as a vital and active retail area. The parish council is keen to support businesses on or near Ingatestone High Street and is seeking to develop projects which will:

- Increase footfall.
- Improve travel into the High Street area.
- Provide additional parking for businesses employees and customers.
- Provide training for retailers.
- Provide growth and development support to local businesses.
- Create events or attractions to encourage visitors to Ingatestone as a tourist destination.
- Providing community WiFi or 5G along Ingatestone High Street.

The parish council is an active participant of the Brentwood Business Partnership (BBP)¹⁸ and is included in developing activities aimed at increasing local trade, such as the annual Easter Egg Hunt for children looking for egg pictures in shop windows, an art trail and the Summer Hunt searching for emblems associated with summer.

Protecting existing employment uses in the parish in order to maintain and improve the status of the area as a thriving economic centre, the parish council will seek to protect existing employment land in the area. Through IFPC Economy Policy 4, the parish council is seeking to expand the provision of employment and safeguard existing employment land within the parish. Proposals which seek to change the use of an existing employment site (class B1, B2, B8 or sui generis use of an employment nature) at a rate which is comparable to the local market value for its existing use, or as a redevelopment opportunity for other similar uses, together with evidence of the level of interest in the site during the marketing period.

The future economy of the parish

Tourism has been identified as an opportunity to increase retail trade on Ingatestone High Street. Ingatestone has an interesting character, a good range of retail premises, cafés, bars and restaurants, good links to the surrounding countryside, Ingatestone Hall and many historic buildings, good accessibility by public transport and from the wider highway network and is in close proximity to large centres of population in Chelmsford

and London. Through the establishment of additional events and attractions in the parish, tourism through local and regionally based day visitors could provide an additional boost to the local economy.

As an additional attraction for the area, funding has been received for the completion of the Ingatestone Museum (Figure 11). Greater Anglia are in the process of restoring the building adjacent to the level crossing on Station Lane, through a combination of funding from Greater Anglia and



Figure 11: Museum site

the Railway Heritage Society, to provide the building for use as the Ingatestone Museum. The project will be managed by a charitable trust and restoration work is expected to be completed in 2020. Alongside the museum, the parish council intends to improve signage throughout the villages to improve the overall experience for visitors.

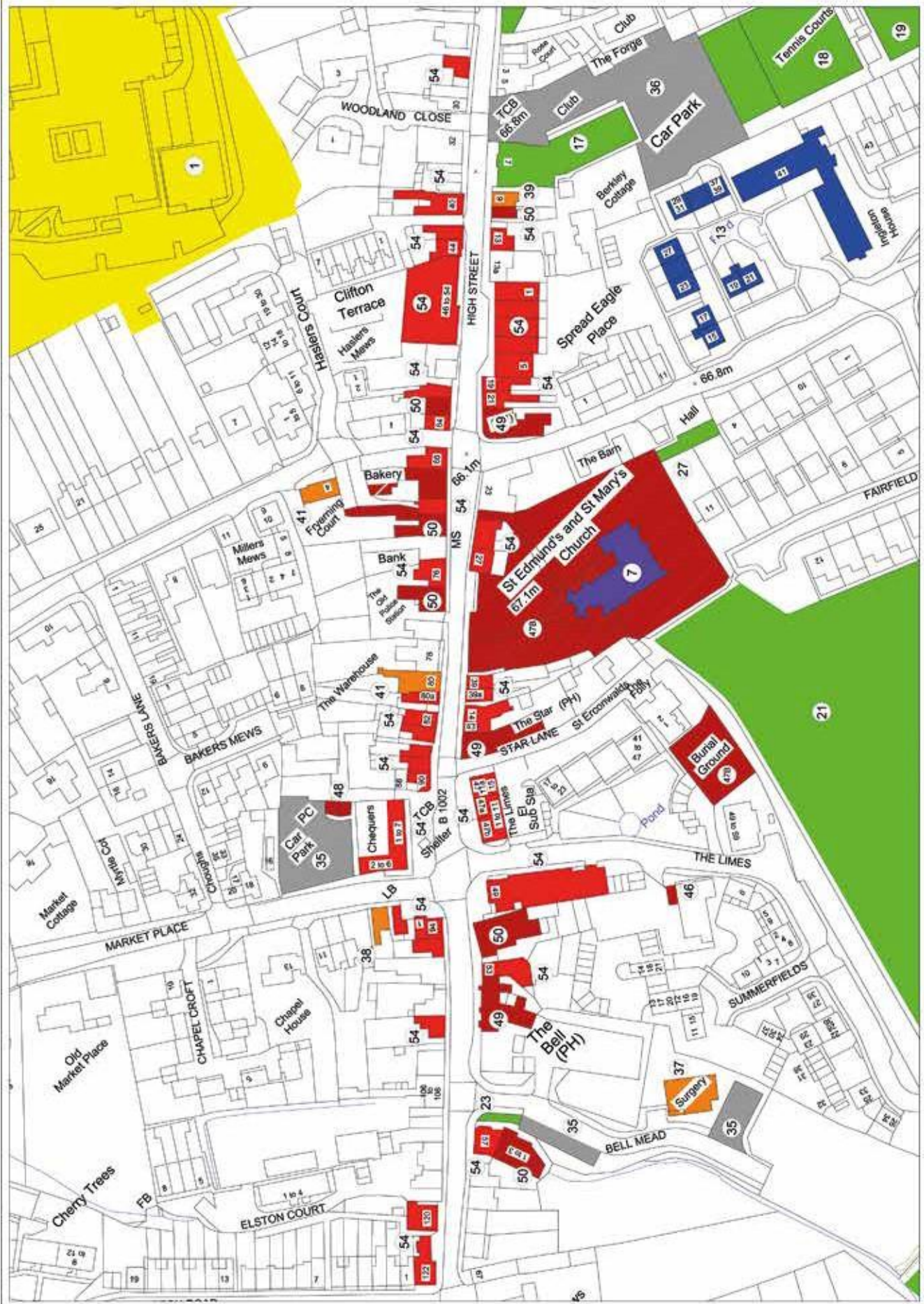
Demographic census information¹⁹ of the parish demonstrates that there is a high proportion of people aged 65 and over in the parish and this trend is likely to continue in the future. Employment within the older age care and healthcare sectors within the parish is therefore likely to increase in the future. The Neighbourhood Plan will seek to encourage more employment opportunities within the parish to encourage economically active people to the area, to create a sustainable balance of older and younger people living and working within the parish.

Subject to compliance with other policies in this plan, the parish council will be supportive of development proposals which increase employment opportunities in the local area and support the local economy. Based on the high proportion of residents educated to degree level and beyond, the high proportion of managerial and professional workers in the area and the small scale nature of business which would be likely to locate within the parish, the parish council will encourage new business development proposals associated with growth sectors such as advanced technologies, creative arts, education, renewable energy and low carbon, health and care sectors and tourism.

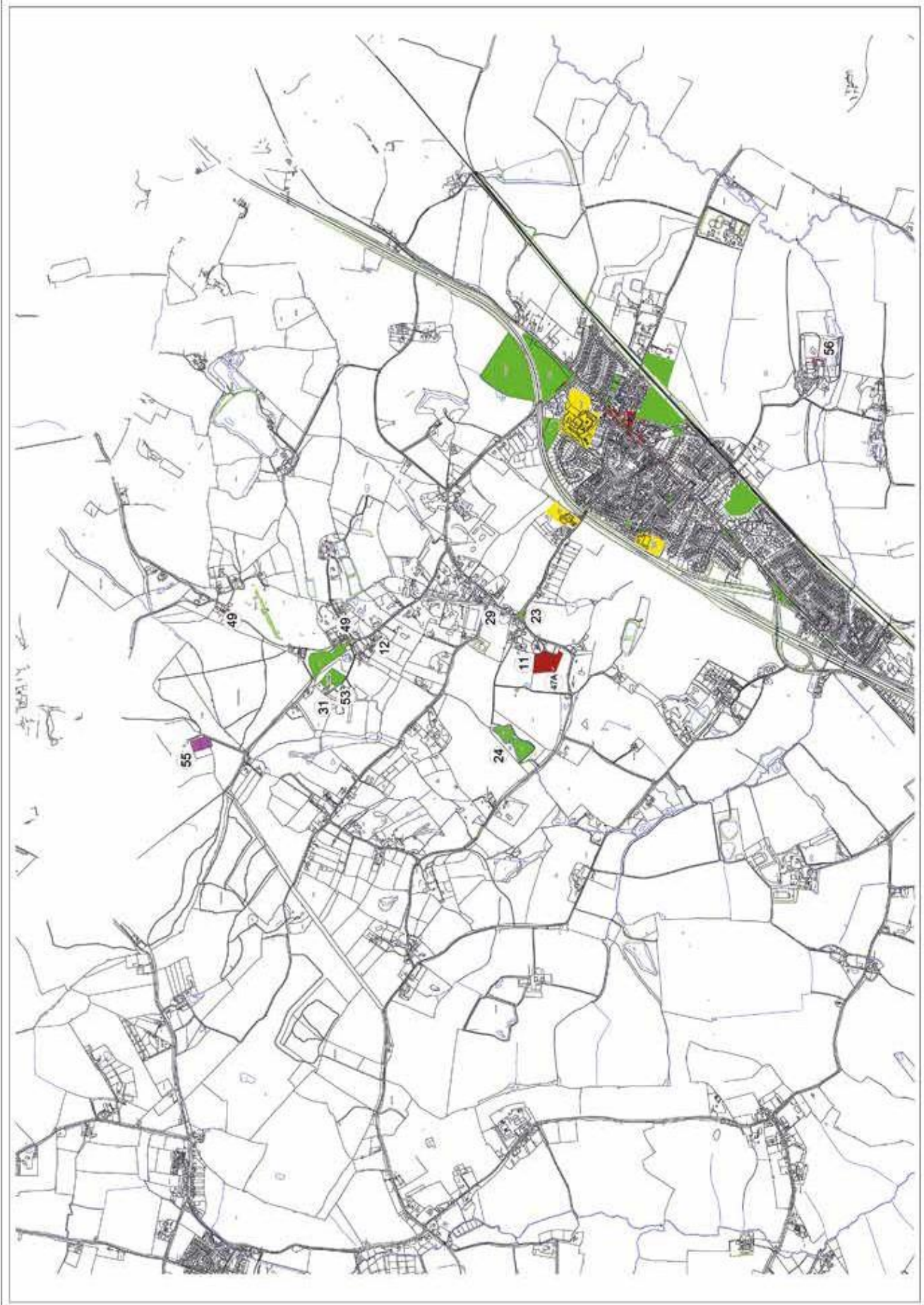
Footnotes

¹⁸ Brentwood Business Partnership is a partnership between Brentwood businesses, local business organisations and Brentwood Borough Council. The Partnership seeks to raise awareness of Brentwood as a thriving place for businesses, visitors and residents; increase footfall and encourage local spend to grow the local economy; support retailers, businesses, tourism and the night-time economy; and sponsor events and projects to attract more business and improve the public realm. Further information is available from: <http://www.discoverbrentwood.co.uk/Business/brentwood-business-partnership.asp>.

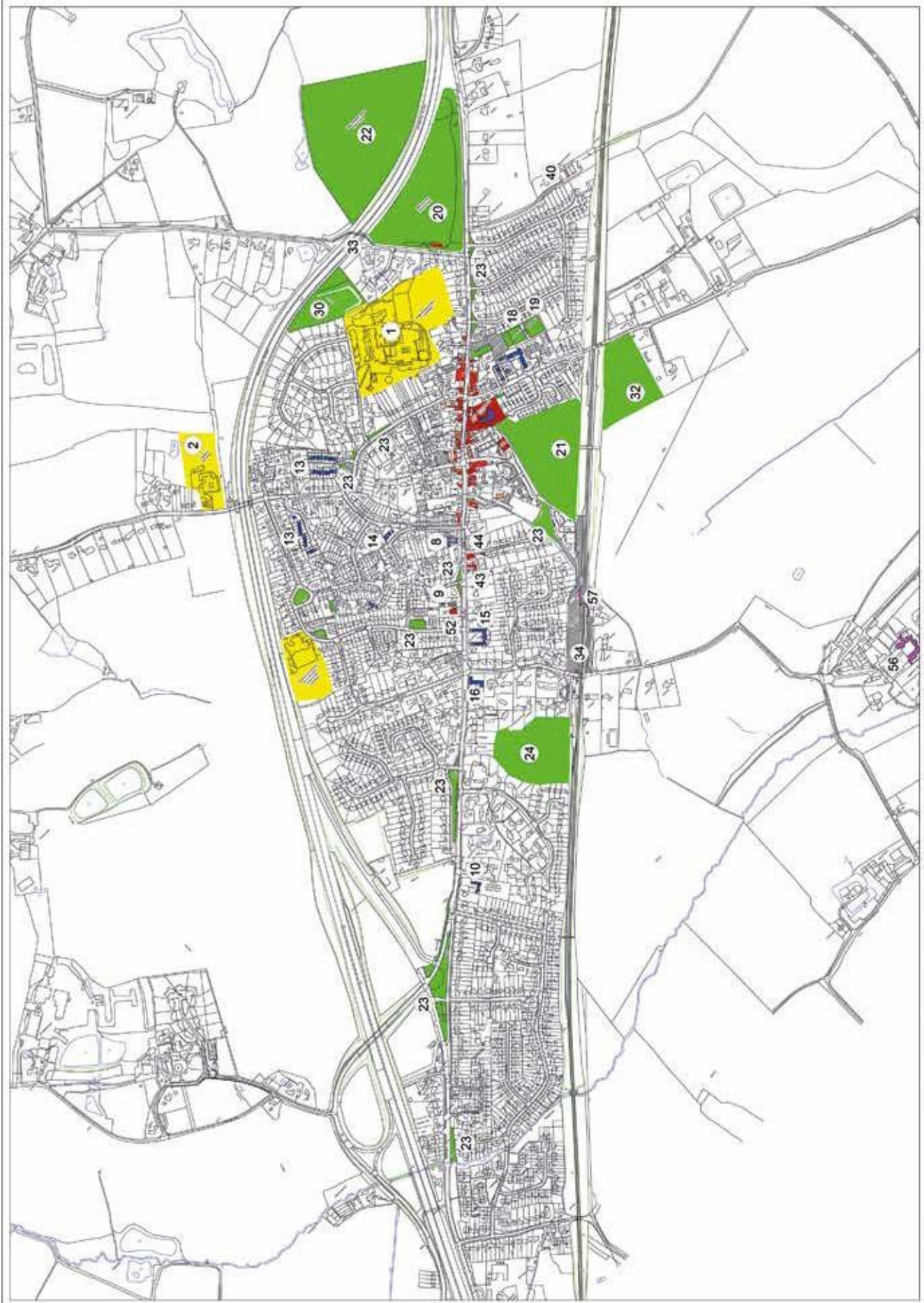
¹⁹ Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.



Map 3: High Street Map. Copyright Phill Poston/Elaine Jeater 2019.



Map 4: Parish Map. Copyright Phill Poston/Elaine Jester 2019.



Map 5: Village Map. Copyright Phill Poston/Elaine Jeater 2019.



KEY TO COMMUNITY ASSETS MAP (Maps 3, 4 and 5)

COLOUR AMENITY/ NUMBER IDENTIFICATION				COLOUR AMENITY/ NUMBER IDENTIFICATION					
ASSET				ASSET					
Yellow	Education	1	Anglo European School	Orange	Healthcare	37	Doctors' surgery		
		2	Ingatestone Infant School			38	Private dentist		
		3	Ingatestone and Fryerning C of E (voluntary aided) Junior School			39	Optician		
		4	Wright Start Day Nursery			40	Veterinary surgeon		
		5	Roman Road Pre-school URUS playgroup			41	Pharmacist/chemist		
		6	EMU under 5's club			42	Chiropodist		
Purple	Religious establishments	7	St Edmund and St Mary Church of England Parish Church, Ingatestone	Brown	Services	43	Library		
		8	United Reformed Church			44	Post Office and sorting office		
		9	Elim Church			45	Railway Station		
		10	St John the Evangelist and St Erconwald Catholic Church			46	Parish Council Offices		
		11	St Mary the Virgin Church of England Parish Church, Fryerning			47 A	Parish cemetery (Parish Council) - open		
		12	Mill Green Gospel Chapel			48	Public toilets		
Blue	Specialist Housing	13	Brentwood Borough Council sheltered accommodation	Black Stripe	Area of Special Scientific Interest	53	Mill Green Common		
		14	Essex CC Young person assisted living			Red	Shops	54	Shops
		15	The Almshouses					47 B	Closed burial grounds
		16	Ardtully nursing residence					Pink	Historical: Scheduled monument
17	Ingatestone Community Club	Special historical/ archaeological interest	56	Ingatestone Hall List entry Number: 1187315 Grade 1 listed					
Green	Community recreational land and buildings		18	Ingatestone Tennis Club	Historic England	57	Name: Ingatestone Railway Station List entry Number: 1279577 Grade 2 listed		
		19	Ingatestone Bowls Club	Historic England			58	Mill Green Windmill List entry Number: 1297199	
		20	Seymour Field and Pavilion (BBC owned)					Historic England	59
		21	Fairfield Cricket ground and children's play areas (leased by Parish Council)	Black Cross	Special features/ infrastructure	60	The 3 Stones (sarsens)		
		22	Anglo European playing fields			61	Red Telephone boxes		
		23	Amenity greens, roundabouts (BBC)			62	Milestone		
		24	Fishing lakes + ponds	63	War memorials				
		25	Ingatestone Boys' Own Club	64	Parish council owned 'bus shelters				
		26	Christy Hall	Grey		Parking and underpasses	33	Underpasses	
		27	C of E Church parish rooms Ingatestone				34	Railway car park (private)	
		28	URC hall				35	Public car park	
		29	Parish Rooms Fryerning (Community Club)	36	Private car park (Community Club)				
		30	Copse						
		31	Mill Green common						
		32	Allotments						

ECONOMY continued...

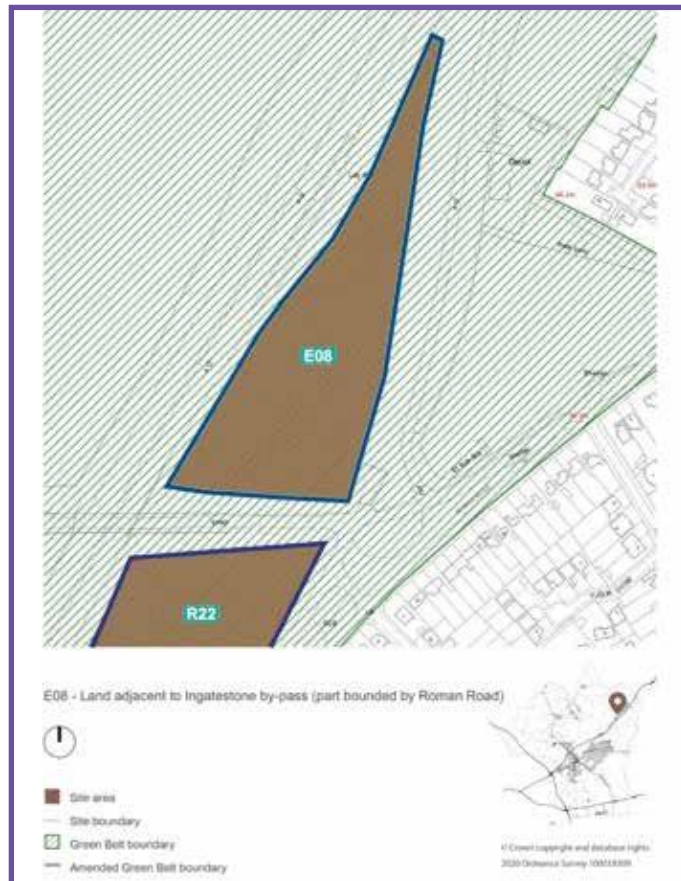
The parish council will also be supportive of development proposals which provide infrastructure which supports and enhances economic activity in the parish, particularly in relation to improving public transport services and facilities and enhanced provision of mobile services and ultra-fast broadband, and at least of superfast speeds.

Employment allocations in the Brentwood Borough Local Plan

Site E08 of the LDP proposes the allocation of 2.06ha of employment land adjacent to the A12 and slip road in Ingatestone (Map 6). Site E08 is proposed for uses B1, B2, B8 and any associated employment generating sui generis²⁰ uses, with access from Roman Road (B1002).

The parish council supports this employment allocation and would also be supportive of the following additional uses on the site alongside employment related uses where appropriate:

- A residential care home (C2 use).
- Early year childcare facilities (D1 use).
- A medical centre (D1 use).
- Financial and professional services (A2 use).
- Gymnasium (D2 use).
- Managed shared office (B1 use).
- Banking facilities (A2 use).



Map 6: Employment land allocation E08, land adjacent to A12 and slip road, Ingatestone²⁰

POLICY 4: ECONOMY

a) Land adjacent to the A12 and slip road, Ingatestone, identified in the Policies Map as Site E08, is allocated for 2.06ha of employment land. The following uses are permitted on this site:

- E(g), B2, B8 and any associated employment generating sui generis uses as principle uses on site.
- E(a,b,c), C2, E (e-f) and E (d) ancillary uses, where it is demonstrated that the location of these uses will not inhibit the operation of the principle uses on the site.

b) The parish council will be supportive of development proposals which increase employment opportunities in the local area and support the local economy. To enhance the local economy in an appropriate and sustainable manner, employment generating development proposals will be supported where they:

- Diversify the local economy e.g. technology/business park.
- Enable new businesses to locate within the parish, e.g. financial and healthcare facilities.
- Protect, support and improve existing businesses and employment land within the parish.
- Provide benefits to the local economy and community which outweigh any harmful impacts of the proposals.
- Are located in areas which are accessible to the surrounding highways network and sustainable transport network including public transport services and cycle and pedestrian routes, without

having a significant detrimental impact on the levels of traffic or congestion in the parish.

- Will not detrimentally impact upon residential amenity, health and quality of life of existing residents.
- Provide additional tourist attractions and/or facilities for visitors within the parish.
- Provide infrastructure which supports the use of ultrafast broadband and 5G mobile telecommunications.

c) Sections of Ingatestone High Street identified in the Policies Map are designated as Primary Retail Frontage Areas. Development proposals which support and enhance retail and associated ancillary uses (E uses, E(e-f) and F1 and sui generis uses typically found in centres) on ground floors in this area will be supported and encouraged.

d) The design of shop fronts in the Primary Retail Frontage Area should seek to maintain and enhance the character of Ingatestone High Street as the centre of the village, particularly through active retail frontages at the ground floor level facing the High Street.

Footnotes

²⁰ Map from the Brentwood Borough Local Plan, pre-submission version, February 2019



TRANSPORT

TRANSPORT

VISION AND OBJECTIVES

The following transport related aims and objectives form part of the vision statement for the IFNP and have been identified to guide the production of the IFNP transport policy:

- Giving consideration to effective transport links, the staffed train station (Figure 7), the bus service and access routes for the movement of cyclists and pedestrians.
- To reduce the rate and incidence of congestion.
- To enhance accessibility to key services and facilities within the parish.
- To improve safety on the road network and to enhance and promote a safer travelling environment around the parish.
- To manage the impact of road transport on air pollution.
- To maintain highways and public rights of way to a standard appropriate to their use.
- To support and encourage new technologies such as autonomous vehicles and electric charging points.



Figure 7: Railway station

CONTEXT

Access by car and parking

The B1002 runs through the centre of Ingatestone, forming the High Street and Roman Road beyond. Ingatestone is a linear village sited between the A12 on the north western edge of the village and the Great Eastern Main Line on the south eastern edge. The A12 provides a bypass for Ingatestone for vehicles travelling between Brentwood, Chelmsford and beyond. There are around 3,000 cars available to households in the Parish, which equates to around 1.44 cars per household²². This

is higher than the Essex and national averages for car ownership, which reflects the rural nature of many areas of the parish²³.

There are a total of 398 car parking spaces in Ingatestone, including parking areas in Market Place, the Community Centre, the High Street and Bell Mead. The train station provides 251 car parking spaces, managed by NCP. Parking at the station currently costs £6.80 per day, £27 for a weekly pass and is open 24 hours a day. There are also 48 bicycle parking spaces.

There are few designated street parking spaces in Fryerning, with the exception of two-three spaces outside the Parish Rooms and the church of Saint Mary the Virgin.

In 2016, BBC published the Brentwood Parking Strategy, Strategy Options Development Report²⁴, which reviewed all BBC owned and operated off-street parking facilities across the borough. The report acknowledged that Ingatestone has parking demand and supply problems, but notes: “that there are limited opportunities to improve the situation due to the size of the town and its geographic location between the railway line (to the south) and A12 (to the north)”.

In relation to Ingatestone, the strategy concluded that:

- The provision of additional short-term parking in Ingatestone would be beneficial for accessing the available retail offer, however geographical constraints impede the ability to expand current parking provisions in the area.
- Given the key role of Ingatestone as a commuter location, an appropriate balance between short-stay and commuter parking is required.
- Improved wayfinding and signage infrastructure can help to improve navigation for visitors and help to identify the location of all car parks.
- Effective enforcement can help to improve the efficiency and management of parking and minimise incidences of inappropriate parking and speeding.

The parish council recognises the need for additional car parking provision within Ingatestone and will therefore be supportive of development proposals which provides or contributes towards improved additional parking. ECC are currently undertaking a parking safety survey of Ingatestone.

This survey is expected to identify areas of the village where parking arrangements may need to be amended to ensure the safety of all users. Through the progression of this work, the parish council will seek to work with ECC to consider how parking within the village, particularly around the High Street, could be improved and expanded to meet existing and future parking requirements.

Footnotes

²² Based on 2011 Census data.

²³ Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.



In addition, the parish council will also liaise with Abellio Greater Anglia and Network Rail to consider the possibility of increasing car parking facilities at Ingatestone train station. If parking provision at the station cannot be increased sufficiently, consideration could be given to the development of paid parking elsewhere in the village.

IFNP Transport Policy 5 seeks to improve and where possible increase parking provision for local businesses, customers and commuters within the parish. The parish council will therefore not be supportive of proposals which may reduce the provision of parking within Ingatestone.

With the exception of the NCP train station car park, the majority of parking within Ingatestone is free and feedback from the summer 2018 IFNP questionnaires identified that local people consider existing parking provision in the parish to be vital in supporting Ingatestone's shops and businesses. The questionnaires identified parking as one of the top three items of concern for respondents.

Questionnaire responses identified the following parking related issues in the parish:

- The lack of all-day parking around New Road and the High Street.
- The cost and availability of parking for employees without their own spaces.
- Dangerous parking in the High Street and its junctions.
- Parking around the schools at drop-off and pick up times.
- The provision of sufficient parking within new housing developments.

BBC adopted the Essex Parking Standards²⁵ as a Supplementary Planning Document (SPD) in 2011 and continues to expect new development to comply with these design and provision standards. The IFNP supports this approach and will therefore expect all new development proposals in the parish to accord with the Essex Parking Standards. The provision of car parking in new developments needs to be carefully designed and positioned to create a distinctive sense of place and ensure that the parking area does not dominate the public realm.

Sustainable transport

The Climate Change Act commits the UK to reducing CO₂ emissions and at international level the Paris Agreement commits the UK to taking action on climate change to reduce global average temperatures. The approach to transport planning within IFNP Transport Policy 5 should reflect the need to reduce CO₂ emissions in the parish to support climate change mitigation.

Sustainable modes of transport are transport modes which do not rely on the car, such as walking and cycling and public transport such as buses and trains. Encouraging the use of sustainable modes of transport will support a reduction in carbon emissions within the parish. This approach is therefore connected to the aims and objectives of the IFNP Chapter on Environment, Environment Policy 6.

As outlined in chapter five, in addition to encouraging sustainable modes of transport, electric vehicles will also provide an opportunity to reduce carbon emissions and air pollution. The inclusion of electric vehicle charging points within new development will therefore be supported and encouraged, or as a minimum infrastructure to support the provision of charging points in the future should be provided.

Public transport services in the parish are only available within Ingatestone. The Great Eastern Main Line runs between London Liverpool Street and Norwich, with access to the Braintree spur line and services to Clacton on Sea and Ipswich. The 23 mile journey to London Liverpool Street from Ingatestone takes around 32 minutes, with regular services at peak times, reduced half hourly off peak services on weekdays and Saturdays and hourly services on Sunday. Ingatestone Station and all trains serving it are currently operated by Abellio Greater Anglia.

Ingatestone Station opened in 1844 and the station is a Grade II listed building. Facilities at the station include a waiting room, part-time café, toilets, a quick fare ticket machine and a staffed ticket sales office.

Feedback within the IFNP questionnaires highlighted the importance of maintaining staff at the station, which is considered important for the safety of passengers, particularly in relation to the safety of a large number of school children that commute into the village daily to attend the Anglo European School.

In recent years passenger numbers at Ingatestone Station have significantly increased. This is due to the accessibility of the station from surrounding areas and the availability of parking facilities near the station. As outlined above, the increased use of the station has detrimentally affected the availability of parking in the village during weekdays, as many commuters will park cars for the day within the village.

The only bus service operating in the parish is the 351 bus route which runs along Ingatestone High Street, providing services between Brentwood and Chelmsford, half hourly from 6am until 6pm on weekdays, hourly services to 8pm on Saturdays and limited services on Sundays.

In relation to facilities for pedestrians and cyclists, there are no dedicated cycle routes within the parish, pavements in

Footnotes

²⁵ Parking Standards, Design and Good Practice, ECC, 2009.



Figure 12: Narrow pavement

some areas of Ingatestone are narrow and difficult to use for people with prams or using wheelchairs and mobility scooters and there are no pavements on some roads leading out of Ingatestone, throughout Fryerning and on the majority of rural roads in the parish (Figure 12). Policies within the Local Development Plan (LDP) seek to provide new cycle lanes as part of new developments to increase opportunities for cycling safely.

IFNP chapter six refers to the importance of accessibility and opportunities to exercise through walking and cycling, for people’s wellbeing and quality of life. Policy 5 seeks to enhance and improve pedestrian and cycle routes and accessibility to

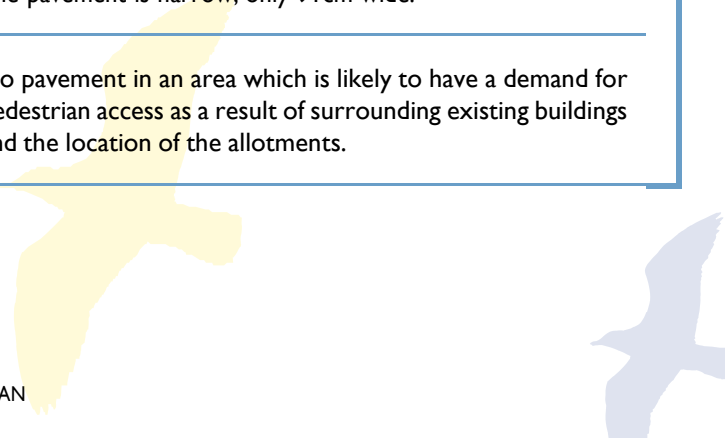
services and facilities, throughout the parish. Improving the safety and quality of pedestrian and cycle routes within the parish is key to encouraging people to consider walking and cycling as viable alternatives to the car.

The parish council will support development proposals which positively address the needs of pedestrians, cyclists and horse riders. Careful consideration should be given to creating convenient and safe links to surrounding areas. The parish council is also keen to encourage children to develop travel habits relating to walking and cycling which they will continue throughout their lives. Proposals which improve walking and cycling access to schools within the parish will therefore be supported.

A path on Fryerning Lane connects Ingatestone and Fryerning, however the path does not have lighting along the length of the route and is inconsistent in relation to size and quality. An improved path, sufficient to accommodate both pedestrians and cyclists, would encourage the use of this route by pedestrians and cyclists. Within Fryerning there are no pavements, cycle lanes and limited bridleway routes and within Ingatestone there are a number of roads (see Table 1) with poor quality or no pavements. The parish council would therefore be supportive of proposals which improve and increase the provision of bridleways, pedestrian and cycle links within the area. The parish council will also seek to ensure that any new proposals for bridleways, pedestrian and cycle links take into account the needs of all users, particularly people that rely on wheelchairs and mobility scooters.

Table 1: Areas of concern for the safety of pedestrians in the parish

LOCATION	ISSUE
High Street, adjacent to the steps entrance to the Star Inn Public House, Ingatestone village.	The pavement is narrow, only 78cm wide.
High Street, on the corner of the Bella Blake shop, Ingatestone village.	
High Street, near Budgens, Ingatestone village.	The pavement is narrow, only 91 cm wide.
Stock Lane, Ingatestone village.	No pavement in an area which is likely to have a demand for pedestrian access as a result of surrounding existing buildings and the location of the allotments.



Sections of Bakers Lane, Ingatestone village.

The junction of Fryerning Lane and the High Street, Ingatestone village.

No pavement in an areas which are likely to have a demand for pedestrian access as a result of surrounding existing buildings. These roads are also used by pupils of the Anglo European School coming to and from Ingatestone Station and bus service on the High Street.





Figure 13: Fryerning Lane and High Street-stones

Safety

The lack of separated cycle routes and good quality pavements in some areas of the parish was identified as a safety concern within the results of the IFNP questionnaire.

Table 1 lists areas of the parish where there are safety concerns for pedestrians relating to the provision and quality of pavements. The identified sections of pavement on the High Street are in areas which have high numbers of pedestrians through people accessing shops, pubs, restaurants and St. Edmund and St. Mary's Church.

Sections of Fryerning Lane (Figure 13) and Bakers Lane (Figure 14) without pavements are of particular concern in relation to pedestrian access for pupils of the Anglo European School coming from the train station. On weekdays, hundreds of children walk from the station and from bus services on the High Street to the school at least twice a day and there are safety concerns on sections of the route without pavements. The safety of these children in walking through the village from passing traffic is a significant concern for the parish council.

Through the IFNP questionnaire local residents have raised their concerns regarding the safety of pedestrians and cyclists in the parish where there are no dedicated cycle lanes and poor-quality paths. Unless improvements to the safety of pedestrians

and cyclists can be implemented, it is unlikely that the level of cycling and walking will increase within the parish.

The speed limit on roads within the village, including those where there are safety concerns for pedestrians, is 30 mph. To increase the safety of the village in areas where pedestrian footfall is highest, the parish council will seek to engage with ECC to consider reducing speed limits to 20 mph. These areas include the walking route for pupils of the Anglo European School to go to and from Ingatestone station.

To increase the safety of pedestrians around schools, the parish council is also considering the creation of 'School Clear Zones' within Ingatestone, which are areas around schools where the parking or stopping of cars is restricted at specific times of the day associated with school opening and closing times. The purpose of the zone is to significantly reduce traffic from around the immediate vicinity of the school, improving safety for pedestrians and cyclists and also improving air quality around the school. The pupils will be encouraged to walk or cycle from home or drop off zones, encouraging additional physical activity. The proposed location of the School Clear Zone in Fryerning Lane is currently being investigated by the parish council.

The area of Ingatestone village associated with concerns for the safety of pedestrians, proposed speed reductions and proposed School Clear Zones is identified within Policy 5 as a 'Safe Route'. Within the allocated Safe Route, the parish council will seek opportunities to improve safety for pedestrians and cyclists, where possible, including the provision of:

- New pavements or designated areas of the road for pedestrians.
- Improved road markings.
- A school clear zone.
- Speed reductions.
- Features which reduce the speed of vehicles, such as speed humps, reduced road widths, speed cameras and additional signage requesting vehicles to reduce speed.

Figure 14: Bakers Lane



Air Quality

IFNP Policy 5 seeks to ensure that new development does not result in an increase in traffic and congestion which could have a detrimental impact on air quality in the parish.

This requirement is connected to the aims and objectives of the IFNP Chapter on Environment, IFNP Policy 6.

As outlined in chapter five, the parish council will consult with BBC to consider options for air quality monitoring within the parish on Ingatestone High Street and close to Ingatestone Infant School on Fryerning Lane. In the absence of any regular

monitoring, all new major developments (10 dwellings or more²⁶) in the parish will be required to demonstrate an understanding of the current air quality surrounding the development site and outline the potential wider air quality implications of the proposed development on the parish.

Proposed transport improvements for the parish

Through the IFNP summer 2018 questionnaires and additional research to inform the production of this plan, the key transport related projects listed within Table 2 have been identified to maintain and improve accessibility and transport links within the parish.

Table 2: Key transport related projects for the parish

PROJECT	ACTIONS REQUIRED
Improve and increase car parking for commuters using Ingatestone Station.	Engage with Abellio Greater Anglia and BBC to consider options for the future.
Improve and increase car parking within Ingatestone village.	<ul style="list-style-type: none"> ■ NPAC/IFPC to develop specific projects. ■ Engage with BBC to further develop proposed projects. ■ Engage with local developers (where appropriate) to develop car parking projects alongside new development proposals. ■ Identify potential funding sources.
Improve bridleways, pedestrian and cycle routes throughout the parish. Key locations include: <ul style="list-style-type: none"> ■ Fryerning Lane, connecting Ingatestone to Fryerning. ■ Throughout Fryerning and Mill Green. ■ Ingatestone village, locations identified within Table 1. 	<ul style="list-style-type: none"> ■ NPAC/IFPC to develop specific projects. ■ Engage with BBC and ECC to further develop proposed projects. ■ Engage with local developers (where appropriate) to develop transport projects alongside new development proposals. ■ Identify potential funding sources.
Ingatestone Safe Route, including: <ul style="list-style-type: none"> ■ New pavements. ■ Designated areas of the road for pedestrians. ■ Improved road markings. ■ A School Clear Zone. ■ Speed reductions. ■ Features which reduce the speed of vehicles, such as speed humps, reduced road widths, speed cameras and additional signage requesting vehicles to reduce speed. 	<ul style="list-style-type: none"> ■ NPAC/IFPC to develop specific projects. ■ Engage with BBC and ECC to further develop proposed projects. ■ Engage with local developers (where appropriate) to develop transport projects alongside new development proposals. ■ Identify potential funding sources.

Footnotes

²⁶ Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015

POLICY 5: TRANSPORT

Proposals that provide or contribute towards new or improved car parking provision within Ingatestone will be supported.

Proposals for new or improved bridleways, pedestrian and cycle routes connecting Ingatestone and Fryerning and within Ingatestone, Fryerning and Mill Green, will be supported.

Proposals for new development should:

- Provide car and cycle parking in accordance with the Essex County Council Parking Standards [16].
- Not result in a reduction in car parking spaces within Ingatestone.
- Where possible and appropriate, contribute towards improved or additional car parking facilities within Ingatestone.
- Not result in any detrimental impact on local highway safety and where possible improve highway safety, within the parish.
- Where possible, protect and enhance public rights of way, pedestrian and cycle routes and bridleways throughout the parish.
- Not significantly increase levels of congestion within the parish.
- Where appropriate, improve accessibility and increase the use of sustainable modes of transport within the parish by providing or contributing towards public transport improvements and providing safe pedestrian and cycle routes to surrounding areas, public transport and local services and facilities.

- Provide effective enforcement to signed speed restrictions.
- Not detrimentally impact air quality and public health within the parish as a result of increased traffic flows and congestion.
- Create safe and accessible environments, particularly for those with limited mobility.
- Incorporate appropriate and sympathetic lighting to public areas which will enhance accessibility and safety.
- Provide infrastructure to support electric and low emission vehicles.

Major development (10 dwellings or more²⁷) proposals in the parish should assess and clearly demonstrate the impact of the scheme on the local highway capacity and public transport services.

Proposals which improve the safety of pedestrians and cyclists will be encouraged and supported.

Relevant evidence base documents:

- Brentwood Parking Strategy, Strategic Options Development Report, JMP Consultants Ltd, 2016.
- Parking Standards, Design and Good Practice, ECC, 2009.
- Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.
- Town and Country Planning (Development Management Procedure) (England) Order 2015.



Footnotes

²⁷ Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015.

ENVIRONMENT





ENVIRONMENT

VISION AND OBJECTIVES

- To maintain and protect the natural environment and green space within the parish.
- To enhance the biodiversity of the parish.
- To reduce carbon emissions within the parish in order to combat climate change.
- To ensure all residents living within the parish breathe clean air.

CONTEXT

The parish has a strong rural character. The village of Ingatestone is surrounded by open and agricultural land which separates it from Fryerning to the north west and other nearby settlements of Mountnessing, Margaretting and Stock. Outside the villages of Ingatestone and Fryerning the parish consists of predominantly open countryside. Inside the village boundaries the largest areas of green infrastructure²⁸ and open space²⁹ are Fairfield Recreation Ground (Figure 15) and Seymour Field (Figure 16).

The parish contains areas of mature woodland at Mill Green, Fryerning Wood and College Wood and there are several small lakes primarily used for angling. Mill Green Common (Figure 17) is part of the ancient royal hunting forest known as Writtle Forest. Some parts of this area have changed little since the early medieval period.

There are 15 local wildlife sites (LWS) located throughout the parish³⁰, consisting predominantly of woodland areas. The woodland and open fields (Figure 18) provide good habitats for fauna and flora. There are large tracts of agricultural land, predominantly arable farming, which are listed as Grade 2 and Grade 3 agricultural land. Fields are separated by hedgerows which in themselves provide valuable habitats.

Protecting and maintaining the natural environment, open space and green infrastructure

The open countryside areas of the parish provide a variety of habitats for fauna and flora. Many species depend on the natural environment for food and shelter. Where human development impacts upon the ability of wildlife to survive we have a responsibility to current and future residents of the parish and beyond to protect our natural environment.

IFNP Environment Policy 6 aims to maintain and protect the natural environment from human impact, especially relating



Figure 15: Fairfield pond

to new developments within the countryside on the edge of existing settlements. This approach reflects views identified through the IFNP residents questionnaire undertaken in summer 2018, which identified that features which residents considered most important for the area included proximity to countryside, an attractive village environment and public open space. Account should be taken of Natural England’s desire ‘to leave our environment protected and enhanced for the future’ (Defra 2018a).

Through policies and proposed projects in the IFNP, the parish council is seeking to enhance the natural environment within the parish. Where possible and appropriate, new development proposals should seek opportunities to create wildlife corridors and improve access to the countryside for recreation. Development proposals which will have an impact on the natural environment will be required to clearly demonstrate the potential impacts of development, preferably through an ecological assessment.

Where development proposals are likely to impact upon the natural environment, open space or green infrastructure, they will be required to clearly demonstrate how the benefits arising from the development will outweigh the negative impacts. Such benefits could include access to the countryside for recreation, creation of wildlife corridors, overall long-term net biodiversity

Footnotes

²⁸ Green infrastructure is a network of multifunctional green spaces in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities.

²⁹ Open space relates to all spaces of public value, including land and areas of water such as rivers and lakes (also referred to as blue infrastructure), which offer opportunities for sport and recreation and provide visual amenity.



Figure 16: Seymour Field. Copyright Forever Callie Ltd www.forevercallie.com

gains and the achievement of other objectives set out in this plan.

Where mitigation measures are required to support new development, the parish council may consider a 'like for like' replacement, relocation and/or compensation towards the loss of habitats where it can be demonstrated that such measures will result in a net biodiversity gain for the area and improvements to habitats in relation to quantity, quality and connectivity. Any compensatory habitat created should

be delivered as close as possible to the development site and should be ecologically functional in advance of any loss. Account should be taken by developers of the Recreational Disturbance Avoidance & Mitigation Strategy (RAMS) as this impacts the parish.

IFNP questionnaire results identified that local residents would prefer new development to be located on previously developed land to protect undeveloped countryside areas and local wildlife habitats. Open space within the village of Ingatestone is limited.

Figure 17: Church Green



Figure 18: Fryerning open field





Figure 19: Solar panel

Public access is limited to Fairfield Recreation Ground and Seymour Field. It is imperative that these areas are maintained and where possible enhanced, not only for recreational and sporting activities as outlined, but also to provide habitats to local flora and fauna.

Climate change

The parish will face environmental challenges over the next 30 years. The Climate Change Act 2008 first committed the UK to drastically reduce its carbon emissions by 2050. However, recent studies, including work undertaken by the United Nations International Panel on Climate Change (IPCC), suggest we need to decarbonise by 2030 to have a meaningful impact on the effect of climate change.

At the international level the Paris Agreement commits the UK to 'keeping global average temperatures 'well below' two degrees centigrade above pre-industrial levels'. As a result, Policy 6 seeks to encourage development proposals which mitigate against climate change and promote adaptation. Climate change is a cross cutting theme, therefore sustainability and resilience is embedded throughout the IFNP.

Improving the energy efficiency of buildings within the parish will provide an important contribution towards reducing carbon emissions within the parish. While IFNP Housing Design Policy 2, seeks to encourage sustainable design features within new developments, this will only influence a small proportion of the total buildings in the parish. To reduce carbon emissions in the parish, it is therefore essential that we seek to encourage and support improvements to the energy efficiency of existing buildings within the parish.

Encouraging the use of sustainable modes of transport³¹ will also support a reduction in carbon emissions within the parish. IFNP Transport Policy 5, presents policies and projects to encourage the use of sustainable modes of transport. In addition

to encouraging sustainable modes of transport, electric vehicles will also provide an opportunity to reduce carbon emissions and air pollution. The inclusion of electric vehicle charging points within new developments will therefore be supported and encouraged, or as a minimum infrastructure to support the provision of charging points in the future should be provided. This could include for example electric cabling adjacent to car parking spaces and sufficient space adjacent to the parking bay to provide a charging point.

To support the environment the parish council will seek opportunities to plant new trees within the parish and will encourage new developments to include new tree planting.

Extreme weather and flooding

It is predicted that climate change will result in more extreme weather events. With increased rainfall comes the increased risk of flooding. Longer heat waves may also affect water supplies.

In several locations in the parish roads flood after heavy rainfall and drains are often blocked. The main area of flooding is farmland adjacent to the River Wid.

New developments should promote water efficiency by incorporating rainfall harvesting technology. Tree planting will also be encouraged to improve water infiltration levels within new developments. Sustainable urban drainage systems should be included within new development proposals which include new houses.

Renewable energy

Government has set a target to deliver 15% of UK energy consumption by renewable means by 2020. The costs of installing solar (Figure 19) and wind energy have fallen dramatically in recent years and therefore provides an opportunity for more renewable energy to be produced locally. The parish council will work with the local community through the establishment of a Community Energy Group to consider where and how renewable energy developments could be provided within the parish and to produce a Sustainable Energy Plan for the parish.

Noise and air pollution

In recent years evidence has been produced demonstrating the serious health consequences of air pollution. BBC no longer monitors air pollution within the parish. Where no monitoring is taking place, it is unclear if there are any air quality issues which need to be addressed within the parish. This is an issue of concern for local residents, particularly due to the location of the Ingatstone Infant and Ingatstone Junior Schools close to the A12.

Footnotes

³¹ Sustainable modes of transport are transport modes which do not rely on the car, such as walking and cycling and public transport such as buses and trains.



The parish council will consult with BBC to consider options for air quality monitoring within the parish on Ingatestone High Street and close to Ingatestone Infant School on Fryerning Lane. In the absence of any regular monitoring, all new major developments (10 dwellings or more³²) in the parish will be

required to demonstrate an understanding of the current air quality surrounding the development site and outline the potential wider air quality implications of the proposed development on the parish.

POLICY 6: ENVIRONMENT

Development proposals should protect and where possible enhance, the natural environment. All development proposals should seek to deliver net biodiversity gain, in addition to protecting existing habitats and species. Any proposals which negatively affect, or have the potential to negatively affect, the natural environment should demonstrate that any negative impacts on biodiversity, including flora, fauna and wildlife habitats, will be adequately mitigated.

Development proposals which may have an impact on wildlife habitats in the parish should be accompanied by an ecological assessment which will clearly demonstrate any potential impacts.

Development proposals will be encouraged that seek to enhance the provision of and access to, green infrastructure and open space in the parish by:

- Creating new areas of green infrastructure and open space.
- Improving the connectivity between wildlife habitat areas and green infrastructure and open space through wildlife corridors and / or improvements to the Public Rights of Way and cycle, bridleway and footpath networks.
- Enhancing the visual characteristics and biodiversity of green infrastructure and open space in close proximity to new development.

Development proposals which would result in the net loss of green infrastructure or areas of open space will only be supported where it can be demonstrated that:

- The benefits of the project outweigh any identified harm created by the loss.
- Overall the development results in a net biodiversity gain for the area and improvements to habitats in relation to quantity, quality and connectivity.
- Any compensatory wildlife habitat is created as close as possible to the development site and should be ecologically functional in advance of any loss.

New development proposals should seek opportunities to reduce carbon emissions by:

- Encouraging the use of sustainable modes of transport within the design of developments through safe

walking and cycling routes which provide connections to surrounding public transport and local services and facilities.

- Encouraging home working by designing homes to be adaptable and ensuring good quality mobile phone and broadband connections.

- Seeking new tree planting within new development schemes in the parish.

- Providing electric car charging points within new developments, or as a minimum ensuring essential infrastructure is in place to enable charging points to be provided in the future.

- Incorporating sustainable design features which promote energy efficiency, biodiversity gains, innovative low carbon technology, water efficiency, energy conservation and efficiency, flood resilience, sustainable waste and mineral management. Management, such as infiltration, interception, rainwater harvesting, and grey water recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds and detention basins.

New development proposals should incorporate Sustainable Drainage Systems (SuDS) where appropriate to manage rates of surface water runoff and to reduce the potential for flooding. Sustainable Drainage Systems should also be used to enhance biodiversity and eco systems within development proposals.

Proposals for new development should not detrimentally impact air quality and public health within the parish as a result of increased traffic flows and congestion. All major development proposals will be required to contribute towards the provision of air quality monitoring to demonstrate an understanding of the current air quality surrounding the development site and outline the potential wider air quality implications of the proposed development on the parish.

- The frequent flooding of the River Wid should be addressed by Brentwood Borough Council and Chelmsford City Council jointly as an s106/CIL device.

Relevant evidence base documents:

Town and Country Planning (Development Management Procedure) (England) Order 2015.

Footnotes

³² Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015.





**WELLBEING, LEISURE AND
COMMUNITY FACILITIES**

WELLBEING, LEISURE AND COMMUNITY FACILITIES

VISION AND OBJECTIVES

The following community facilities, leisure and wellbeing related objectives form part of the Vision Statement for the IFNP:

- Supporting measured, proportionate, timely and sustainable development to meet local requirements, particularly those of our younger people and older residents.
- Influence key 'age friendly' issues e.g. community safety, housing, planning, street lighting, green spaces, playing fields and parks, community centres, war memorials, seats and shelters, public toilets.

Context

The consideration of wellbeing within the IFNP relates to local residents' quality of life and happiness, including both physical and mental wellbeing. Individual wellbeing can be significantly affected by the provision of accessible community services, facilities and leisure activities within the area. Physical and mental wellbeing can often be connected to the physical environment. The parish benefits from close proximity to the countryside for walking, riding and cycling through the network of public footpaths and bridleways and also the availability of open space and green infrastructure in the parish.

The following definitions are relevant to the purposes of this policy:

- Green infrastructure is a network of multifunctional green spaces in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities.
- Open space relates to all spaces of public value, including land and areas of water such as rivers and lakes (also referred to as blue infrastructure), which offer opportunities for sport and recreation and provide vital amenity.
- Leisure and community facilities refers to publicly accessible halls, buildings, green infrastructure, open space, sports facilities, churches, groups and organisations and the library.

25.5% of the population of the parish is aged 65 or over³³. This is a higher proportion of the population than the national average. Ongoing improvements to people's health and healthcare services will be likely to increase the population of older residents in the parish. The wellbeing and provision of services and facilities for older people is therefore an important consideration for the future of the parish.

The IFNP questionnaire identified that proximity to the countryside, the attractiveness of the village environment,



Figure 20: Fairfield Recreation Ground

public open space and conservation areas within the parish are considered to be important and contribute to the quality of life of local residents. These are all features which could have an impact on the wellbeing of residents.

Existing leisure and community facilities within the parish

Leisure and community facilities within the parish are listed within Table 3. There are a wide range of leisure activities within the villages which cater for all age groups, including playgroups, scouts, the Historical Society, Camera Club, the Women's Institute and the Ingatestone and Fryerning Horticultural Society who present an annual summer show on Seymour Field. These clubs and societies provide opportunities for social interaction, developing a community spirit and positively benefiting people's wellbeing. Additional community services and facilities are also available in the larger nearby towns of Brentwood and Chelmsford, both accessible from the Ingatestone by regular public transport services.

The three largest publicly accessible areas of open space in the parish are Fairfield Recreation Ground (Figure 20), Seymour Field and Mill Green Common, used for sports, walking, dog exercising and as a social meeting place. In May 2019 the Seymour Pavilion (Figure 21) was refurbished through Football Foundation funding to provide two changing rooms, an officials' changing room, community hall, kitchen, toilets and storage space.

There are a number of community halls within the parish, including the Ingatestone Community Club Hall, Christy Hall, the Stock Lane Parish Room, the United Reformed Church Hall, the Fryerning Parish Room and the Anglo European sports hall. There are six churches within the parish which offer a range of community activities in addition to regular services.

Footnotes

³³ Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.



Figure 21: Seymour Pavilion

Future provision of leisure and community facilities within the parish

The BBC Playing Pitch Strategy³⁴ has assessed the quality of playing pitches within the parish and identified the following key conclusion:

- Ingatestone Bowls Club has a good standard of green and clubhouse facilities, however some improvements to an ancillary facility are required.
- Fairfield Recreation Ground is currently over capacity in relation to the use of cricket squares. There is currently no capacity for additional adult or junior cricket teams.
- Football pitch facilities at Seymour Field for both adult and youth are at capacity. However, there is currently no identified demand in the area for additional football pitches.

Recommended improvements to Fairfield Recreation Ground are:

- Resurfacing/ replacement of the existing non turf pitch and improvement of the grass wickets in order to increase the capacity of the site.
- Refurbish ancillary facilities to ensure that the site is fit for purpose.
- Improve signage or add CCTV to the site to reduce vandalism.

The parish council has been undertaking maintenance improvements to increase the capacity of football pitch facilities at Seymour Field. The parish council has identified a need for

Table 3: Leisure and community facilities

TYPE OF LEISURE AND COMMUNITY FACILITY	NAME	LOCATION	FACILITIES
Community facility	Ingatestone Library	Ingatestone village	Includes facilities for community groups, meetings and events.
Green infrastructure / Open Space / Sports facility	Seymour Field	Ingatestone village	Playing fields and open space.
	Fairfield Recreation Ground	Ingatestone village	Cricket field used by 3 teams, pavilion and children's play areas, hard court, climbing wall, youth shelter and skate park.
Open space	Mill Green Common	Mill Green	Common land.
Sports facility	Fishing lakes (Red House Lake, Oakwood Fisheries, Fryerning Fisheries)	Ingatestone village, Fryerning and Blackmore Road	Private fisheries.
Green infrastructure	Stock Lane Allotments Roman Road Allotments	Stock Lane, Ingatestone Roman Road	Allotments.
Sports facility	Ingatestone Bowls Club	Ingatestone village	Outdoor bowls.
Sports facility	Ingatestone and Fryerning Tennis Club	Ingatestone village	3 outdoor tennis clubs.

Footnotes

³⁴ Brentwood Borough Council Playing Pitch Strategy 2018-2033, 4global Consulting, 2018.

a new multi-use games area within Seymour Field, however funding has not yet been identified for this project.

While there are a number of halls within the parish which are available for community uses, the parish does not have a large village hall which provides a focal point for community activities. It is therefore important that groups are able to use existing facilities within the parish where appropriate for community activities. The parish council is therefore currently considering how use of the recently refurbished Seymour Pavilion and Ingatestone Library (Figure 22) can be maximised for community activities in the future. The parish council is also currently in discussions with ECC regarding the potential for increasing opening times at the library.

Wellbeing is also related to people’s ability to safely access services and facilities, to participate in recreational walking and cycling on the local road network and the health of residents in relation to air and noise pollution associated with vehicle movements in the parish. These issues are considered further within the Transport section of the IFNP, where identified policy requirements and projects will provide wellbeing benefits as well as transport benefits for the parish.

The protection and enhancement of leisure and community facilities is vital in ensuring the future wellbeing of residents in the parish. IFNP Wellbeing, leisure and community facilities Policy 7 therefore seeks to protect existing facilities in the parish, while also encouraging development proposals which support the delivery of new and improved leisure and community facilities.

Table 4: Potential improvements to community facilities

FACILITY	PROJECT	STATUS/FUNDING
Ingatestone Bowls Club	Improvements to ancillary facilities.	Project not started. Costs to be determined. Funding required.
Fairfield Recreation Ground	Resurfacing/replacement of the existing non turf pitch and improvement of the grass wickets in order to increase the capacity of the site.	Not started. Costs to be determined. Funding required. Potential funding sources include Big Lottery Fund, Sport England, S106 development contributions.
Fairfield Recreation Ground and renovation of younger children’s playground	Refurbish ancillary facilities to ensure that the site is fit for purpose.	Not started. Costs to be determined. Funding required. Potential funding sources include Big Lottery Fund, Sport England, S106 development contributions.
Fairfield Recreation Ground	Improve signage or add CCTV to the site to reduce vandalism.	Not started. Costs to be determined. Funding required. Potential funding sources include IFPC, BBC, community funding.
Seymour Field	New Outdoor gym facility.	Not started. Costs to be determined. Funding required. Potential funding sources include Big Lottery Fund, Sport England, S106 development contributions.

POLICY 7: WELLBEING, LEISURE AND COMMUNITY FACILITIES

Development proposals should contribute proportionately towards the provision of leisure and community facilities within the parish which will meet the needs of the future residents of the development. Development proposals which address, or contribute towards, needs for new or improved leisure and community facilities in the parish will be supported.

Development proposals which would result in the net loss of existing community facilities or public open space will only be supported where it can be demonstrated that:

- The benefits of the project outweigh any identified harm created by the loss.

- The facility is no longer viable or in active use and has no prospect of being brought back into use.

Relevant evidence base documents:

- Brentwood Borough Council Sport, Leisure and Open Space Assessment, Ploszajski Lynch Consulting Ltd, August 2016.
- Brentwood Borough Council Playing Pitch Strategy 2018-2033, 4global Consulting, 2018.
- Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.
- Brentwood Built Facilities Strategy and Brentwood Leisure Strategy



Figure 22: Ingatestone Library



Figure 24: Ingatestone Bowling Club

Any proposals which would result in the loss of a community facility will be required to provide evidence that the facility is no longer viable, or that the facility is no longer in active use and has no prospect of being brought back into use. This should include reasonable and appropriate marketing of the site over a sustained period of time (a minimum of 12 months) and evidence of the level of interest in the site during the marketing period.



Figure 23: Ingatestone and Fryerning Community Association

Figure 25: Ingatestone Allotment Association



Figure 26: Ingatestone Tennis Club



REFERENCES

- [1] Unless specified otherwise, all statistics are from 2011 census data.
- [2] A summary of the results of the IFNP Residents' Questionnaire is available in the Neighbourhood Plan evidence base on the parish council website www.ingatestone-fryerningpc.gov.uk
- [3] Station Lane Ingatestone Conservation Area Appraisal and Management Plan, ECC, 2008.
- [4] Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.
- [5] Unless specified otherwise, all statistics are from 2011 census data.
- [6] An elementary occupation consists of simple and routine tasks, such as cleaners, agricultural labourers, food preparation assistants and refuse workers.
- [7] Brentwood Business Partnership is a partnership between Brentwood businesses, local business organisations and Brentwood Borough Council. The Partnership seeks to raise awareness of Brentwood as a thriving place for businesses, visitors and residents; increase footfall and encourage local spend to grow the local economy; support retailers, businesses, tourism and the night-time economy; and sponsor events and projects to attract more business and improve the public realm. Further information is available from: <http://www.discoverbrentwood.co.uk/Business/brentwood-business-partnership.asp>
- [8] Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013
- [9] Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices, shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling or displaying motor vehicles, retail warehouse clubs, nightclubs, launderettes, taxi businesses and casinos.
- [10] Map from the Brentwood Local Plan, pre-submission version, February 2019.
- [11] Based on 2011 Census data.
- [12] Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.
- [13] Brentwood Parking Strategy, Strategic Options Development Report, JMP Consultants Ltd, 2016.
- [14] Parking Standards, Design and Good Practice, ECC, 2009.
- [15] Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- [16] Parking Standards, Design and Good Practice, ECC, 2009, or similar updated document.
- [17] Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- [18] Green infrastructure is a network of multifunctional green spaces in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities.
- [19] Open space relates to all spaces of public value, including land and areas of water such as rivers and lakes (also referred to as blue infrastructure), which offer opportunities for sport and recreation and provide visual amenity.
- [20] www.essexwtrecords.org.uk
- [21] Sustainable modes of transport are transport modes which do not rely on the car, such as walking and cycling and public transport such as buses and trains.
- [22] Major developments as defined within the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- [23] Rural Community Profile for Ingatestone and Fryerning, Rural Community Council for Essex (RCCE), 2013.
- [24] Brentwood Borough Council Playing Pitch Strategy 2018-2033, 4global Consulting, 2018.



GLOSSARY

ACRONYM	SUBJECT	EXPLANATION
	Air Quality	The Ingatestone and Fryerning Neighbourhood Plan has included policies that seek to ensure that new developments do not result in an increase in traffic and congestion which could have a detrimental impact on air quality in the parish.
	Affordable Housing	Brentwood Borough Council has proposed an affordable housing requirement of 35% on proposed developments of 11 or more (net) units or sites of 10 or less units which have a combined gross internal floorspace in excess of 1,000 square metres.
BBP	Brentwood Business Partnership	A partnership between Brentwood businesses, local businesses organisations and Brentwood Borough Council.
LDP	Brentwood Local Development Plan	The National Planning Policy Framework requires local planning authorities to produce a Local Plan for their area. Brentwood Borough Council's LDP was submitted to the Planning Inspectorate for examination on behalf of the Secretary of State (Regulation 22) in March 2020.
	Brentwood Parking standards and Strategy	BBC adopted the Parking Standards Design and Good Practice 2009 as a Supplementary Planning Document (SPD) as of 10 March 2011. Strategic options development report, prepared by JMP Consultants Ltd 2016.
	Brentwood Borough Council Sport, Leisure and Open Space Assessment	A policy document prepared by Ploszajski Lynch Consulting Ltd in August 2016 to support the LDP recommendations.
	Brentwood Borough Council Playing Pitch Strategy 2018-33	A policy document prepared by 4global Consulting in 2018 to support the LDP recommendations.
	Brentwood Replacement Local Plan adopted 2005	The Local Plan sets a framework for future growth in the area, identifying the level of need and locations for new housing, employment and retail development.
	Building Research Establishment Green Guide to Specification	Describes the selection of materials within new developments to ensure the use of the most sustainable available materials.
	Code for Sustainable Homes	The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It is an environmental assessment method for rating and certifying the performance of new homes and it is possible to secure a CH rating of between zero and six with six being the most sustainable. Ingatestone and Fryerning Parish Council have suggested developments meet level six comparable with Passivhaus standards.
	Conservation Area	There are three, Fryerning - established in 1991, Ingatestone High Street - established in 1969 and Station Lane established in 1981 and extended to cover Tor Bryan.
	Consultation Plan	A Consultation Plan accompanying the Ingatestone and Fryerning Neighbourhood Plan is required by the Localism Act. The Consultation Plan must set out what consultation was undertaken and how this informed the Neighbourhood Plan.

ACRONYM	SUBJECT	EXPLANATION
	Design Brief	Design briefs are required for all allocated residential sites in the Ingatestone and Fryerning Neighbourhood Plan. Design briefs are documents that provide clear guidance for the detailed design of new development.
ECC	Essex County Council (ECC)	<p>ECC is the Waste Planning Authority for the Plan area and is responsible for preparing planning policies and assessing applications for waste management development. It is also the Mineral Planning Authority for the Plan area and is responsible for preparing planning policies and assessing applications for mineral development.</p> <p>ECC is the Highway and Transport Authority (including responsibility for the delivery of the Essex Local Transport Plan), the Local Education Authority, including Early Years and Childcare (EYYC), Special Education Needs and Disabilities (SEND), and Post 16 education, the Local Flood Authority (LLFA) and the lead advisor on Public Health and adult social care (in relation to the securing the right housing mix which takes account of the housing needs of older people and adults with disabilities).</p>
	Essex Design Guide	Published in 2018 it gives architectural details for new developments and other important elements such as older peoples' housing, climate change and energy efficiency.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the Ingatestone and Fryerning Neighbourhood Plan. It consists of many documents produced over a period of years, many of which have been produced by Brentwood Borough Council as part of the process of developing their Local Development Plan.
	George Sherrin	A Victorian architect who designed and built a number of properties in the Station Lane Conservation area.
	Greater Anglia and Railway Heritage Trust	Working with the parish council to develop the Ingatestone Museum in a disused railway building.
	Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features. They connect green spaces together and often provide pleasant walks for the public away from main roads.
	Green Infrastructure	Green infrastructure is a network of multifunctional green spaces in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities.
	Habitats Regulations	The European Union Habitats Directive aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. They are called Natura 2000 sites. If development is likely to affect a Natura 2000 site, an assessment under the Habitats Regulations is required.
HAPPI	Housing our Ageing Population: Panel for Innovation	Since 2009 a government panel has been considering issues associated with housing for older people, called Housing our Ageing Population: Panel for Innovation.
	Listed Buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.



ACRONYM	SUBJECT	EXPLANATION
	Local Planning Authority	The Local Planning Authority is Brentwood Borough Council.
	Localism Act	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up Neighbourhood Development Plans for their local area.
	Metropolitan Green Belt	The Metropolitan Green Belt is a statutory green belt around London, England. It comprises parts of Greater London and the six adjoining 'home counties', parts of two of the three districts of the small county of Bedfordshire and a small area in Copthorne, Sussex. It was created to check the unrestricted sprawl of large built-up areas, to prevent neighbouring towns from merging into one another, to assist in safeguarding the countryside from encroachment and to preserve the setting and special character of historic towns.
	National Design Guide	Issued by the Ministry of Housing, Communities and Local Government 2019. The long-standing fundamental principles for good design are that it is: fit for purpose, durable and brings delight.
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012 and revised in 2019. It sets out the government's planning policies for England and how these are expected to be applied.
NPAC	Neighbourhood Plan Advisory Committee	Committee of the Ingatestone and Fryerning Parish Council comprising parish councillors and residents convened to produce the Neighbourhood Plan.
	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of applications.
	Office for National Statistics	The 2011 Census provided data for the production of the Neighbourhood Plan.
	Parking Standards	Essex County Council Parking Standards are a Supplementary Planning Document produced in 2011 and continues to expect new development to comply with these design and provision standards.
	Passivhaus Trust	Passivhaus standards seek to significantly reduce energy consumption for the heating and cooling of buildings.
PPG	Planning Practice Guidance	The PPG is an online portal which provides guidance on implementing aims and objectives of the NPPF. The PPG provides specific guidance on a range of planning related topics.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Ingatestone and Fryerning Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.
RCCE	Rural Community Profile for I&F	Report prepared by the Rural Community Council for Essex on the parish based on the 2011 census data.
	Site R21	Site allocated for employment purposes in the BBC's LDP. The site is adjacent to the A12 and slip road in Ingatestone.

ACRONYM	SUBJECT	EXPLANATION
	Site R22	This is the land allocated for housing development in the Local Development Plan. The site is located at the southern periphery of the village where it effectively forms a gateway site when approached from both Brentwood and Billericay directions.
SEA	Strategic Environment Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
	Sustainable Transport	The Climate Change Act commits the UK to reducing CO2 emissions. Sustainable modes of transport are transport modes which do not rely on the car such as walking and cycling and public transport such as buses and trains.
	Sui generis	Unique or different.
	Sustainable Urban Drainage Systems	A drainage system that controls the rate and quantity of run-off surface water from developments.
	Town and Country Planning Act 1990	This is the legislation that the Neighbourhood Plan must comply with to be 'made'.
	Vision Statement	Vision for the future of the parish 2020-2033.
	Windfall Sites	Sites not allocated for development in the Ingatestone and Fryerning Neighbourhood Plan that unexpectedly comes forward for development.

APPENDIX

The following documents have been used to help produce the Ingatestone and Fryerning Neighbourhood Plan. Those highlighted in **Taupe** are available to download from Ingatestone and Fryerning Parish Council's website (ingatestone-fryerningpc.gov.uk). The remainder are available to download from the relevant websites.

The Neighbourhood Plan Advisory Committee also produced discussion papers during the evidence gathering process, which influenced the policies produced.

An early decision was taken to adopt the policies within the Brentwood Borough Council Local Development Plan. These are listed under that heading at brentwood.gov.uk.

1. Brentwood Borough Council Local Development Plan submitted under Regulation 22 in March 2020.
2. Parking Standards: Design and Good Practice 2009, adopted as a Supplementary Planning Document (SPD) 10 March 2011.
3. Brentwood Parking Strategy. JMP Consultants Ltd 2016.
4. Brentwood Borough Council Playing Pitch Strategy 2018-2033. 4global Consulting 2018.
5. **Brentwood Borough Council Sport, Leisure and Open Space Assessment. Ploszajski Lynch Consulting Ltd. August 2016.**
6. Brentwood Borough Council - Strategic Housing Market Assessment Summary. Peter Brett Associates, September 2017.
7. **Business Questionnaire Analysis. RCCE 2019.**
8. Census 2011. Office for National Statistics.
9. Climate Change Act.
10. Code for Sustainable Homes.
11. **Community Engagement Strategy 2017.**
12. **Conservation Area Appraisals – Station Lane, Fryerning, High Street. Tor Bryan Estate - statement of the enlargement of the Station Lane Appraisal 2011.**
13. Essex County Council Rights of Way Improvement Plan 2009.
14. Essex Design Guide 2018.
15. Essex Green Infrastructure Strategy 2020.
16. **Household Questionnaire Analysis, RCCE February 2019.**
17. **Ingatestone and Fryerning Village Design Statement 2005.**
18. Localism Act 2012.
19. National Planning Policy Framework.
20. **Rural Community profile for Ingatestone and Fryerning. RCCE.**
21. Strategic Environment Assessment/Habitats Regulation Assessment (European Directive - the SEA Directive).

22. Town and Country Planning (Development Management Procedure) (England) Order 2015.

23. **Windfall Sites in Ingatestone and Fryerning 2014-19.**