

# *Galleywood*

## Village Design Statement

Interim Planning Guidance for the Parish of Galleywood

**FRONT PAGE PHOTOGRAPH**

*Galleywood approach road from Margaretting [courtesy J. Turkentine].*

**BACK PAGE PHOTOGRAPH AND ILLUSTRATIONS**

*Petre Trophy village sign [courtesy J. Turkentine].*

*Eleven line drawings of Galleywood housing and heritage donated by local artist David Stacy.*

*Left to right: Barnard Road; St. Michael and All Angels church; The Eagle public house; Pipers Tye cottages; Home Mead; horse racing; Keene Hall; The Paddocks; Watchouse Road; Well Lane cottages; and Wood Farm.*

# Contents

|   |    |   |    |
|---|----|---|----|
| <b>1. Introduction</b>                          | 1  | 7.4 Country Lanes                             | 20 |
| 1.1 Scope                                       | 1  | <i>Rignals Lane/Lower Green</i>               | 21 |
| 1.2 Consultation                                | 2  | <i>Pipers Tye</i>                             | 21 |
| 1.3 Document Status                             | 2  | <i>Brook Lane/Kirkmans Road</i>               | 22 |
| 1.4 Planning Policy Context                     | 2  | <i>Deadmans Lane</i>                          | 22 |
| <b>2. History</b>                               | 3  | <i>Slades Lane</i>                            | 23 |
| <b>3. Topography and Geology</b>                | 4  | <i>Bakers Lane</i>                            | 23 |
| <b>4. Rural Galleywood</b>                      | 5  | 7.5 Village Outskirts                         | 23 |
| <b>5. The Common</b>                            | 6  | <b>8. Infrastructure</b>                      | 25 |
| <b>6. General Guidelines<br/>for Galleywood</b> | 7  | 8.1 Highways                                  | 25 |
| 6.1 Building Design Features                    | 7  | 8.2 Parking                                   | 25 |
| 6.2 Landscape and the<br>Environment            | 8  | 8.3 Pedestrians, Cyclists and<br>Horse Riders | 25 |
| 6.3 Biodiversity                                | 8  | 8.4 Street Furniture                          | 26 |
| <b>7. Character Areas</b>                       | 9  | 8.5 Access to the Village                     | 27 |
| 7.1 The Old Village                             | 9  | <b>9. Future Prospects</b>                    | 27 |
| 7.2 Main Roads                                  | 11 | <b>10. Appendices</b>                         | 29 |
| <i>Margaretting Road</i>                        | 11 | 10.1 The Common                               | 29 |
| <i>Stock Road</i>                               | 11 | 10.2 Village and Community Facilities         | 29 |
| <i>Watchouse Road</i>                           | 12 | <i>Shopping</i>                               | 29 |
| <i>Beehive Lane</i>                             | 14 | <i>Healthcare</i>                             | 29 |
| 7.3 Estates                                     | 17 | <i>Sports and Recreational</i>                |    |
| <i>Pyms Road</i>                                | 17 | <i>Green Spaces</i>                           | 29 |
| <i>Keene Way</i>                                | 18 | <i>Schools</i>                                | 30 |
| <i>Barnard Road</i>                             | 18 | <i>Religious Buildings</i>                    | 30 |
| <i>Galleydene</i>                               | 20 | <i>Community Buildings</i>                    |    |
| <i>The Paddocks</i>                             | 20 | <i>and Social Facilities</i>                  | 30 |
| <i>Pavitt Meadow</i>                            | 20 | <i>Public Transport</i>                       | 30 |
|   |    | <b>11. Bibliography and Acknowledgements</b>  | 31 |



# 1 Introduction

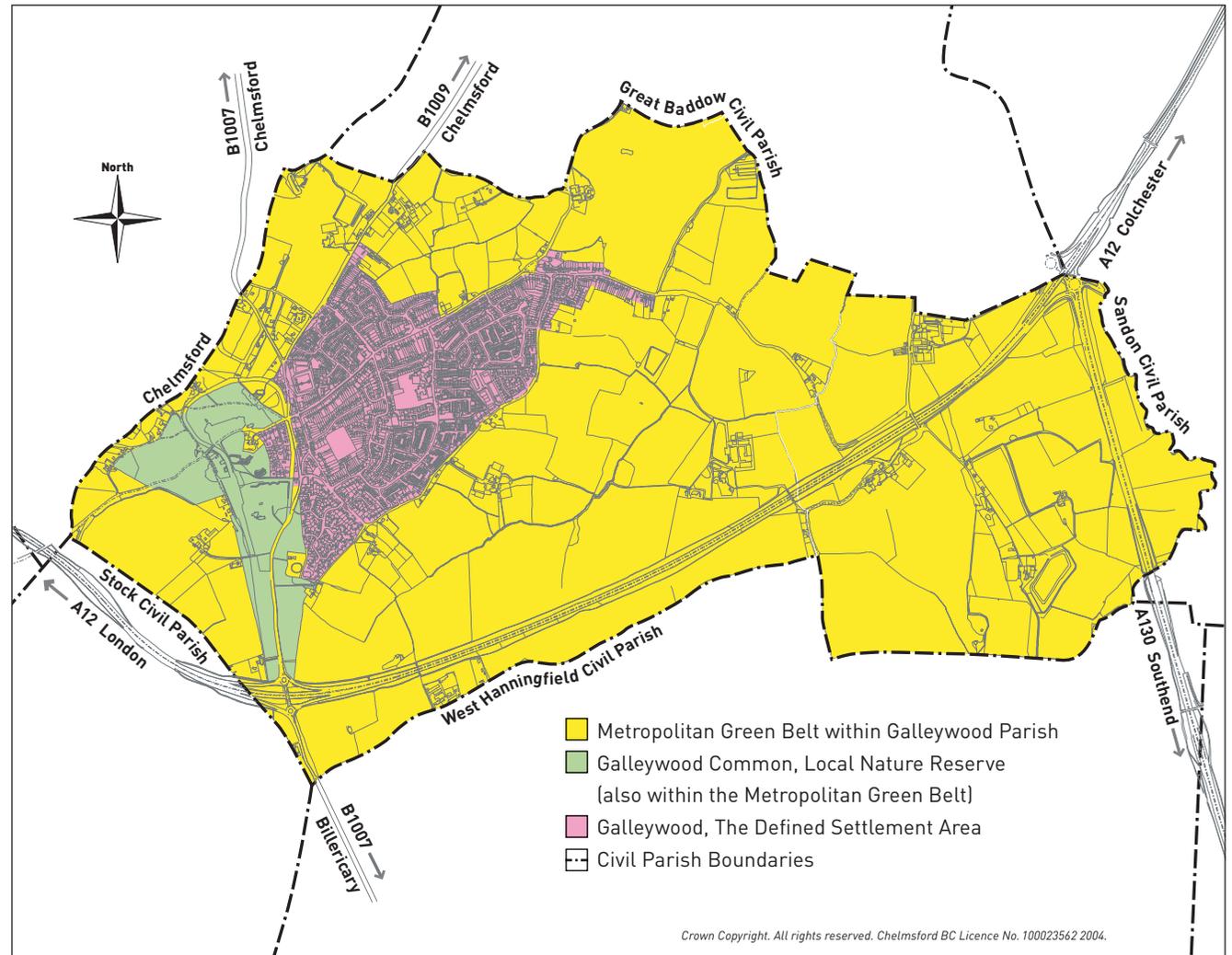
## 1.1 Scope

The scope of the Village Design Statement (VDS) covers the civil parish of Galleywood, an area of 890 hectares (2200 acres) with a population of around 6,000. The purpose of the VDS is to:

- ❑ Influence development, but not prevent it.
- ❑ Provide guidelines for owners and developers which are acceptable to the community.
- ❑ Assist in protecting local heritage buildings and settings.
- ❑ Protect and visually improve open spaces and the street scene.
- ❑ Promote the development of sympathetic designs and use of appropriate materials.
- ❑ Ensure conservation and protection of the community's valued qualities and the characteristics of the village and its environs.
- ❑ Give additional guidance to Chelmsford Borough Council in the determination of planning applications and associated environmental issues in Galleywood.



*The Galleywood Village Design Statement Association Committee*



*Galleywood Civil Parish and its environs*

Chelmsford Borough Council encourages communities to produce their individual Village Design Statements, the key aspects being wide community involvement and consensus. Galleywood Parish Council has promoted and maintained support throughout the process, with a councillor actively serving on the

steering committee.

The Galleywood Village Design Statement was developed by the steering committee of the Galleywood Village Design Statement Association, a voluntary organisation constituted in March 2003. The views of the community were continually sought to identify the

character and special features of the parish and record them over the consultation period 2003–2004.

All applications for new development in Galleywood parish are reviewed by the Parish Council's Planning Committee, which has the legal right to register an objection with the local planning authority (Chelmsford Borough Council), and this must be taken into consideration when they determine the relevant application.

Individuals are encouraged to make use of the Galleywood Village Design Statement in commenting on planning applications, as once the Statement is endorsed by the local planning authority it becomes a material consideration, and along with individuals' comments has to be taken into consideration when relevant proposals are being determined.

## 1.2 Consultation

Community consultation was a key feature throughout the project. A public meeting launch took place at the Keene Hall in March 2003, followed by a successful photographic survey and workshop in June, and an



*Photographic survey and workshop in the Keene Hall*



*Public consultation in the library*

eight-day public exhibition of over 700 photographs in August 2003. This culminated in a questionnaire delivery to around 2500 households during November 2003. The evaluation of all the responses was used to develop recommended guidance for future developments.

A public presentation was held at the annual general meeting of the Galleywood Village Design Statement Association on 5th May 2004 at the Keene Hall. A draft document was displayed at Galleywood library during August 2004.

The final published document was agreed after consultation with Galleywood Parish Council, and accepted by Chelmsford Borough Council.

## 1.3 Document Status

The VDS is a parish-wide document that will inform and guide property owners and anyone carrying out physical works in the area.

The VDS was adopted by Chelmsford Borough Council in February 2005 as Interim Planning Guidance and will be a material consideration in the determination of planning applications. It enhances

the guidance of the built and rural environment policies of the Chelmsford Borough Local Plan and Essex and Southend Replacement Structure Plan, and compliments the Essex Design Guide for Residential and Mixed Use Development.

The Government has introduced a new plan-making regime and the Borough Council is working towards this new development plan system. The Local Development Framework (LDF) will effectively replace the Local Plan and the Structure Plan but at the time of writing the LDF is at its very early stages.

## 1.4 Planning Policy Context

Planning policy affecting Galleywood is contained in the Chelmsford Borough Local Plan adopted 1997, Essex County Structure Plan and government planning policy guidance (PPG).

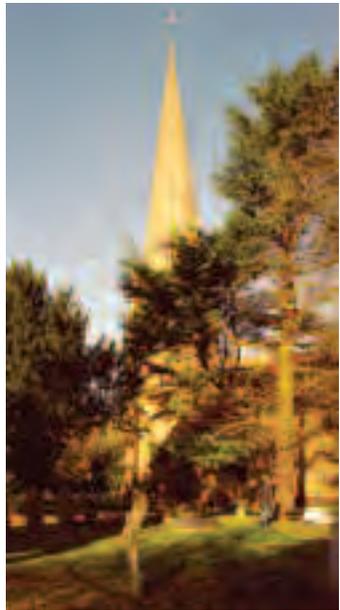
Galleywood is a Defined Settlement in the Chelmsford Borough Local Plan. The Local Plan sets out general policies for development and change across the Borough as well as specific policies for the Defined Settlements and development in the countryside. Galleywood is entirely surrounded by the Metropolitan Green Belt; Local Plan policies and PPG2 seek to protect the Green Belt from inappropriate development. Galleywood Common is a Local Nature Reserve, and is part of the wider Special Landscape Area covering the west and southern areas of the parish. Watchouse Road shops are a designated small Local Shopping Area for which Local Plan policy SHP8 seeks to protect ground floor retail use, and there are policies for the use of this land. Galleywood has no conservation areas but there are 14 listed buildings covered by policy ENV 9, 10 and 11. The design of development is covered by Local Plan policy ENV 1.

## 2 History

Galleywood has a secure place in English history because it is unique. Where else in the country, or indeed, the world, can you find a racecourse with a church within it? As long ago as 1759, punters in their hundreds headed for the track on the Common to sample the excitement of the sport of kings. Win or lose, it was a fine day out and some very famous horses, including Golden Miller, ran there. Alas, it could not stand the test of time, and racing ended with the start of the Second World War.

Galleywood dates back to early medieval times, recorded in 1250 as Gaelwode (Galleywood Common), a hamlet of Great Baddow, part of an ancient forest interspersed with open scrubland. Gradually the common land was enclosed and the surrounding lower land farmed. The racecourse dates back to the 1750s and since then The Common has been used for defensive fortifications during the Napoleonic Wars, a golf course (1893–1922), a training ground for soldiers and artillery defences in the First World War and brick making in the 19th and early-20th centuries.

In early-Victorian times the village was



*St. Michael and All Angels, the church on The Common*



*Remains of Napoleonic defences to the south of Margaretting Road*

centred on The Eagle crossroads, The Street and Well Lane, education being provided by a school that doubled as a Chapel of Ease on Sundays and by a Methodist chapel built in Well Lane.

In 1872 Arthur Pryor, Esquire, of Hylands House, Writtle, laid the memorial stone of the church which was completed in 1873 in the Gothic Revival-style. The church, whose soaring spire is a local landmark, is built near the highest point in Galleywood (85 metres) and is surrounded by The Common. The ecclesiastical parish of St. Michael and All Angels

was established in 1874 from parts of the parishes of St. John, Moulsham, Great Baddow, West Hanningfield, and Orsett (detached) — the eastern and northern boundary being marked by a series of ten large inscribed stones.

Council housing was developed in the 1930s, with major building programmes during the early 1960s and through the 1970s. Private development was carried out concurrently and continued over the following three decades. The population has grown from under 800 in 1851 to around 1000 in 1951 and to over 6000 in 2004. The civil parish of Galleywood covers an area of 890 hectares (2200 acres) and was established in 1987, with the transference of responsibility from Great Baddow to the newly created Galleywood Parish Council.



*Chelmsford Races on Galleywood Common. Racehorses galloping across the Margaretting Road by the crossroads at The Eagle public house during the Braintree Hurdle Race, 21 March 1928*

### 3 Topography and Geology

Galleywood Common, one of the highest points in the area, is a bluff over 80 metres above sea level, falling steeply towards the River Wid to the west and less so towards Chelmsford and the River Chelmer to the north. The village developed on the long gentle slope towards Great Baddow and Sandon to the east and West Hanningfield to the south-east. The higher slopes are copiously wooded, surrounding an area of open heath. The lower slopes bounded by the River Wid, London to Norwich railway line and the A414 in the west, the A12 in the south, and the A130 in the east are prime established agricultural land, irrigated by the many springs fed from the natural aquifer beneath The Common.

The fertile soil is glacial loam, with outcrops of underlying boulder clay and Bagshot beds composed

of pebbly clay, clays and silts (brick earth) and sands, occurring mainly on the higher ground. This combination is the ideal structure for the formation of an aquifer, the gentle lower slopes providing natural drainage into the River Wid to the West and Galleywood Brook to the East, ensuring good cultivation. Historically, the clays



*Brick Kiln Pond, the flooded remains of local clay workings*

were dug for local brick and tile making and used to build houses in the village, many of which still remain, e.g. Brick House in The Street. Marl was dug in some

areas and transported to other parts of East Anglia to treat light loamy soils.

The landscape setting is unique to Galleywood, clearly separated from Chelmsford and Great Baddow, the essence of the rural charm being protected in its present context.



*Galleywood Common from the south*



*Aerial view of The Common*

## 4 Rural Galleywood

Galleywood is entirely contained within the Metropolitan Green Belt, consisting mainly of intensively farmed arable land, interspersed with some orchards and a few small patches of woodland.

The rural part of the parish is large in area compared with the tightly bounded settlement.

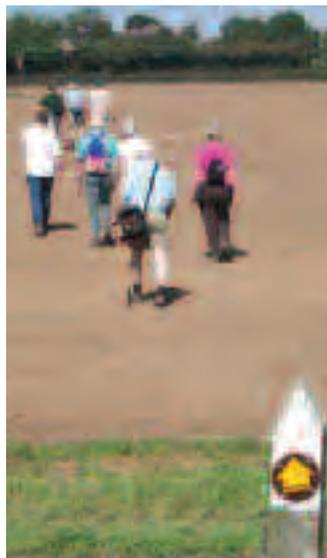
On the south side of the A12 trunk road the eastern boundary of the village runs along Sandon Brook.

The western side of the village is bounded by Galleywood Common: a mixture of woodland and open grassland that extends over farmland to the parish boundary. The Common is designated a Local Nature Reserve and is currently part of a Special Landscape Area (for further information on The Common see Section 5). The part of the Green Belt that separates the village from Great Baddow to the north is of paramount importance to the community in order to maintain the discreetness of the village.

There are 23 kilometres of well-maintained and formally mapped interconnecting footpaths and bridleways which provide excellent recreational opportunities

across the gently sloping landscape of ancient water courses, with its hedges and spinneys rich in indigenous flora and fauna. Galleywood Parish Council has established a rights of way committee charged with the functions of surveying all footpaths and bridleways within the parish to ensure they are accessible for use by the public and satisfactorily maintained. By agreement with a local landowner, Galleywood Parish Council has created an attractive permissive footpath along the parish boundary between West Hanningfield Road and Bakers Lane.

The Galleywood Parish Council Footpaths Map 2004 is available free of charge from the Parish Council offices at the Keene Hall or from the library.



*A social walk in rural Galleywood*



*View to the north-west from Bakers Lane*



*Restored lowland heath*

Redundant farm buildings being re-used to provide small industrial units are mostly well screened and blend into the landscape. Environmental protection is of paramount concern and the use of chemicals and processes in industrial units must not be allowed to contaminate watercourses. Access to these areas is by narrow lanes and tracks.

### Guidance – Rural Galleywood

- ❑ Indigenous trees, hedging and natural land features should adequately screen industrial operations.
- ❑ Diversions or extinguishments of Public Rights of Way should be strongly resisted where this would have a detrimental effect on their use or adverse visual impact on the countryside.
- ❑ New or converted agricultural buildings should not materially impact the existing skyline and should use traditional materials, be of an appropriate design and scale, and blend into the existing landscape with natural screening.



*Well-screened small industrial site*

## 5 The Common

Galleywood Common is an ancient man-made landscape, recorded in Domesday (1086) at around 500 acres. It survives today as a 71 hectare (175 acre) Local Nature Reserve.

The Common has a very strong character and has always been an important feature of the hamlet around which the village grew, providing grazing land, furze and wood for gathering and gravel for building and road making.

Chelmsford Borough Council owns Galleywood Common, declared a Local Nature Reserve in 1993, and manages the lowland heath by controlling the growth of secondary woodland, and restoration.

In 1996 Chelmsford Borough Council approved a comprehensive management plan for The Common, which listed all the species of trees, wild flowers, and insects found there at the time, and initiated a ten year programme of work, the extent of which is subject to appropriate grants being received. The Galleywood Common Liaison Group, an informal panel of councillors



*Woodland glade, 100 metres south of the church*

and residents, monitors progress in this development.

Within The Common, to the south-east of Margareting Road, as it approaches the old Grandstand area, is a hard surface track which leads to a car park and also to a short row of properties facing out onto The Common. These vary in age from circa 1930 to circa 1960 and range from a small detached house, a two-bedroom bungalow to two larger houses. Also on The Common, approached by a track on the south-west side of the old Grandstand enclosure is a modern bungalow and a brick and timber built property, previ-



*View north up the racecourse towards the site of the finish*

ously 'The Tea Rooms' and prior to that 'The Admiral Rous' inn, where in 1899 the landlord murdered his wife.

Bordering The Common on its north-west side is a private road, Mill Hill. This narrow lane is built up on the north-west side with old cottages that have been modernised, intermixed with modern, individually styled bungalows. The Horse and Groom public house, built in the 19th century, stands at the northern end of The Common.

During the consultation process this amenity was clearly identified as the single most important feature



*The Horse and Groom public house*

giving Galleywood its distinctiveness. The public can enjoy this open space during all seasons. The southern slopes have become a regional site for kite flying enthusiasts. The bridleways and marked gallops provide exercise for horses and riders on the former racecourse.

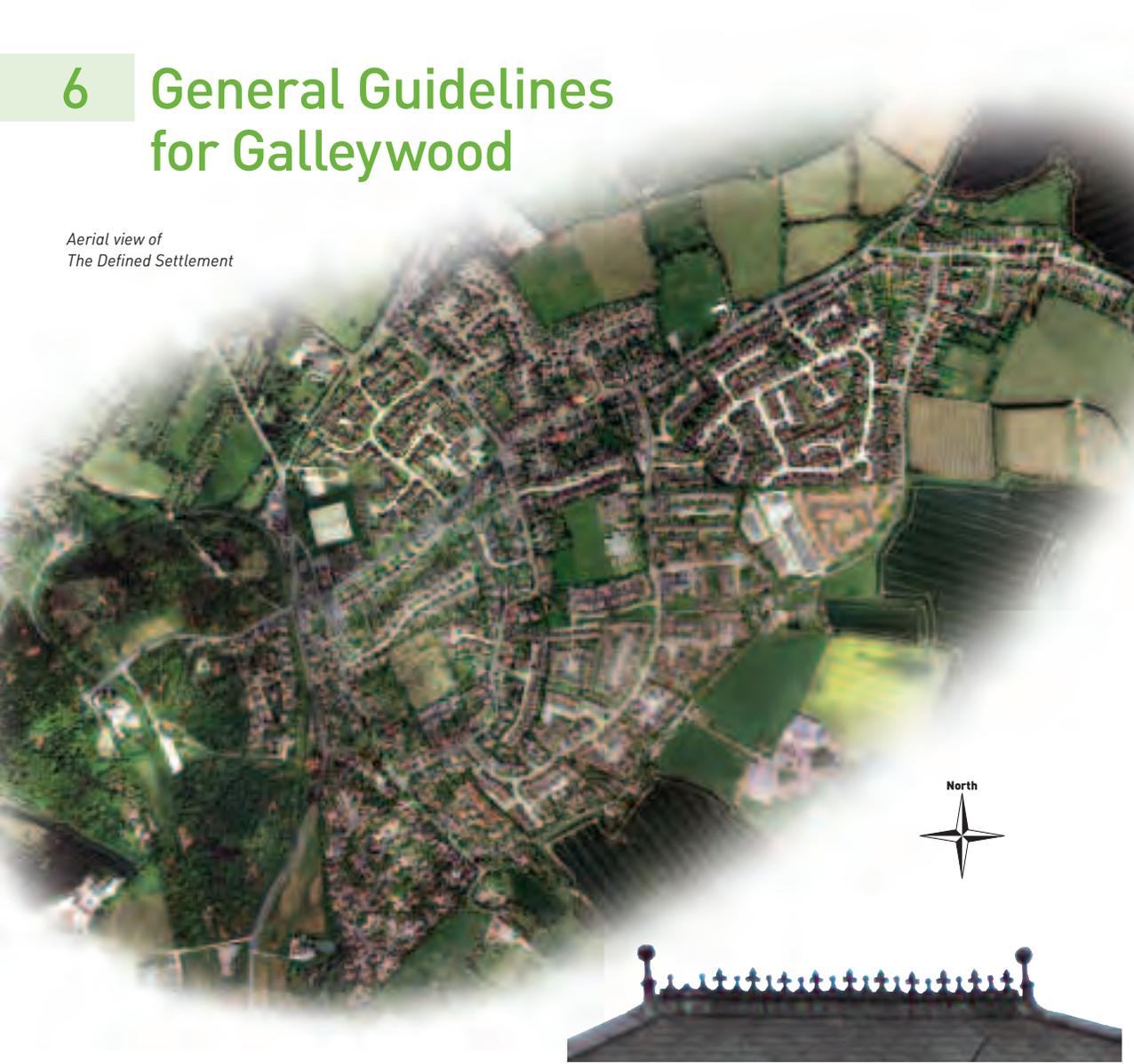
The vista over the Essex countryside to the west is over the River Wid, Hylands House to Writtle and beyond. To the south-west Fryerning church tower can be seen on the horizon.

### Guidance – The Common

- The Common was identified in the Village Survey as being the most important and distinctive feature of the parish. It is therefore of the greatest importance that any nearby development pays the greatest respect to it. Any activities which do take place should not harm this important landscape and amenity feature.
- The community support a programme of management works and appropriate recreational use.

# 6 General Guidelines for Galleywood

Aerial view of  
The Defined Settlement



The general guidelines given here for building design and the natural environment are based on the community view and apply to the parish as a whole. Additional guidelines specific to particular areas are given in Section 7 – Character Areas.

## 6.1 Building Design Features

The following guidance notes are given to cover common building design features.

### Guidance – Building Design Features

- Wall colourings and choice of materials should respect the local context.
- Rooflines should respect the height and context of adjacent properties and not adversely impact on the street scene and appearance from a distance.
- Ensure that any proposals for infill development are consistent with the existing linear development and within the main developed parts of the road and consequently do not gradually erode 'green areas'.
- Ensure that any new development and extensions to existing buildings are in keeping with neighbouring properties. Particular care should be exercised where adjoining properties are listed buildings or have heritage significance, so as not to destroy the existing continuity of building pattern.
- Satellite dish installations should be unobtrusive avoiding front elevations wherever possible whilst ensuring the minimum impact on the street scene as well as on the building itself.
- The design of side and /or front extensions should be subservient to the host property and so designed as to avoid a terracing effect, but provide variety by incorporating innovative and contemporary designs.
- Care should be taken with the scale of extensions within the context of the parent building.
- Future developments should be laid out with a sense of space and openness which will provide easy access to pedestrians to the open areas beyond, and unimpeded access for service and emergency vehicles.
- Any development should incorporate the principles of 'Secured by Design' in order to reduce the possibility of crime and anti-social behaviour. Ensure that any new development and extensions to existing buildings allow for natural surveillance of adjacent open spaces.

## Guidance – Landscape and the Environment

- ❑ Protect special features in the landscape surrounding the village envelope, particularly those identified in this and other sections of the statement, which enhance the visual appearance such as racecourse fencing; areas of open lowland heath; woodland; and individual specimen trees.
- ❑ Existing boundary hedges constitute an important feature and are part of the street scene. These should be replaced if it becomes necessary to remove them in the course of development.
- ❑ Hedging abutting the country lanes should remain together with soft verges avoiding any new kerbing, to retain the rural scene and encourage wildlife.
- ❑ Leylandii hedging should be discouraged, but where it has been used then height should be restricted and side growth contained within property boundaries.
- ❑ Existing green spaces should be retained for visual amenity and where appropriate as informal recreational areas.
- ❑ Any changes to the design of the schools or their surrounding recreational areas should avoid detrimental impact on the landscape and ensure that existing playing areas are retained for their visual amenity and health of the community (see Section 10.2 – Schools).

## 6.2 Landscape and the Environment

The following guidance notes are given to cover general landscape and environmental features.

Apart from the formal play areas detailed in 10.2, there are other open green spaces on the estates without equipment or fencing, but nevertheless of suitable size for informal recreation/play activities.



*Open green space at Archers Way*



*Well-kept hedge*

## 6.3 Biodiversity

To ensure the long-term survival of wildlife within the parish and to actively seek opportunities to increase

the amount of suitable habitat, existing areas need to be subjected to improved management. Wherever possible habitat creation within developments should be sought as in the Chelmsford Biodiversity Action Plan 2002–2007.

## Guidance – Biodiversity

- ❑ The provision and incorporation of existing ponds within developments, to support reptiles and amphibians, particularly habitat restoration or creation.
- ❑ Wildlife management of green open spaces to maintain and promote spread of indigenous flora to attract invertebrates.
- ❑ Provide green corridors to enable vertebrates to freely migrate to adjacent green areas, ponds and woodland glades.
- ❑ Sympathetically manage ancient hedgerows, woodland and indigenous trees to protect natural nesting cover for bird species.



*The Spinney*

# 7 Character Areas

Major development in Galleywood began on former farmland in the late 1950s with Pyms Road, continuing through the 1960s with the village shops and the Cottey House complex fronting onto Watchouse Road, Keene Way to the north of Watchouse Road, and Barnard Road to the south. Later developments are on former 'Hall' sites to the south of Watchouse Road (Galleydene Estate) and off Ponds Road (The Paddocks). Recent development has been limited to backlands, infillings and redevelopment of part of a former industrial and other previously developed sites.

The general guidelines for development included in Section 6 are supplemented by specific guidance for distinct areas based on their unique character and setting within the village envelope.

## 7.1 The Old Village

Well Lane, The Street and Ponds Road form the heart of the old village which developed around crossroads on the main London to Maldon Road at The Eagle

and The White Bear public houses and the communal well in Well Lane.

Four houses are Grade II listed. In The Street an 18th century two-storey and attics, three-window range red brick house, with an architrave, frieze and dentilled pediment doorway, and brick modillion eave cornices. In Well Lane a 17th century timber-framed and plastered, single cross wing, two-storey, and three-window range gable roof house, sympathetically renovated in the 1970s. Also in Well Lane, a pair of farm workers cottages, originally mid-16th century altered in the 17th century, with added



North  
Aerial view of  
The Old Village

18th century rear wing and rear range of render over timber-frame with saddleback and hipped roofs.

As well as these listed buildings there are many others dating back to pre-Victorian times which are of local architectural, historic and heritage interest which retain many of their original features – notably, gambrel, hipped and cat-slide clay tile roofs, some with gabled dormers and original openings.

The Methodist chapel in Well Lane was opened in 1860 and pre-dates the church by some thirteen years during which time it, and the old school at The Eagle crossroads, were the only public buildings in the village.

Galleywood remained a rural hamlet between the two World Wars, the only significant development in the old village being the building of semi-

detached council houses in The Street and Well Lane.

From 1945 the nature of the village began to change. Land was purchased for building purposes and some infilling development by local builders took place. Some 32 houses were constructed in Well Lane during the 1940s



Well House



Rose Cottage



The Methodist chapel



Allotments

and 1950s, some of which were self-build projects with financial assistance from Chelmsford Rural District Council (RDC), in an attempt to solve the chronic post-war housing shortage. It was not until 1960 that the first significant development was seen with a private devel-

opment by Bryant Homes on Blacksmiths Field off The Street, now called Chaplin Close. There are 45 typical 1960s-style brick semi-detached houses and bungalows, with concrete tile roofs.

On the south side of Chaplins Close is access to 45 allotment plots, each of ten rods, on land purchased by the Cottage Garden Society for £165 in 1923.

Throughout the 1960s and 1970s small estates of private houses and bungalows were erected as backlands development on all the spare building plots in Well Lane, The Street and Ponds Road. Access to small estates off these roads was made:

Attwoods Close (1971). Forty, mostly four bedroom, semi-detached houses built by Forest Gate Construction.

Grey Lady's (1973). Ten large bungalows built by Cowards with access off Well Lane achieved by

in The Street, should be identified and removed.

- ❑ Front hedges are a significant part of the street scene and the community encourages their retention.
- ❑ Retention of soft verges should be encouraged to preserve the character of the old village.
- ❑ Old hedges should be layered to produce a controllable level that is manageable.
- ❑ The community encourages the prevention of parking on footways through the careful siting of suitable trees, plantings, seating and other appropriate street furniture whilst not causing clutter.
- ❑ If the opportunity arises for replacement of street lighting the community would support a design to enrich the village scene whilst maintaining light levels that will reduce the fear of crime but not add to light pollution.



Parking on soft verges erodes the topsoil

demolition of an old timber-clad house.

The Limes (1971). Twelve detached houses.

Moretons (Phase 1 1974, Phase 2 1978). Detached houses built by M. Darlington (Ongar) Limited on the site and grounds of a large house 'Moretons'.

James Croft (1996). Seven large detached houses built by B. Jarvis (Builders) on Mrs Orrin's orchard with access off Well Lane achieved by demolishing a pair of semi-detached cottages.

Badgers Close (1992). Twelve large detached houses built by David Wilson Homes.

By 1971 Chelmsford RDC considered Well Lane to be complete and renumbered the houses.

This has led to the current situation where with the exception of a small, undeveloped plot behind Well Lane with access off Home Mead there are no building plots available for further development in the old village without demolishing existing buildings.

Parking on footways in the old village has been identified by the community as a particular problem as it impedes pedestrians. Soft verges need to be retained to preserve the character of the old village so paving, or the addition of kerbstones, is not favoured by the community as a solution to car parking problems.

### Guidance – The Old Village

- ❑ The street scene in the old village is of paramount importance, and front extensions should not be permitted to adversely impact the present appearance.
- ❑ Further infilling, particularly by replacement of existing dwellings on the old roads, should respect the form and existing character, which includes the varied frontages and varying road widths, to maintain the unique aspect to the existing street scene.
- ❑ The allotments off Chaplins Close are important to the community and should be retained as they provide a valuable social and visual amenity and make a significant contribution to the biodiversity of the area.
- ❑ As the opportunity arises redundant street furniture and unnecessary signage, such as that

## 7.2 Main Roads

### Margaretting Road

Margaretting Road runs from The Eagle crossroads, down London Hill to the parish boundary where it crosses the A12.

Starting from The Eagle public house, the north side of the road forms part of Galleywood Common. The south side is occupied by a mix of bungalows and houses of varying ages,

some dating back to circa 1920. Birches Walk, opposite the church approach road was so named by its residents in 1988 when the existing cul-de-sac leading south off Margaretting Road was extended by the erection of additional bungalows. The four original chalet bungalows built in 1964 chose to retain their addresses in Margaretting Road. At the Margaretting end of the built-up area, there are two bungalows and Mill House, which was

built on the site of Upper Mill, one of Galleywood's two former windmills. The old racecourse crosses the road on the east side of Bekeswell Lane. Opposite Bekeswell Lane is the old racecourse compound and former grandstand, which now contains the Stables Nursery and Chelmsford Borough Council's Highways Department maintenance depot.

The tarmac track leading off Margaretting Road opposite Bekeswell Lane serves as the approach road to the old racecourse compound and two properties with excellent views west to open country over the River Wid valley.

### Stock Road

From the Chelmsford Borough boundary at Slades Lane junction, Stock Road runs approximately south-east; all properties except one until its junction with Beehive Lane are built on the north-east side. These,

including The Old Vicarage, are well spaced.

From the Beehive Lane junction all buildings including a car showroom and newsagent-cum-convenience store are on the south-west side of the road, where the old racecourse meets up with the road.



28 miles to London

The old school building, now a youth centre, stands on the north-east side of the road across Watchouse Road from The Eagle public house, an early/mid-19th century plastered brick, two-storey building with mono-pitched extension to the roof. Following on from The Eagle on the east side of Stock Road, facing the old racecourse, are 18/19th century properties set back from the road with mature gardens, comprising a detached timber-framed and weatherboarded, two-storey cottage with hipped slate roof and clay tile ridge and lean-to veranda, and a brick built two-storey detached house, with dual pitched welsh slated roof with crested tile ridge; also a two-storey terrace of three cottages, brick built, slate cover hipped roof with crested clay tile ridges. On the west side, opposite Ponds Road is a chalet bungalow, which occupies a triangle of land between the old racecourse and the road. To the north of this, a bungalow has been demolished and planning permission has been granted for the redevelopment of the site.

Stock Road runs south across the lower part of The Common. There are various gravel driveways across these open spaces: on the east side to Byron Hall, a large old established property in its own wooded grounds and also the driveway to Glebe Farm and chalet-style former farm workers cottages. On the west side is the driveway to two semi-detached well-built, former farm workers houses, circa 1935, and Wood Farm.



Aerial view of Galleywood's main roads



27 miles to London

At the A12 end of The Common is the drive to The Chase, which, although now a private house, was used as a public house in the 19th century.

Stock Road then crosses the A12 with access slip roads and continues on to the parish boundary at Bakers Lane.

### Guidance – Stock Road

- ❑ The fencing marking out the major part of the historic racecourse should be preserved in its entirety as a heritage icon.

### Watchouse Road

Ribbon development has taken place along the major part of Watchouse Road, part of the old road from London to Maldon, running in the main from south-west to north-east, and falling steadily from the Common towards Seabrights Barn restaurant at the parish boundary with Great Baddow.

The Galleywood Youth Centre at The Eagle cross-roads is in the old school buildings. Next door stands Keene Hall which houses Galleywood Parish Council offices amongst its many other functions. Outwardly, it is an attractive design, built in well-coloured and faced fletton brick, with a red-tile roof.

The foundation stone was laid in 1937 but it was not opened until 1946, since when it has served the village as a dance hall, show venue, club meeting place and community centre.

Adjacent to The Eagle public house is the Galleywood Social Club. The building faces



Margaretting Road milestone



Galleywood Youth Centre

onto The Street with an off-road parking area. Adjoining these premises and running parallel to Watchouse Road are three pairs of attractively designed local housing corporation properties, built circa 1933 in red brick with red-tiled roofs, and standing well back from the road behind a side greensward/path and old established hedges. Also standing back on the same building line, is a further row of geometrically shaped semi-detached houses, all built by the local authority circa 1933, these rendered, some pebble-dashed, with slate roofs.

The roof line below the local authority houses is



The Old Vicarage, Stock Road

broken, there being a mix of houses and bungalows of varying designs and finishes.

Towards The White Bear public house front gardens reduce to 5/6 metres, the verge disappears and the greensward narrows.

On the north side of Watchouse Road, adjoining Keene Hall is a detached house followed by three pairs of former police houses. Next stands Cottey House with some 12 bungalows, a purpose-built warden controlled community for senior citizens.

Beyond the junction with Pyms Road is a further terrace of bungalows for senior citizen occupation; these sit behind a wide greensward with mature trees. From here to Skinners Lane is an area that constitutes the village centre with modern shops (see Section 9 – Future Prospects and Section 10.2 – Shopping).

Towards the north-eastern end of Watchouse Road there are a number of Grade II listed buildings including two 16th century oak framed barns of black weatherboard, ridged and gabled roofs and peg-tiles, and a vernacular, two-storey cottage with a gambrel roof and original dormers.

From The White Bear to Pipers Tye, there are paved



Keene Hall



*Semi-detached red brick houses, circa 1933*

footways on both sides, with housing unbroken on the south side of the road, ranging in date from the 1950s to early 1990s. One of the former is an auto spares shop with ample off-road parking. Half the north side enjoys views over fields bounded by mature hedges, trees and ditches. Apart from some six bungalows the majority are two-storey buildings, including chalet-style which are mainly cement rendered and some part-tiled, although the bungalows are in brick. Several properties have porch extensions and windows are mainly uPVC double glazed. All have garages either detached or as an integral part of the building.

The section of road from Barn Mead to Seabrights Barn restaurant is within the Green Belt and has arable land on both sides. There are ditches on both sides flanked with mature hedges and trees with a paved footway on the west side only. Barn Mead at the edge of the settlement on the south-east side of Watchouse Road is a 2004 development of detached houses built by T.J. Evers.



*Seabrights Barn, Watchouse Road – village approach from Great Baddow*

On both sides of the road there are several detached properties with ample off-road parking in front, surrounded by high mature trees and hedges. The Victorian houses opposite Barnard Road have fine Flemish bond red brickwork; these have wooden bay sash windows with yellow brick surround, including gauged brick lintels. The roofs are of slate capped with decorative ridge tiles.

The 1950s bungalows have a deep greensward in front of their boundaries. Other houses are set back from the road, with front gardens bounded by low hedging or walls adjacent to the path. Some gardens have been block paved to accommodate extra off-road parking.

Street furniture includes concrete lamp posts and wooden poles for electrical and communication services. There are two sheltered bus stops, one shelter constructed of wood and the other a metal fabrication with pole-mounted timetables. Litter bins are adjacent to both. Barnard Road junction has a traffic island for pedestrian safety.

There is a public park, Jubilee Park, which is bounded by trees and mature hedging, cut to less than two metres in height, adjacent to road. The entrance gate gives restricted access to vehicle parking, and is free of hedging to improve line-of-sight for drivers. Recreational features include a football goal metal meshed frame, two baseball baskets, and a dedicated fenced area containing children's swings, slides, etc. Within the park is the First Galleywood Group Scout HQ, constructed of pre-cast concrete panels with a pitched metal corrugated roof. A pedestrian crossing has recently been installed in Watchouse Road giving safer and improved access to Jubilee Park.

### Guidance – Watchouse Road

- ❑ The existing façade of the 1933 houses numbers 2 to 12 Watchouse Road (facing Cottey House) is very important. Any changes or extensions should be sympathetic and blend with the existing facade.
- ❑ The setting of Cottey House in its own grounds, is of great importance to the elderly residents, helping them to maintain visual contact with the community and providing a feeding area for wildlife.
- ❑ Residents should be discouraged from parking vehicles on the wide greensward on the south side of Watchouse Road as this practice continually damages the green areas adjacent to the highway. The street scene may be further improved with sympathetic shrub plantings.



*The White Bear public house, Watchouse Road*



*Watchouse Road pedestrian crossing at Jubilee Park*

### Beehive Lane

The B1009 is one of the busiest roads in Galleywood, as it is a major route to the A12/Chelmsford Bypass for a large number of people living in Great Baddow. It runs almost parallel with Watchouse Road and offers an alternative route for those entering/leaving Galleywood and for others just travelling through. It is approximately three kilometres long, of which just over a kilometre is within Galleywood Parish, and links Baddow Road to Stock Road. The boundary with Great Baddow is at Deadmans Lane, but the boundary sign

for Galleywood is next to the Equestrian Centre, which marks the start of housing in the Village.

Infill development has occurred at both Great Baddow and Galleywood ends of the road, but the central section is rural with a 40mph speed limit. This rural section is essential to indicate the end of the spread of Chelmsford's development, and to maintain the rural feel and character of Galleywood.

The Galleywood section incorporates 25 homes on the south-west side within the village envelope. The Vicarage Hall, The Vicarage, The Thriftwood School, Chelmer Park, Oak Nursery and The Chelmsford Equestrian Centre are within the Metropolitan Green Belt, providing separation between Great Baddow and Chelmsford.

Properties are a mixture of detached and semi-detached houses and bungalows. The majority of these homes were built in the 1930s, but some post-war infilling has occurred. Some of the older houses and bungalows have been extended and most properties provide off street parking, which is essential for this fast through route. The much altered two-storey properties, one bearing the date 1601, externally rendered with



*Beehive Lane entrance to Chelmer Park*

hipped roof and two gable end extensions, and another with applied timber framework are a reminder of the rural farming heritage. Of particular note is a well-proportioned, 19th century three-storey brick built detached villa under a dual pitch slate roof with clay ridge tiles.

On the north-west side of Beehive Lane, running some 700 metres from Slades Lane towards Great Baddow is the sports and recreational facility of Chelmer Park (see Section 10.2 – Sports and Recreational Green Spaces). This open space forms part of the Green Belt between Galleywood and Chelmsford. The signed cycleway from Chelmsford to Galleywood runs across Chelmer Park, but the ongoing route along Beehive Lane towards the village centre could be improved.

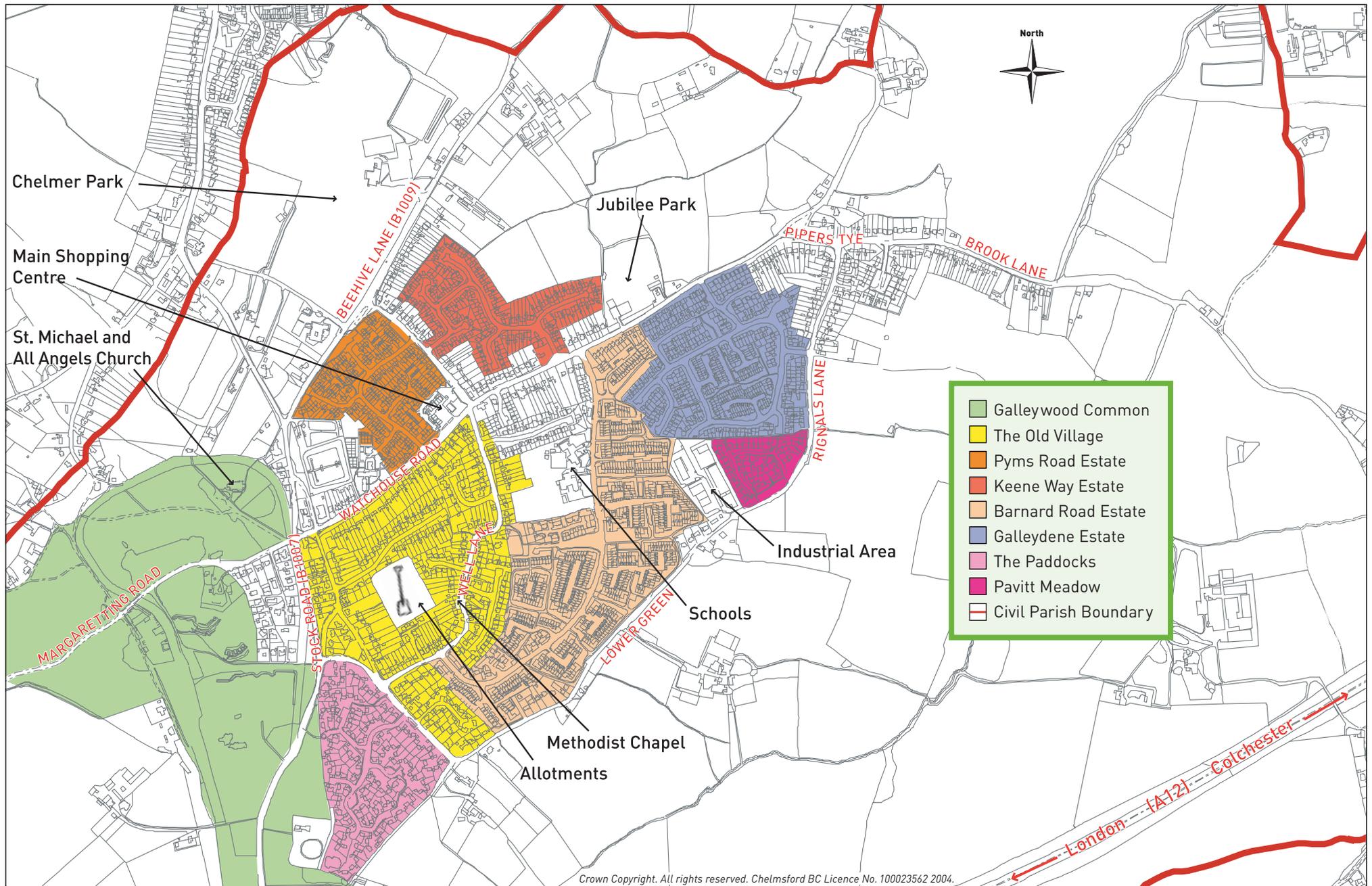


*Carlton House, Beehive Lane*

### Guidance – Beehive Lane

- ❑ Access to existing footpath and cycleway links from Beehive Lane should be improved to ensure separation of pedestrians and cyclists from road traffic.





## 7.3 Estates

A large proportion of the population of Galleywood live on either Pyms Road or Barnard Road Estates, originally designed and built in the 1950s and 1960s as social housing. This high occupation density and ever increasing family car ownership has produced parking congestion on the estate roads, which also carry delivery transport and buses. The many green areas and open-plan frontages are an essential feature to maintain the open feel to the street scene.

### Guidance – Estates

- ❑ Existing open-plan front gardens should be maintained to add to the sense of open-space. Enclosure should be strongly discouraged.
- ❑ Existing open spaces and trees to be retained.

### Pyms Road

Pyms Estate, one of the principal estates built within the confines of the parish since the Second World War, was laid down by Chelmsford Rural District Council during the late 1950s and early 1960s. Those houses that are not under private ownership are now owned and managed by the Chelmer Housing Partnership.

Pyms Road, which is basically central to the estate, runs from Skinners Lane south-west then south-east eventually joining Watchouse Road. The houses are a mix of semi-detached properties, terraces of up to six houses, and purpose-built, senior citizens' bungalows.

Variation of building and finishing materials gives the properties an attractive appearance. Sand-faced fletton brick of good quality is used extensively although

some building was carried out with common bricks. These are either faced with coloured cement rendering, flat tiles and/or black Essex timber.

The original landlord planted privet hedges at the outer boundary of front gardens. Some of these have been removed to produce an open-plan effect; fencing or brick walls have replaced others. The general consensus of the community is that the original vision should be retained.

Many of the semi-detached houses are sufficiently spaced to allow for extensions and/or detached garages to be built. A number of the semi-detached properties have been extended to the front as a matching pair and constitute an attractive example of improvement possibility for houses on the estate.

Some existing mature trees have been retained whilst others, which were planted by the original landlords, help to give a rural impression to the estate.

### Guidance – Pyms Road

- ❑ There is considerable potential for extending many of the properties on Pyms Estate. It is essential that extension design and choice of materials should be compatible with existing housing design and do not adversely impact the street scene. (see Section 6.1 – Guidance on Building Design Features).
- ❑ Encourage the retention of the original vision of privet hedges on the front boundary. Where the original privet hedges are replaced low hedging is preferred to fencing or brick walls.



*Barnard Road*



*Senior citizens bungalows, Pyms Road*



*Pyms Road semi-detached houses with extensions*

## Keene Way

A development of privately owned, semi-detached houses, Keene Way is a thoughtfully laid out estate with properties reasonably spaced out and a curved route for the main thoroughfare which discourages its use as a shortcut for traffic. It consists of some 200 houses built in sand-faced fletton brick around the late 1950s and early 1960s. Some properties have rendered upper floors with white uPVC boarding utilised significantly. Extensions to front and side are varied, but mostly consistent with their host dwellings.

Lyon Close consists of detached privately owned dwellings, attractively designed and set out. It was built as an arm from Keene Way around 1965/6.

Walters Close extends to the north-east from Keene Way and consists initially of semi-detached bungalows with matching garages. At the far end of the cul-de-sac are six pairs of semi-detached houses.

## Barnard Road

The Barnard Road estate was planned in 1958 by Chelmsford Borough Council to provide modern community housing for the employees of the booming



*Keene Way, typical building style and layout*

*Aerial view of  
Pyms Road  
estate*

*Aerial view of  
Keene Way estate*



*Aerial view of  
Barnard Road estate*

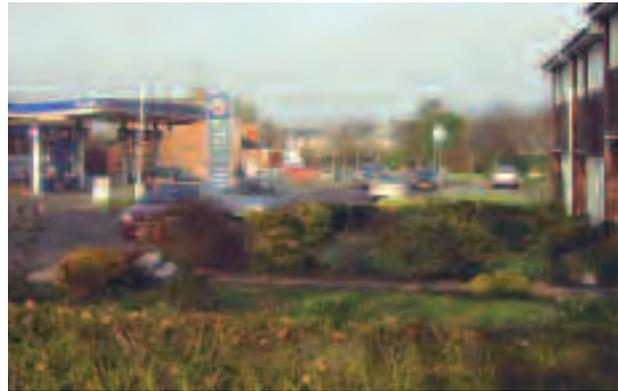
Chelmsford industries. The building programme started in early 1960 and was not completed until the end of that decade, and included family housing, flats and sheltered accommodation served centrally by a mini supermarket, doctor's surgery, petrol service station, and the Galleywood Infant School and St. Michael's Church of England Junior School. Frequent local bus services run one way, from south to north, along Barnard Road with three stops, one a terminus.

The estate is well planned with many large green spaces and thoughtful preservation of mature oak and other indigenous species of trees.

The predominant housing style is two-storey, three bedroom terraced, with two-storey blocks of one / two bedroom flats at each end of the terraces. Their construction is of russet red brick with grey clay tile roof and alternating front upper floor fascia boarding or hanging clay tile. The majority of properties have uPVC replacement windows, doors and fascia. The kitchens are single-storey flat roofed rear extensions. The front gardens are of open-plan. The small rear gardens are enclosed by matching brick-built garage blocks, facing onto central paved service areas, with private foot access to each property. The front entrances to houses and flats off to either side of Barnard Road are approached from a broad interconnecting series of pathways e.g. West Lawn, Spring Rise and Archers Way. At the southern end of Barnard Road is a



*Barnard Road, typical building style*



*View north to the petrol station*



*Co-op and Bekeswell Place*

series of three-storey blocks of flats, built of light pink bricks, with uPVC replacement windows and weather-board facades surmounted by hipped pitched slate roofing with red-tile trim, set in landscaped areas interspersed with residents' parking bays. The Co-op food store occupies the ground floor of a similar block of flats towards the northern end of Barnard Road, and forms an entrance to a sheltered accommodation complex to the rear.

Opposite the Co-op on the northern side of Home

Mead is a modern red brick development of two and three-storey blocks of Housing Trust flats with red-tiled pitched roofs facing inwards onto a paved service and residents' parking area. A small children's play area to the rear of the site is accessed via a footpath joining Well Lane to Home Mead.

The two schools are single-storey buildings on adjacent sites totally surrounded by a large common grassed area with many trees which partially screen the buildings from Barnard Road. The service garage is a single-storey lockup kiosk and convenience store with a small attached workshop, two petrol pumps and an LPG dispensing facility.

The community is concerned about the congestion caused by parking vehicles on both sides of Barnard Road which regularly delays buses and could also prevent emergency fire and ambulance vehicles getting through in time. Current provision for off-highway resident parking is inadequate and needs to be addressed by careful redesign with the objective of providing more parking spaces in places where they would be used, whilst retaining existing trees and the open green spaces which contribute

to the appearance of this estate. Any major changes to the layout of Barnard Road need to be carefully thought through with representatives of Galleywood Parish Council, Chelmer Housing Partnership and Chelmsford Borough Council.



*Bus negotiating partial obstruction caused by parking on both sides of the road*

### Guidance – Barnard Road

- ❑ The Highway Authority are encouraged to work with the local community to arrive at a carefully considered redesign of Barnard Road to allow for more appropriate parking.
- ❑ The open-plan character of the estate should be retained with its existing mature trees and the bulk of its green areas.
- ❑ Any new off-highway resident parking should be landscaped using low hedging and scattered trees to avoid any adverse impact on the street scene.

## Galleydene

The Galleydene estate was built on the site and grounds of the old Galleydene Farm. Demolition of the farmhouse and clearance of the orchards started in 1967. Link Development constructed the first phase of detached houses on Watchouse Road, the second phase by Ideal Homes was in Vale End; George Wimpey and Sons constructed the main part of the estate.

The estate, which is bounded by Barnard Road, Watchouse Road, Brook Lane and Rignals Lane, consists of some 288 dwellings. Built during the late 1960s, most are semi-detached two-storey or chalet-style houses mixed with some detached and terraced properties, the latter mainly along walks between estate roads. Individual dwelling designs vary, but there is an overarching style of brick walls and tiled roofs with some variations of lapped wood and pebbledash facings.

There have already been a significant number of extensions including double-storey, garage and porches. These have reflected the existing materials, scale and style of the property.

Front gardens are predominantly open-plan, with a few exceptions enclosed by hedges, conifers or walls. There are



*Galleydene, typical building style*

a few open grass and/or shrub areas with mature trees.

The majority of plots have off-road parking, usually with garages, whilst some terraced houses have separated rows of garages. The growth of car ownership and the custom of on-road parking has become a feature, although this currently seldom inhibits vehicle progress. There is no bus route through the estate. Street furniture is limited to lighting and road signage.

## The Paddocks

The Paddocks (1978), a Countryside development on the old (27 hectare) Galley Hall Estate with a series of inter-connecting courtyards, is spaciouly laid out in the Arcadian context comprising black Essex boarded detached houses. This area includes some 50% of Galleywood's protected trees, mainly large oaks.

### Guidance – The Paddocks

- ❑ Maintain estate paths, linking The Paddocks to Ponds Road and The Common, so that this development remains an integral part of the village.



*The Paddocks, view north along Pynegate*



*Pavitt Meadow, a 1997 development*

## Pavitt Meadow

Pavitt Meadow is a 1997 development of 46 detached houses by Taywood Homes Limited on the site of a former apple packing station off Rignals Lane. There is vehicle access to Rignals Lane, with pedestrian access to the village schools and shops via Markland Close, and to Rignals Lane adjacent to a children's playground.

### Guidance – Pavitt Meadow

- ❑ The mature trees on the greensward fronting Rignals Lane are an essential element of the street scene and of high amenity value, and should be protected.

## 7.4 Country Lanes

Galleywood still has a number of ancient tracks and 'occupation roads' that historically formed the local access network to the many scattered farms. These were metalled in the 19th century, preserving the field boundaries, hedges and watercourses, and the rural feel and charm of the countryside.

## Guidance – Country Lanes

- ❑ The country lanes should be retained, with no major development permitted. Irregular grass verges with no kerbstones should be kept to act as a natural speed restriction.
- ❑ The character of the rural lanes is emphasized by overhanging trees, which should be retained to emphasize the rural nature of the lanes, conserving the wildlife habitat.
- ❑ Furniture in country lanes should be minimised and in keeping with the rural setting. Use of trees, hedging or wooden posts should replace reinforced concrete and/or plastic bollards in preventing the use of verges as parking areas.
- ❑ The community would support surfacing of the country lanes that would respect the context of their surroundings and limit vehicle speeds.

## Rignals Lane/Lower Green

The properties in the Rignals Lane and Lower Green area were constructed at various times. The design of

the properties varies considerably, typically original farm labourers cottages, with no verges, a 17th century timber-framed and plastered house with weatherboard base and two gabled wings, and an early-19th century red brick farmhouse with grey brick dressing, and hipped tiled roof. This contrasts with a pleasing mix of mid-20th century bungalows, semi-detached houses, and late-20th century detached properties.

There is an industrial area at Parklands Farm where combined agricultural and commercial-type activities are carried out, also industrial warehousing to the West of Rignals Lane is in an existing Local Plan Employment Policy Area. The use of these areas results in a large amount of commercial-type traffic and HGVs using Rignals Lane and Lower Green, parts of which are of limited width and unsuitable for this type of commercial traffic. Directional signs discourage large vehicles from using Lower Green except for access to Parklands Farm.

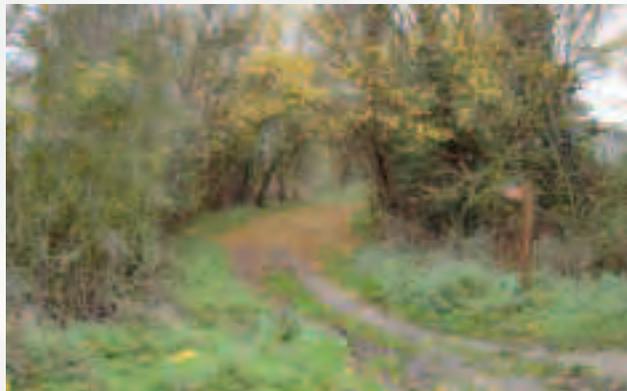
Aerial view of country lanes



View along Lower Green to Ponds Road

## Pipers Tye

Pipers Tye Green is triangular in shape, and consists of a grassed area with trees planted to celebrate the Queen's Jubilee. There is a lay-by on one side that serves as a stopping point for the George VI postbox, and a K6 type public telephone kiosk designed in 1935 by Sir Giles Gilbert Scott. There is a reconstructed water pump to the same design as the original, surrounded by decorative metal railings and beds planted with seasonal bulbs and flowering plants.



Bridleway from Brook Lane to Vicarage Lane, Great Baddow



Parklands farmhouse



Pipers Tye: a green oasis



*Grade II listed cottages*

On the opposite side to the lay-by is a Grade II listed timber-framed hall house, now two dwellings, which dates from the 14th century, with half hipped roofs with clay peg tiles. On the south-west side of the green are detached 1950s bungalows. There is a detached 1920s two-storey property with a large garden containing seven limes, two willows and a black poplar tree, all subject to tree preservation orders.

All properties are set well back with large front gardens. Some of the bungalows are set behind a deep greensward. Seasonal bulbs border the street sign. Electrical and communication services are via overhead cabling.

### Guidance – Pipers Tye

- ❑ Pipers Tye provides a picturesque and natural green oasis, being bounded by Watchouse Road and Brook Lane and should be maintained including the village water pump, George VI postbox and K6 type public telephone kiosk as key features.



*View west along Brook Lane from Kirkmans Road*

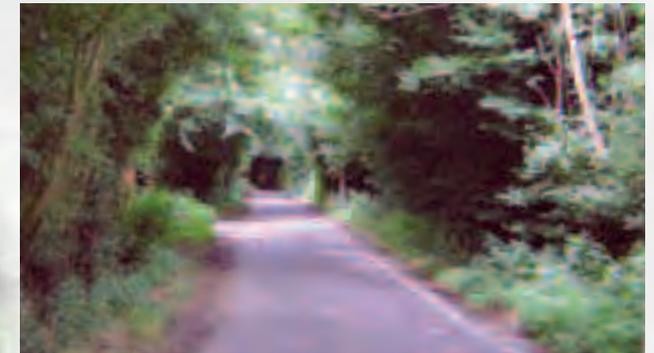


*Aerial view of Pipers Tye*

### Brook Lane/Kirkmans Road

Brook Lane, on the edge of the settlement of Galleywood, provides access to The Lawn Cemetery along Vicarage Lane and to Great Baddow, and also directly to the West Hanningfield Road. The properties in this area

are built in a variety of sympathetic styles from original farm labourers' cottages, with little frontage, mid-20th century bungalows, ribbon development of semi-detached houses, late-20th century detached developments, and a two-storey timber-framed house with gambrel roof, standing well back from the road, in its own grounds. The lane maintains its quiet rural charm heading south-east out into the countryside to cross Galleywood Brook.



*Deadmans Lane, typical quiet country lane*

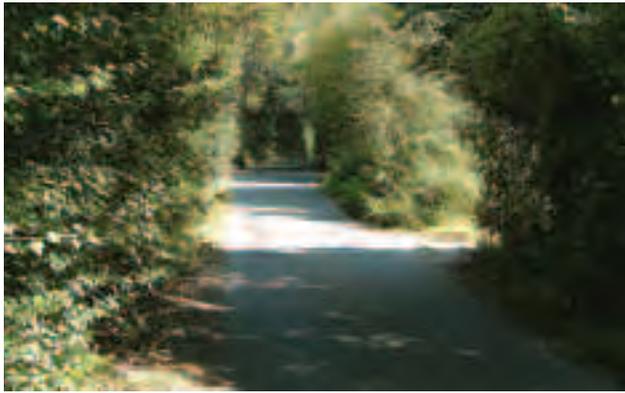
The semi-detached properties built by Chelmsford Rural District Council in Kirkmans Road, a cul-de-sac on the south side of Brook Lane, have limited parking facilities which results in congested parking on the road.

### Guidance – Brook Lane/Kirkmans Road

- ❑ The Highway Authority are encouraged to work with the local community to arrive at a carefully considered redesign of Kirkmans Road to alleviate the congested on-street parking.

### Deadmans Lane

Deadmans Lane is a narrow, winding, tree lined country lane with very few passing places and no lighting. It is



*Slades Lane, a quiet lane leading from Galleywood Road to Beehive Lane*

commonly used as a cut through between Beehive Lane and Watchouse Road. The boundary between Galleywood and Great Baddow runs along the centre of the lane.

The lane, including Willow Grove, has six detached houses varying in age and style

### Slades Lane

Slades Lane linking Stock Road and Beehive Lane is a narrow, winding, tree lined lane with no formal passing places. On the southern side there are access tracks to three detached properties and, near the junction with Beehive Lane, the entrance to Thriftwood School. On the north side of the lane is paved access to Galleywood Cricket and Football Club with its pavilion and sports ground which adjoins Chelmer Park.

### Bakers Lane

Bakers Lane is located approximately 200 metres south of the A12 on the east side of Stock Road (B1007). The parish boundary runs down the middle of the lane.

It is a cul-de-sac about 800 metres long, starting with a small grass triangle. Building is mainly on the southern,



*Paddy's Cottage on Bakers Lane*

West Hanningfield Parish side, and is an eclectic mix of domestic dwellings and residential mobile homes.

On the northern (Galleywood Parish) side of the lane there are fields for the first 600 metres to the start of Footpath No. 50 which crosses the A12 to Lower Green. The old isolation hospital site to the east is now an industrial area including a bakery, a motorbike training centre and a day nursery. Further on, there is the 400 year-old Paddy's Cottage. At the end of the lane is Galley View, a cottage with extensive views of the village to the north-west.

Street furniture includes: community recycling area; concrete and wood public footpath signs; a cast iron postbox; concrete lamp posts; and electrical supply and communication wooden poles, some of which have street lamps mounted.

### Guidance – Bakers Lane

- ❑ Further development should avoid any significant increase in commercial traffic on this country lane.



*Approaching Galleywood along Stock Road from the A12*

## 7.5 Village Outskirts

The village envelope is tightly bounded to the west by The Common, an established Local Nature Reserve, and to the south-east by the substantial belt of open countryside designated a Special Landscape Area terminating at the A12. A separate identity is maintained for Galleywood with the edge of the built-up area being well defined and enclosed by the Metropolitan Green Belt, preventing it merging with the settlements of Great Baddow and Chelmsford, as identified on the Chelmsford Borough Local Plan.



*Great Mascalls – a Grade II listed building*



*Barn at Great Sir Hughes*



*Shelles Cottage, West Hanningfield Road*



*A12 view from footbridge looking towards Stock Road interchange*

From every approach, by road or footpath, Galleywood is separated by either open farmland, wooded slopes or green areas, free from ribbon development, giving a true rural feel to travellers, visitors and residents alike.

Within the village outskirts there are several surviving long established working farms, some with buildings dating back to the 14th century.

Wood Farm between The Common and the A12 forms the western boundary of the parish. Great Mascalls on the eastern fringes of the parish, an early-19th century white brick, three-storey, three-window range, hipped slate roof farmhouse is Grade II listed. The frontage is built on an earlier 16th century moated farmhouse, Tudor features of which can be seen.

Carlton Farm on Beehive Lane has been developed as an equestrian centre.

Baddow Park off West Hanningfield Road is now a discreetly sited small industrial estate.

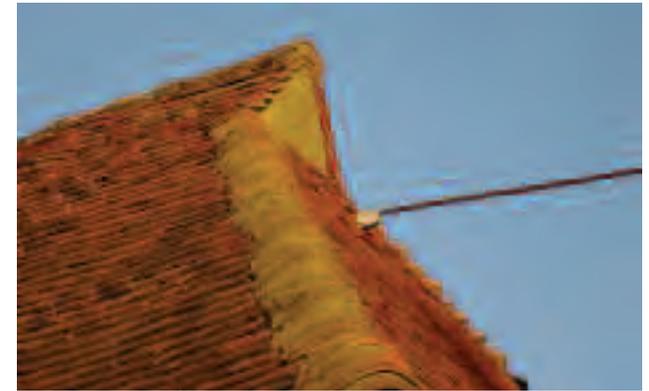
The surviving farms have absorbed land from adjacent smaller farms and some of these farmhouses survive as private dwellings. The 18th century Little Sir Hughes, the 16th century barn at Great Sir Hughes and the 18th century Little Mascalls, a red brick L-plan, single-storey and attic property under a gambrel roof on West Hanningfield Road, are all Grade II listed.

### Guidance – Village Outskirts

- ❑ Industrial or commercial development of existing sites in the rural areas should avoid any detrimental impact on the landscape and ensure extra traffic does not change the character of the quiet country lanes.



*14th century former hall house*



*Roof detail of 14th century former hall house*



*Window detail of 14th century former hall house*

# 8 Infrastructure

The infrastructure of the village is discussed below with particular emphasis on the impact of cars, cycles, pedestrians and street furniture on the village highways and approaches.

## 8.1 Highways

Galleywood, despite its rural setting, has excellent links to the outside world with easy access to the A12 and in turn to the M25. The major route through the village of Galleywood is the B1007 Stock Road from Chelmsford to the A12 and Billericay. This is fed by the B1009, Beehive Lane from Great Baddow to Stock Road. Watchouse Road is an important link between Galleywood and Great Baddow and is the signed route for HGV's serving the Rignals Lane industrial area. Such heavy vehicle traffic detracts from the character of the village, causes traffic hazards and discourages walking or cycling, resulting in increased local car journeys.



*Parking on both sides of Barnard Road*

To the south of the village the new A12 trunk road partially isolates the area of the parish beyond.

### Guidance – Highways

- ❑ In developing any traffic management scheme the opportunity should be taken for design-led schemes paying full regard to the setting and surroundings of the highway concerned. Careful attention should be given to the choice of surfacing, including its colour, and opportunities taken for road narrowing.

## 8.2 Parking

The 1960s estates were originally designed with sufficient resident parking and garaging for those times. The significantly increased car ownership in the last two decades, exacerbated by the increasing use of garages for storage, leads to periodic parking congestion. Vehicles are often left parked half across the pavements causing a hazard to pedestrians, and on grass verges creating poor amenity value. Barnard Road, being on a busy bus route, school run and delivery service route to the whole estate, suffers particularly badly.

Chelmsford Borough Council's guideline 'A Parking Space at your Home' gives advice on how to make provision for on-plot parking, where appropriate, without causing an unsightly street scene.

### Guidance – Parking

- ❑ In open-plan residential areas the general presumption is against on-plot parking. Parking on-plot should only be considered where it can be provided away from the frontage, either beside or to the rear of the building, and not damage the flexibility of street parking or the street scene.
- ❑ In cases where front gardens are not part of an open-plan layout, and where these gardens can appropriately accommodate cars by designing the space, careful consideration should be given to the surfacing, avoiding monotonous full width tarmac or concrete, applying a variety of materials and low level plantings ensuring minimum impact on the appearance of the street.
- ❑ Derelict and unlet garages on Pym's Road and Barnard Road estates should be redeveloped, incorporating better provision for residential parking, whilst ensuring respect for the context of the area.

## 8.3 Pedestrians, Cyclists and Horse Riders

A well-used, shared pedestrian and cycle path through Chelmer Park connects Beehive Lane to Tile Kiln estate and Chelmsford. However the continuation of the cycleway along Beehive Lane into the village centre from Chelmer Park could be improved. Similar improvements could be made by creating cycleways along the main roads wherever possible. Pedestrian access is well catered for by estate paths, avoiding



*Pedestrians*



*Cyclists*



*Horse Riders*

the main traffic routes, but there is no provision for cyclists. Narrow streets and lanes are a main part of the character of the village although they also pose particular pedestrian hazard spots.

Despite its rural setting there is limited provision for horse riding other than the village streets to connect the three existing bridleways within the parish.

### Guidance – Pedestrians, Cyclists and Horse Riders

- ❑ Additional cycleways alongside or combined with existing public footpaths and footways should be created where possible forming a network of cycleways throughout the village for recreation, shopping, and cycling to work or school.
- ❑ The Community would support the principles of 'home zones', which are primarily pedestrian priority streets and shared surfaces where streets are designed to slow vehicle speeds to a minimum, provided that this can be achieved without destroying the character of the street scene.
- ❑ The community would support a network of bridleways linking with those of surrounding parishes.

## 8.4 Street Furniture

Street furniture not in keeping with scale, design, material or character spoils the visual amenity of the street scene.

The Parish Council has installed Victoriana-style litter bins and commemorative seating. Road name boards have been under-planted with spring bulbs.



*Excessive road signage in The Street*



*Street furniture clutter at The Eagle crossroads*



*Entrance to the village from A12 via Stock Road*

Existing overhead utility service cables create unsightly clutter in the older parts of the village and strong views have been expressed against both these and the erection of telecom masts within the village envelope.

### Guidance – Street Furniture

- ❑ Replacement of old and damaged street lights should be by low light pollution designs with a white light source.
- ❑ The appropriate utility companies are encouraged to reduce overhead services by sharing existing poles. All future and renewed cabling should be underground, wherever possible.
- ❑ Additional carefully sited dog litter bins in the right places to encourage dog owners to 'clear up after their dogs'.

## 8.5 Access to the Village

From every approach, by road or footpath, Galleywood is seen to be separated by either open farmland, wooded slopes or open green areas free from ribbon development, giving a true rural feel to travellers,

visitors and residents alike.

The vehicular entrances are well signed at the edge of the built area.

### Guidance – Access to the Village

- ❑ It is desirable that more formal and distinctive entrances to the village should be encouraged with appropriate plantings to convey a positive sense of separation from neighbouring urban areas.
- ❑ Provision of dual usage pedestrian and cycle paths between estate roads to encourage cycling could contribute to reducing the number of short car journeys.
- ❑ Replacement of deteriorating chain-link boundary fencing with natural hedging should be encouraged.
- ❑ Appropriate management of all boundary trees and hedges to highways and footways to ensure public safety.

## 9 Future Prospects

It is acknowledged that some development in Galleywood is inevitable. There must always be a proper balance between housing for local need and protection of the rural environment.

The community survey identified a need for affordable housing. In particular it noted a need for homes for first time buyers, key workers, and retirement flats that would enable elderly pensioners to continue living in the village. There is a limited amount of suitable



*Opportunity for improvement: the library, Watchouse Road*

brownfield space within the settlement boundary. Small developments on previously developed sites could also be considered.

The industrial warehousing off Rignals Lane is in an existing Local Plan Employment Policy Area. The community would support the redesignation of this area to residential use taking the opportunity to meet the need for affordable housing on this brownfield site.

Recent developments within the village have been family and executive-style properties on infill and backlots. There are some opportunities to encourage



*Possible brownfield site for future housing development: industrial site warehousing off Rignals Lane*



*Opportunity for improvement: village shops, Watchouse Road*

## Guidance – Future Prospects

- ❑ Future development should be contained within the defined settlement boundary.
- ❑ The community would support and encourage the following detailed provisions.
- ❑ New development should be in keeping with scale, design and materials, and be sympathetic to the local area. Extensions should also reflect these elements.
- ❑ The community would support the development of affordable housing within the village provided such properties are well designed.
- ❑ If opportunity were to arise, the community would encourage planning applications to convert the use of the remaining industrial area off the north-west side of Rignals Lane/Lower Green to residential, particularly affordable housing.
- ❑ Developments should recognise the impact of increased traffic burden on narrow roads and ensure pedestrian access and safety is not further compromised by having regard to best practice.
- ❑ Encourage design of streets that are friendly to pedestrians ensuring vehicle speeds are limited without unnecessary clutter.
- ❑ The street scene is of great importance to the community. Any increase in housing density should take into account the existing context and not materially degrade the street scene.
- ❑ Development of large houses on inappropriately small plots is to be discouraged.
- ❑ The site of the Old Grandstand on The Common is in need of environmental improvements. This site could be used to provide additional facilities and the community would support the provision of a bowling green and club facility on this segregated brownfield site with its good access, services, and parking.
- ❑ Encourage the creation of circular walks, using as far as possible the existing network of footpaths and bridleways, to further encourage healthy exercise.
- ❑ Cycleways should be provided, wherever practicable, to encourage safe cycling for domestic, work and recreational purposes. This would encourage parishioners to contribute to a reduction in the number of local car journeys.
- ❑ The community values the current range of retail outlets, recognising that the village shops are a desirable facility to be retained to meet day-to-day shopping needs. The community welcomes having a central focal point, and would support improvements to the main shopping area to secure this by:
  - Encouraging any opportunity for improvements to shop frontages and their environs to enhance the amenity value of the area.
  - Improvements to parking and traffic management through better provision for cycle parking and alternative and easier access for the disabled.
- ❑ The community welcomes the use of Section 106 planning obligations, and in appropriate cases support should be sought from developers to enhance community amenity value and protect the environment, by for example:
  - Prompting attractive landscaping to enhance developments.
  - Promoting good building design.
  - Encouraging improvements to green spaces within existing and new built areas.
  - Discouraging the removal of existing trees and hedgerows.

suitable extensions to established properties.

Chelmer Housing Partnership is currently carrying out improvements to its residential properties. If the opportunity arises then the community would support improvements to the landscaping by creating more tree and flower planting.

In Watchouse Road the village shops, library, pedes-

trian concourse, parking, and service access roads all need improving. Reducing congestion caused by parking and delivery, better pedestrian access, improved services and visual impact of the buildings is paramount. The whole area is now jointly owned and operated by Essex County Council, Chelmsford Borough Council, Chelmer Housing Partnership

and Galleywood Parish Council and so will require collaborative replanning.

It is necessary to ensure the Post Office remains viable, since it provides the only banking facility in the village. Extended opening hours and more IT facilities in the library were key items identified in the public consultations.

# 10 Appendices

This section includes details of existing facilities in the village. They provide further information to Sections 4 to 9 where detailed analyses and recommendations are made.

## 10.1 The Common



*Galleywood Common*

Chelmsford Borough Council owns Galleywood Common. Following the introduction of the Countryside and Rights of Way Act 2000 owners of all properties using The Common for access by vehicles have been reminded of the Council's right to charge for this access. The Act does not allow any new right to be granted and this, together with the status of the common as a local nature reserve, make it most unlikely that any further development will be permitted.

## 10.2 Village and Community Facilities

### Shopping

The main shopping facility at the junction of Watchouse Road and Skinners Lane comprises nine retail outlets,

including the Post Office within the newsagent-cum-convenience store with external 24-hour cash dispenser, a butcher, a greengrocer, an off-licence, a chemist, and a hair salon. A kitchen showroom is situated on the corner of Skinners Lane opposite the library.

Barnard Road hosts a small Co-op supermarket, with an internal cash dispenser, also a petrol station with a video hire outlet. The Street hosts a fish and chip shop and a hair salon. Stock Road has a tool shop, a newsagent-cum-convenience store, and a car sales showroom. A car accessory shop is situated in Watchouse Road adjacent to Pipers Tye.

### Healthcare

The Galleywood Medical Centre in Barnard Road was enlarged in 2004 and is now an innovative partnership between Chilvers McCrea Healthcare and Chelmsford Primary Care Trust. This nurse-led facility provides a range of healthcare services and clinics, with access by appointment to an inhouse GP or Broomfield Hospital if necessary. A prescription collection service is available in conjunction with the Galleywood pharmacy in Watchouse Road.

### Sports and Recreational Green Spaces

Chelmer Park in Beehive Lane is a Chelmsford Borough Council sports and recreation facility. It is home to Chelmsford Sports Club incorporating separate cricket and hockey clubs. Facilities include a sports pavilion and social club, hard standing parking accessed from Beehive Lane, a number of outdoor football and cricket pitches, tennis courts, plus a fenced area incorporating high standard artificial all-weather pitches and an international standard water-based hockey pitch. A comprehensive and segregated



*Recreation and sports in Chelmer Park*



*Chelmer Park*



*Jubilee Park children's play area*

children's play area is situated on the northern parish boundary adjacent to Tile Kiln estate. Adjacent, but separated by hedging and with a separate pavilion, is an area used by Galleywood football and cricket clubs with road access from Slades Lane.

Jubilee Park in Watchouse Road has open space for two football pitches with segregated children's play areas. Small enclosed play areas are situated between Well Lane and Home Mead, and another at Pavitt Meadow.

There are other open recreational spaces on the estates designed as play areas but where no equipment has been installed.

### Schools

There are three schools in Galleywood. The Essex County Council Infants' School, and St. Michael's Church of England Junior School, are on adjacent sites in Barnard Road, each standing in their own green recreational areas.



*Galleywood Infants School, Barnard Road*

Thriftwood, the Essex County Council special needs school situated near the corner of Slades Lane and



*St. Michael's Junior School, Barnard Road*

Beehive Lane, has recreational green spaces enclosed by hedges.

The design and appearance of all three school buildings sit comfortably with their village environment (see Section 6.2 – Landscape and the Environment).

### Religious Buildings

The church of St. Michael and All Angels, an evangelistic ministry, also holds family hour services in the C. of E. Junior School. The Methodist chapel in Well Lane is also used as a meeting place for the general public.



*The Methodist chapel*

### Community Buildings and Social Facilities

Galleywood is fortunate in having a number of well-used multi-functional community facilities, including Keene Hall, which also accommodates the Parish



*Keene Hall, Watchouse Road*

Council Office, the Galleywood Youth Centre run by Essex County Council, Galleywood Social Club, the Vicarage Hall and the Library, all within reasonable walking distance of the main shopping area.

There are also five public houses: The Running Mare on Stock Road; The Horse and Groom on The Common; The Eagle at the junction of Watchouse Road with Stock Road; The White Bear at the junction of Watchouse Road with Well Lane; and Seabrights Barn at the junction of Watchouse Road with Galleywood Road, Great Baddow.

### Public Transport

Galleywood is well served by regular bus services, terminating at the southern end of Barnard Road, to Chelmsford and through to Broomfield Hospital, running at 15 minute intervals during most of the day. Additional connections are available from The Eagle, to and from Chelmsford on services covering the south of the county. Recent initiatives have seen the provision of shelters for bus passengers, high kerbs and real time information display boards, all of which have enhanced the services.

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## Acknowledgments

Chelmsford Borough Council – Advice and Support of CBC Officers  
Galleywood Parish Council – Support and Encouragement  
Rural Community Council for Essex – Technical Support and Guidance  
Warwick Networks Limited – Analysis of Questionnaire Responses  
SnappySnapps, Chelmsford – Cameras and Film Processing  
Chelmsford Sports Club – For Free Use of Meeting Facilities

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### Also special thanks to:

Ken Andrews – Editorial Assistance  
Gerald Barrett – Architectural Advice  
Matthew Johnson – Design and Layout of Text and Graphics  
Michelle Pye – Field Worker, Rural Community Council of Essex  
David Stacy – Artwork  
Patricia Stuart – Typing  
Maureen Southerden – Proof Reading  
Malcolm Watson – Proof Reading  
Galleywood Residents – Photographic Survey, Questionnaire and Consultations  
The Children of St. Michael's Junior School – Their Views and Comments

### Developed and published using donations and grants from:

Chelmsford Borough Council  
Chelmer Housing Partnership  
Essex Rural Renaissance Fund  
Galleywood Parish Council  
Galleywood Village Protection Group  
Rural Community Council of Essex

*Printed by The Printing Place Ltd.,  
Hanbury Road, Chelmsford  
April 2005*



*Galleywood: 2004 winner of Petre Trophy for Essex Best Kept Village.*

**Galleywood: a community that respects the character and charm of its heritage.**

