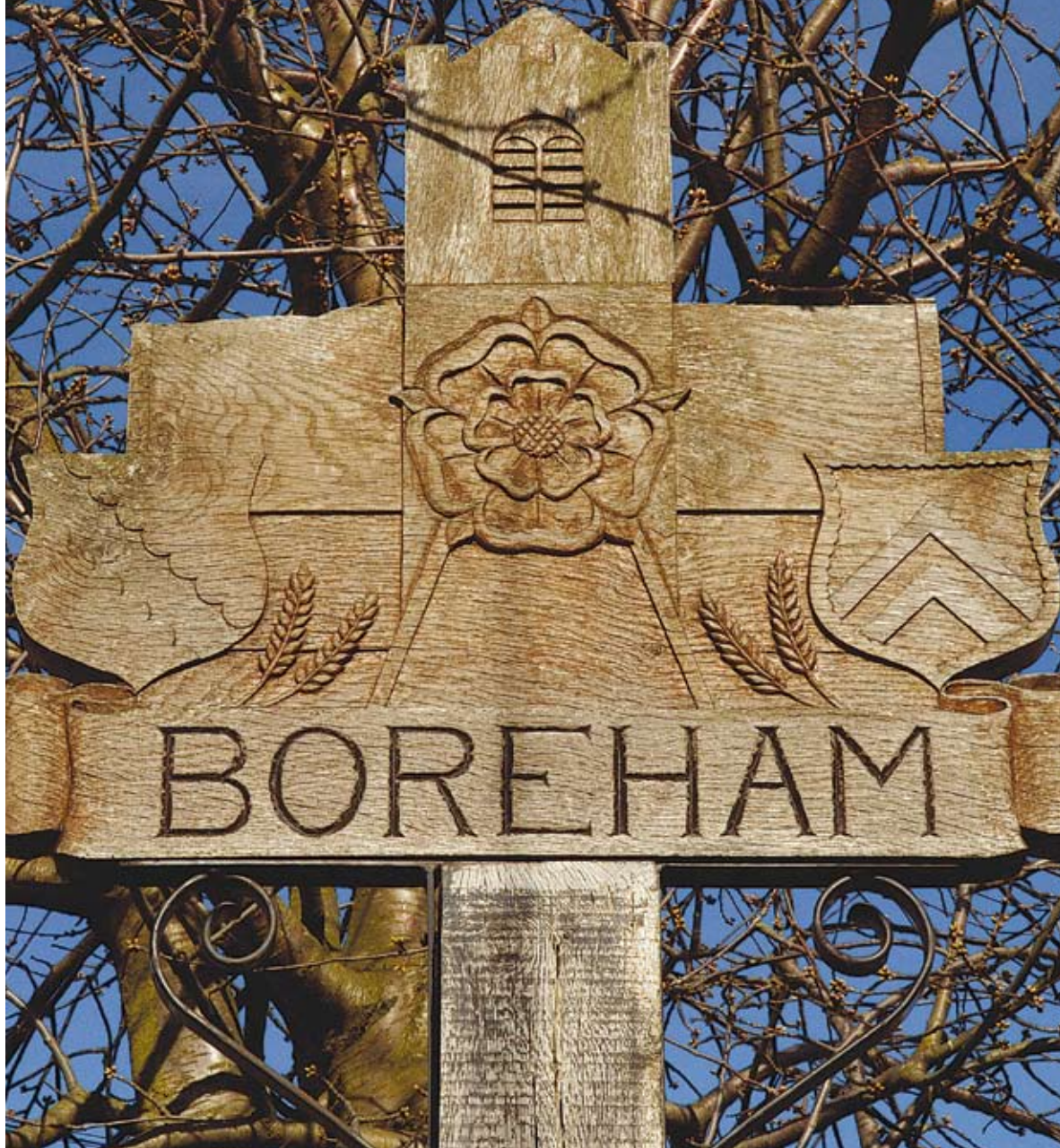


EB 146

Boreham Village Design Statement



Planning Guidance. Approved by Chelmsford Borough Council, March 2008

Boreham Village Design Statement

Each landscape is a commentary upon its creators and just as we see the first Elizabethans and the Victorians through their scenic legacy, so too shall we be judged.

Richard Muir

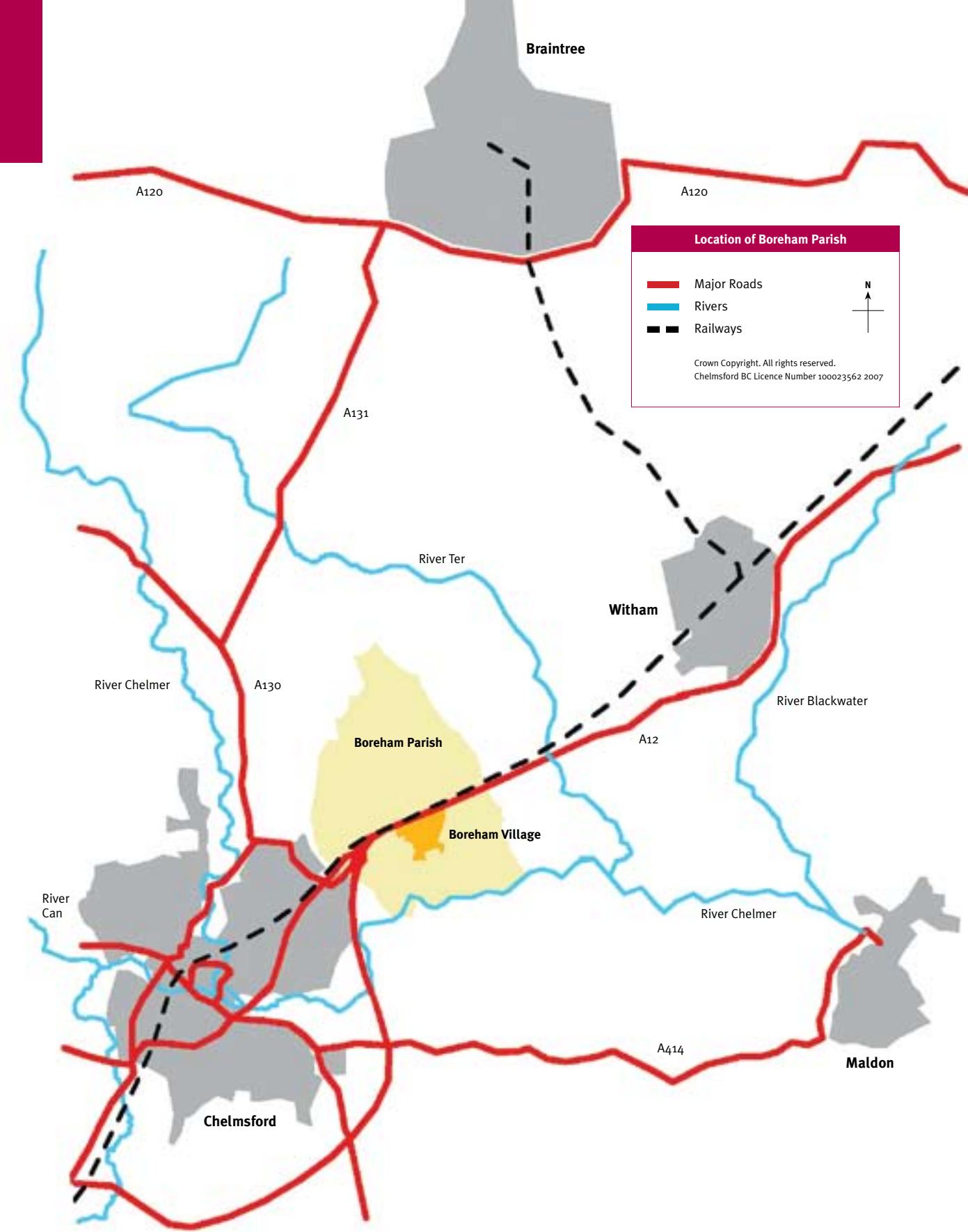


St Andrew's Church — Unusual with its central square tower.

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Introduction



INTRODUCTION

1.1 Scope

This Village Design Statement (VDS) covers the village and the wider parish of Boreham, an area of approximately 1554 hectares (3840 acres or 6 square miles), with a population of about 4000 people.

1.2 Purpose of the VDS

Chelmsford Borough Council encourages communities to produce their individual Village Design Statements, the key aspects being wide community involvement and consensus.

The VDS will:

- Influence development but not prevent it.
- Provide guidance to owners and developers for all changes that might not need planning permission and which are acceptable to the community.
- Assist in the protection of local historic buildings and their settings.
- Protect and visually improve open spaces and the local street scene.
- Promote sympathetic designs and use of appropriate materials.
- Identify and protect features and characteristics that people feel are important.
- Give additional guidance to Chelmsford Borough Council and Boreham Parish Council when considering planning applications and associated environmental issues in Boreham.

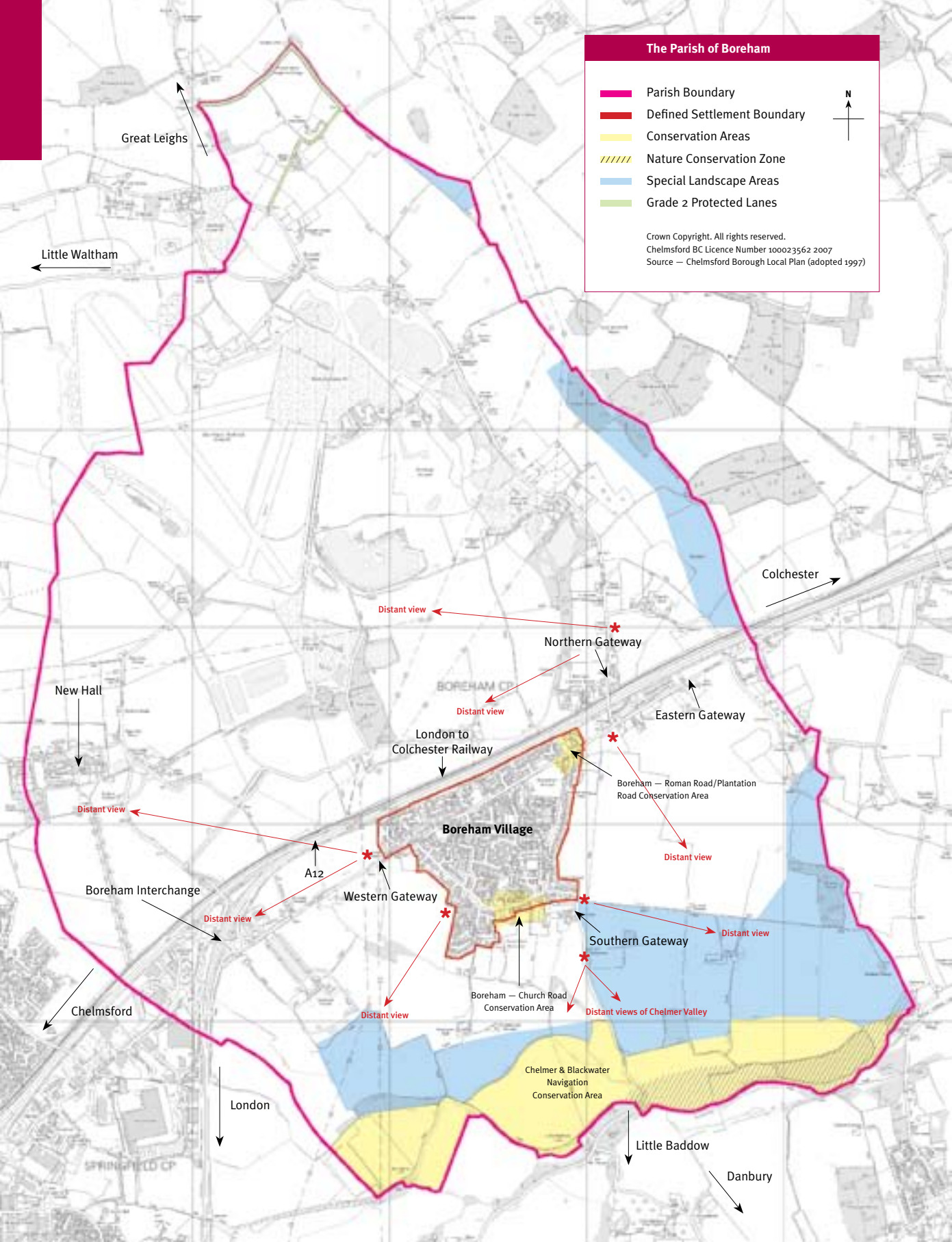
1.3 What's special about Boreham

This document shows how Boreham has developed over the years and summarises its main present-day characteristics. It will be apparent from this that Boreham has expanded very considerably over the last 40 years from a small agricultural village into a much larger entity.

The main strengths of Boreham are that it remains a separate village, surrounded by agricultural land and with outstanding views to the south over the Chelmer Valley: that in spite of the scale of development which has taken place, it has retained many attractive open green spaces: that it has a strong sense of community and identity and that it has good communication links with the rest of Essex. It is the extremely strong sense of community and identity which the villagers are most anxious to retain.



Cricket bat willows by the river in the tranquil Chelmer Valley.



INTRODUCTION

Boreham’s principal weakness is traffic related be it parking, noise from the A12 or the village being used as a short cut to other destinations. In addition there are a number of eyesore sites including those at the main entrances to the village.

There are a number of opportunities for the future. These include opportunities to improve the rather unsightly buildings on the corner of Church Road and Main Road in any redevelopment which might take place of the “Red Lion” pub, opportunities to improve the landscaping and appearance of the Waltham Road industrial estate, opportunities to make the best use of the land between Shearer’s Way and “The Cock” and the possibility of re-siting or landscaping the road materials depot at the western entrance into the village. It is important that such opportunities are seen to strengthen the definition of the Defined Settlement Boundary and not create a precedent for wider development within the parish which could erode the current level of planning control.

The main threats are the continued expansion of Chelmsford on the Boreham side of the A12 and north of it resulting in Boreham’s potential absorption into Chelmsford and the loss of its separate identity or the growth of Boreham to such a size that it loses its sense of community. The guidance which is offered in this document is intended to help preserve Boreham’s strengths, to diminish the effects of its weaknesses, to achieve the opportunities and to avoid the threats.

1.4 Consultation

The Boreham VDS was developed by the steering committee of the BVDSA, a voluntary organisation constituted in February 2004. An open public meeting to launch the idea was held in the Village Hall on 21st February 2004. A workshop was held at Boreham Primary School to gather the views of the schoolchildren. A successful photo workshop day was held on the 10th July 2004 and a feedback session and exhibition of over 300 photographs on the 9th October 2004. This culminated in a questionnaire delivered to every one of the 1400 households and 100 businesses in the parish during February 2005. Approximately 21% of the questionnaires sent out were completed and returned.



Open countryside surrounds Boreham — This view looking west from the village shows the farmland separating it from Chelmsford.

The results of the questionnaire were presented at an exhibition prior to the 2005 AGM. At the 2006 AGM copies of the then current draft of the VDS were made available for attendees to view and a copy of the same draft was made available to view at Boreham Post Office. The community newsletter gave villagers e-mail addresses from which they could be sent copies of the same draft to view. In December 2006 the latest draft was made available for comment on the website, at Boreham Post Office or by telephone request to committee members. The evaluation of the responses to the questionnaire was used to develop recommended guidance for future development. All this shows that the views of the community were continually sought and recorded over the consultation period of 2004-2006.

The final published document was agreed after consultation with Boreham Parish Council and Chelmsford Borough Council.



Public Consultation — Exhibition held in the Village Hall.

1.5 Planning Policy Context

The Local Development Framework sets out the development plan for the Chelmsford Borough which includes Boreham. The Core Strategy and Development Control Policies document (adopted February 2008) sets out the strategy to manage strategic development growth and the day-to-day planning policies for determining planning applications.

Boreham is a Defined Settlement. The Borough Council is producing the Site Allocations Document (SAD) which continues to support this.

The settlement of Boreham is surrounded by countryside. Planning Policy DC2 seeks to protect the countryside from undesirable development.

The former Boreham airfield, currently gravel workings, is a proposed country park (as per SAD Consultation Document). Policy CP12 supports the designation of new country parks.

Land beside the railway adjacent to Waltham Road (Waltham Road Industrial Estate) is a rural employment area where policy DC52 on industrial and warehouse development seeks to protect this type of employment land to ensure supply and meet the needs of existing companies.

The shops in Butterfield Road are identified on the development plan proposals map as a neighbourhood centre (policy DC63) where it is sought to protect and enhance the viability and vitality of the local retail provision.

There are two Conservation Areas (Boreham – Church Road and Boreham – Roman Road/Plantation Road) which have statutory protection backed up by policy DC17. The Parish of Boreham has 38 listed buildings which also have statutory protection backed up by Policy DC18.

The Parish also includes some Local Wildlife Sites and policy DC 13 seeks to restore, maintain and enhance their biological and geological conservation interests.

There is an area at Boreham Interchange which is part of the Chelmsford Urban Area. The Western edge of Boreham Parish is part of the North Chelmsford Area Action Plan, which the Borough Council is currently producing.

The design of development is covered by core policies CP20 and CP21 and development control policies DC42 and DC45.

Core Policy CP14 provides a direct link between VDS and local planning policy. The policy also sets the scene for the visual impact of all development proposals on the landscape.

A number of Supplementary Planning Documents (SPD) also exist along with CBC residential design guidance and the Essex Design Guide and it is important that these are taken into account during planning.

1.6 Status of the VDS

The Boreham Village Design Statement was adopted by Chelmsford Borough Council in March 2008 as planning guidance. It is a material consideration in the determination of planning applications.

The VDS is endorsed by Boreham Parish Council and its planning committee is encouraged to use the VDS and refer to specific design guidelines when carrying out its function of registering comment on planning applications.

Individuals are encouraged to make use of the VDS whenever considering carrying out physical change as well as using the document when commenting on planning applications.



St Andrew's Church

The Evolution of the Parish of Boreham

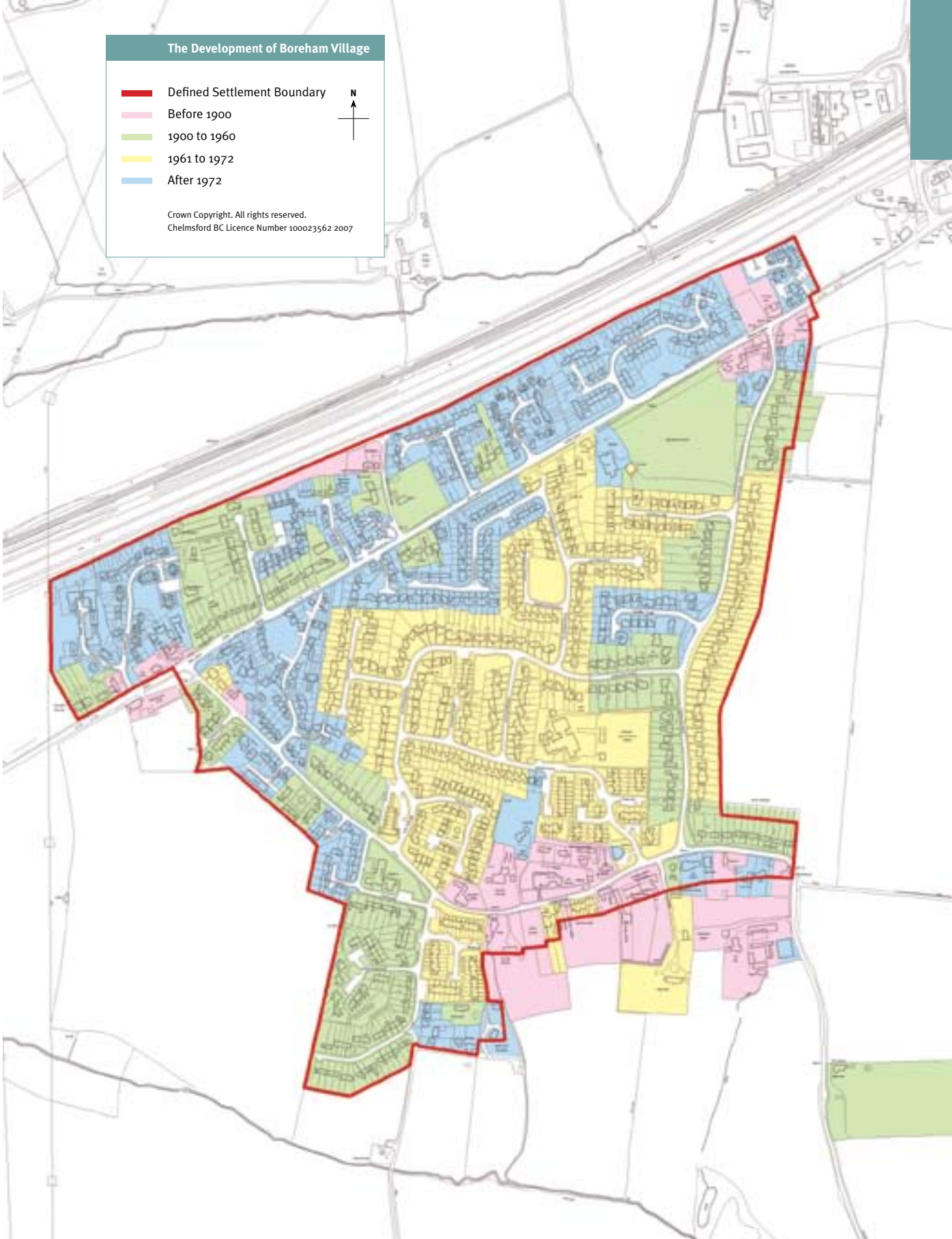
2

The Parish of Boreham lies to the north-east of Chelmsford. Its basic topography was determined by the last great ice-age. Roughly shaped like a pear hanging from its stalk, its six square miles extend northwards from the River Chelmer. Formed by the melting glaciers, the gently sloping valley has a broad flood plain of rich alluvium. Early settlement is known from at least the Late Bronze Age (c 850 BC) with the discovery of bronze axes found off Plantation Road. Remains of a substantial Roman villa have been excavated at Great Holts Farm, and a Roman building was uncovered ahead of gravel extraction at Bulls Lodge Farm.

The parish is bisected from east to west by the old London to Colchester Roman Road and also the railway. Both follow the line where the ice sheet petered out. To the north is a plateau of sand and gravel overlain with fertile boulder clay. The earliest inhabitants of Boreham may have chosen to live at the southern edge of this plateau overlooking the valley where a patch of exceptionally fertile loam, twelve metres deep, is well watered by many springs. One of them, when piped to “The Spout”, became the chief source of water for people living round the church for centuries until the mains came in 1937/8.



The railway and A12 road which bisect the Parish of Boreham from east to west.



The Development of Boreham Village

- Defined Settlement Boundary
- Before 1900
- 1900 to 1960
- 1961 to 1972
- After 1972

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Boreham House — A grand house with an imposing entrance.

Agriculture and animal husbandry were the chief occupations for the majority until well into the 20th century. Towards the end of the 19th century when farming was in difficulties because of competition from America, Boreham was fortunate in having William Seabrook who realized there was a future in intensive fruit and fruit tree growing. Many local people were employed and the business flourished until economic circumstances upset the proverbial apple cart.

Farming was also in the doldrums in 1930 when this time an outsider, Henry Ford, came to the rescue. By chance he saw that Boreham House and its 2200 acres of farmland were for sale. To realise one of his dreams he bought them and set up a joint-stock company in which the workers shared the profits. The land was used for field-scale vegetable production and large quantities went every day to Covent Garden. During the Second World War an airfield was built north of the village. This was later used by Ford for car testing and lately by Essex Air Ambulance and Police.

In a land survey published in 1942, in which the value, richness and fertility of its brick-earth and boulder clay was stressed, Boreham was singled out for its intensive cultivation of high-class vegetables as well as its outstanding orchard fruit. But like Seabrook's orchards, market gardening came to an end and now the land is worked with the



World War II Memorial to American airmen who built and flew from Boreham Airfield.

minimum of labour, using larger and larger machines. The families of many who were part of these enterprises still live in Boreham today.

Boreham remained a small agricultural village until the arrival of main drains in the late 1960s. Since then, it has grown significantly, initially with Boreham Garden Village, an estate of 216 houses, a major development. Subsequently there has been building within almost every available space within the Defined Settlement Boundary. This limit was defined with public assent in the Boreham Approved Plan. Meanwhile by 1971 the A12 by-pass had been built beside the railway line. Furthermore two high-voltage power lines cross the parish from north to south.

Present day Boreham village is a mix of very old, not so old and very new buildings. It is fortunate in being surrounded by open countryside, a benefit that is much appreciated by residents. Although today's mainly prairie-like arable farming means that along with the orchards and livestock, some trees and many hedgerows are gone, enough remain for their dark shapes against the paler background of bare plough or young and later ripening crops to give interest and vitality to the scene.

About two thirds of the rural area lies north of the railway line and the A12. Patches of woodland and former farmhouses and cottages are scattered over the area, some listed including the early fifteenth century Birds Farm House and Brent Hall. Its round barn/ginn house, also listed, is temporarily in store since it was moved for the gravel workings. Off Waltham Road there is an area of former osier beds which is now a natural haven for wildlife. It is a low lying marsh area crossed by a boardwalk to maintain the public foot path and is surrounded by mature trees and flourishing willows.

The previous gravel diggings have been left as lakes or restored to agricultural use. Construction of the former wartime airfield resulted in the loss of many footpaths. It and the surrounding land now being excavated over two square miles is said to be the largest gravel pit in Europe. It is to be restored for recreation and agriculture and the Boreham community is keen to see this commitment honoured.



Birds Farm



Gravel extraction north of the village.



River Chelmer winter floods.

South of the A12 the land falls gently about 15 metres to the river with its broad flood plain, which is part of the Chelmer and Blackwater Navigation Conservation Area running the length of the river from Chelmsford. It contains elements of former enclosed traditional meadow pasture defined by clear boundaries, many of which have survived despite the conversion of some parts to arable use. The view across to Little Baddow and the Danbury ridge, enhanced by the wide and ever changing sky, is one of the best in Essex. It varies with the light and when the floods are out the whole landscape is transformed. It is a wonderfully peaceful area with nesting skylarks, many other birds and wildflowers. Its tranquillity is threatened by the construction of another agricultural reservoir and the associated temporary track crossing it to transport the gravel spoil.

The river was canalized in the late 18th century and a cut with a lock was made to by-pass Kings Mill. Barges were used to transport timber from Maldon to Chelmsford. Now only pleasure craft are to be seen. Cricket bat willows, which are harvested on a regular rotational basis, grow along the river bank. The towpath is much used by walkers and fishermen. People come from far and wide to exercise their dogs along the footpaths across Risley Mead. Culverts Chase, which leads to one of Boreham's original manors, is also a popular dog walk. From here to the river has also been officially recognised for its landscape value. Apart from Culverts and Boreham Hall the only isolated houses are a few farm cottages and Mulberries, built in 1936 in traditional East Anglian style.



Mulberries — Built in 1936 in traditional East Anglian style.



View South over the Chelmer Valley from just outside Boreham Village.

The western border of the parish is the most vulnerable because of its proximity to the edge of the urban area of Chelmsford. It has already been severely altered by the A12 by-pass and buildings at the interchange. It so happens that this is where New Hall and Boreham House, historically and architecturally Boreham's most important buildings, are situated. Both stand in English Heritage registered gardens. The ambience of such grade 1 listed buildings needs special protection.

New Hall once belonged to Henry VIII who, before Hampton Court, enlarged and embellished it to create the magnificent palace that he called Beaulieu. Being in a dilapidated condition in the eighteenth century much was demolished but luckily about one tenth remains for us to appreciate today. This includes the north wing and part of the east wing with their façades of brick walls and stone-framed bay windows, tiled roofs and tall chimneys. After the arrival of a teaching order of nuns in 1799, New Hall was gradually expanded to house their flourishing school. The various additions have been carefully designed to blend sympathetically with the original Tudor style. Its many mature trees and imposing long straight avenue of limes enhance the scene.

Boreham House owes its existence to the longevity of the Dowager Duchess of Albemarle. She sold New Hall to Benjamin Hoare, the son of a London banker, but till she died he could not claim possession. So, tired of waiting, in 1728 he had a residence for himself built on the estate in fine classical style that was the epitome of quality and good taste of the time. The artificial lake or canal stretching from the house to the turnpike adds to its dignity. From the rear is the added asset of an extensive view over the Chelmer Valley. In the 1930s when tractors were coming in Henry Ford used it for his Institute of Agricultural Engineering, the first of its kind. Later it became a Training Centre for the Ford Tractor Operations in Europe. The Ford Motor Company was generously responsible for vital major structural repairs. So long may the house radiate its Georgian splendour on the neighbourhood.



The Chantry (above) and Brent Hall (below) — Two of the buildings in the countryside north of the village.



Brent Hall



River Chelmer and the towpath lined with willows.



New Hall — The north wing and part of the east wing of Henry VIII's buildings which were remodelled in the Elizabethan period.

Guidelines for the Parish of Boreham

- Boreham should continue to be surrounded by agricultural land thus maintaining its distinct identity and separation from the urban edge of Chelmsford.
- The Ginn House should be re-erected in a suitable place within the Parish of Boreham.
- The former osier beds off Waltham Road are important as a natural habitat and for their historic and visual contribution to the area's character and should be protected.
- On completion of gravel workings north of the railway the original public footpaths should be appropriately re-instated and the land used for recreation and/or agriculture, in line with planning permission, possibly as a nature reserve with adequate car parking, planting and landscaping. Essex Wildlife Trust could be prepared to consider the management of this land provided they were involved in consultation and planning.
- The American war memorial in Cranham Road commemorates a landmark in Boreham's modern history and should be protected as a reminder for future generations.
- All development proposals need to ensure that views across the Chelmer Valley and long views to the east and west are not adversely affected.
- On completion of the construction of the agricultural reservoir the temporary track should be removed in line with planning permission and its course returned to its original state to prevent any illicit use. The habitat should be allowed to regenerate so that the area can return to its original tranquillity.
- Areas of former traditional meadow pasture in the Chelmer and Blackwater Navigation Conservation Area should be restored to their original state.
- The settings of Boreham House and New Hall are very special and should be protected from the impacts of potential future development.



The church tower can be seen from outside the village above the trees.

Boreham Village

The Different Character Areas of Boreham Village

- Defined Settlement Boundary
- Boreham — Roman Rd/Plantation Rd Conservation Area
- Boreham — Church Rd Conservation Area
- Main Road
- Church Road North West
- Church Road East
- Plantation Road
- The Centre of the Village
- Main Green Areas

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BOREHAM VILLAGE

Boreham is an interesting mix of different styles of development. Each reflects the fashion of the time it was built. From the bigger spaces round the older houses to the closely packed most recent building, the density has markedly increased.

The village is approximately triangular in shape formed by Main Road, Church Road and Plantation Road.

In this document the village is divided into 5 different areas. Buildings generally throughout the village are either 1 or 2 storeys and generally have brick or rendered walls and tiled and pitched roofs.



Sympathetic Development in the Roman Road/Plantation Road Conservation Area.

3.1 Conservation Areas

The built up area of Boreham has two designated Conservation Areas in which alterations to any buildings are subject to rigorous controls. There are many buildings of local historic importance including several that are listed. Buildings and the environment in these areas are protected both from inappropriate development and changes that do not reflect their nature.

The **Conservation Area (Boreham — Roman Road/Plantation Road)** contains among others the timber-framed Clockhouse which dates back to the 16th Century and is adjacent to the thatched Maltings Cottages and Maltings House which were probably staff quarters for those working at the Clockhouse. Forming a triangular focal point with Maltings House at the junction of Main Road and Plantation Road are established businesses, the butchers which once had its own slaughterhouse and the Six Bells pub/restaurant. This started out as a small two room pub which has been enlarged since the seventies using the cottages which abutted the pub.



Maltings Cottages



The Clock House

Boreham — Roman Rd/Plantation Rd Conservation Area

- Conservation Area Boundary
- Conservation Area
- Buildings of Interest
- (A) Shearers Way
- (B) Six Bells*
- (C) Chestnuts*
- (D) Butchers
- (E) Maltings*
- (F) Maltings Cottages*
- (G) Clock House Cottage*
- (H) Clock House*
- (I) Main Road
- (J) Plantation Road

* Listed Buildings
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Boreham — Church Rd Conservation Area

- Conservation Area Boundary
- Conservation Area
- Buildings of Interest
- (A) Boreham Lodge*
- (B) Old Vicarage*
- (C) Vicarage Cottage*
- (D) Pelly Room
- (E) Church Cottages
- (F) Queens Head
- (G) Doctors Surgery
- (H) McMillians Cottages*
- (I) Manor Cottage
- (J) Boreham Manor*
- (K) Babylon*
- (L) Ebenezer Cottage & Coppers*
- (M) Cemetery
- (N) The Old Rectory*
- (O) Church Road
- (P) St Andrew's Church*

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BOREHAM VILLAGE

The **Conservation Area (Boreham — Church Road)** encompasses much of Boreham's early architectural history. The Church, originally a small Saxon building is regarded by many as the heart of the village. Close to the Church stands The Queens Head, part of which dates back to the 16th Century. Within a stones throw of the Church and facing each other across Church Road are the Old Vicarage with an 18th century frontage and the Old Rectory with its 15th Century timber framing. Opposite the Church are a pair of 18th Century timber-framed cottages and further to the east is Babylon originally a 15th century timber-framed house, renovated in the 20th Century, and the impressive 18th century Boreham Manor. With its fine sash windows and brick façade it never housed the Lord of the Manor. A unifying feature of this area is the low brick walling such as that alongside Boreham Manor and the Church.

Guidelines for The Conservation Areas

- The church is regarded by many as the heart of the village. The open aspect and visibility of the church must be maintained.
- Where traditional brick walls are a strong feature of the street scene any changes should respect and enhance this traditional feature.
- Features such as the long-standing water spout and distant views should be maintained and enhanced (Parish map, page 8).
- Retention of green areas should be encouraged to preserve the character of the Conservation Areas.
- Properties in the Conservation Areas are regarded as important assets to the village. They should be maintained to a high standard to ensure their long-term existence.



McMillan's Cottages



Old Rectory



The lych-gate & covered way to the church.



The low brick walling alongside the church.



3.2 Main Road

Main Road, part of the old Roman Road from London to Colchester, is the main access to and egress from Boreham. It is a busy straight road with houses on both sides. However, it has many green spaces and verges lined with bushes, hedges and trees. The footway width is very restricted by hedging opposite Yonge Close. Many driving through Boreham will only see Main Road which does not represent the whole character of the village.

Houses to the north of Main Road are mostly set well back from the road. Only about a quarter of the houses adjacent to Main Road have access directly to it.

Since the new A12 was built in 1971 the strip of land between it and Main Road has been filled with houses, in cul-de-sacs, between existing dwellings or as replacement for houses on large plots of land. Two-storey Cleves Court, formally opened in April 1985 for older people, consists of 43 flats with a single-storey common room.

Greens have been incorporated into most developments. There is a particularly fine large landscaped green between Boleyn Way and Main Road and an attractive central open grassed area with trees in Armonde Close.

Entering the village from the west, the Red Lion Public House is immediately prominent. However the area between the Red Lion and Church Road requires improving as it does not present an attractive entrance to the village. The flat-roofed block in Church Road near its junction with Main Road is not in keeping with the surrounding pitched -roof buildings.

Apart from a garden machinery dealership near Dudley Close, shops only exist at the historic intersections of Main Road with Church Road and Plantation Road.

The attractive Cock Inn is towards the eastern end of the village. This is an old coaching inn dating back to the fifteenth century. It was also the dropping off point for the mail coach to deliver letters before Boreham had a Post Office. It was established as an inn in the 16th century. The General Court Baron and the Customary Court of the Lord of the Manor were also held here. The building is listed and is the original timber-framed construction consisting of two gable-ended wings which are linked by a central hall.



Yonge Close — A recent cul-de-sac development set back from Main Road.



The Limes near the western entrance to the village.



The large green near Boleyn Way.



Originally serving Brick House Farm, Brick House Lane still retains its country look.

The land between Shearers Way and The Cock has been neglected and is an eyesore adjacent to a conservation area. Although it has some planning permission for commercial purposes these have been exceeded. The area between Shearers Way and Damases Lane in the east is outside the Defined Settlement in planning terms but is an important part of the village as the eastern gateway and has a clear identity of its own. Pre-war housing extends in a linear fashion to the east of The Cock towards Hatfield Peverel including 16 semi-detached council-built houses known as Orchard Cottages. On the south side of the road are older individual houses in large plots with open fields to the rear giving clear views towards the Chelmer Valley.

Each of the cul-de-sacs off Main Road has its own individual character, the later ones being influenced by the Essex Design Guide.

Guidelines for Main Road

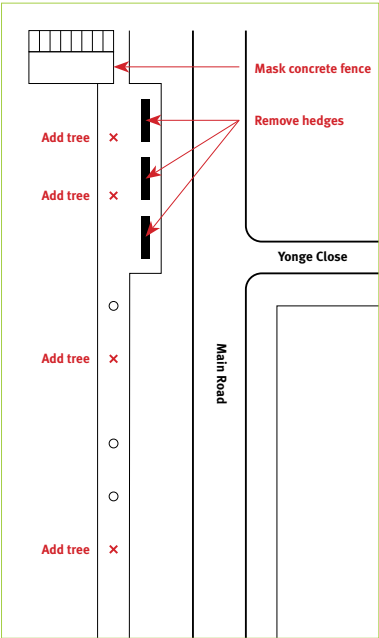
- The Highway Authority should be encouraged to provide a pedestrian crossing near the Village Hall.
- The hedges opposite Yonge Close should be removed and the pavement widened. The line of existing trees should be extended to replace the hedging. Add planting or screening to mask the concrete fence to garages opposite Yonge Close (see Plan A).
- Future new-build or extensions to properties in cul-de-sacs should respect the individuality of each road.
- The Highway Authority should be encouraged to add one tree to the green adjacent to Boleyn Way and two trees to the same green adjacent to Main Road (see Plan B).
- Any redevelopment of the Red Lion site should be of high quality and should include the following:
 1. Retention of the existing Red Lion frontage.
 2. Any new building to be complementary in style and form to the original Red Lion.
 3. The scale of the building should not dominate the entrance to the village.
 4. Enhance the green space between Main Road and the Red Lion by planting additional native trees where appropriate.
 5. The car park to be hedged where it meets the green space along its length with Main Road.
 6. The impact of any additional building should be softened by the planting of appropriate trees and hedges.



Oak Cottages along Main Road.



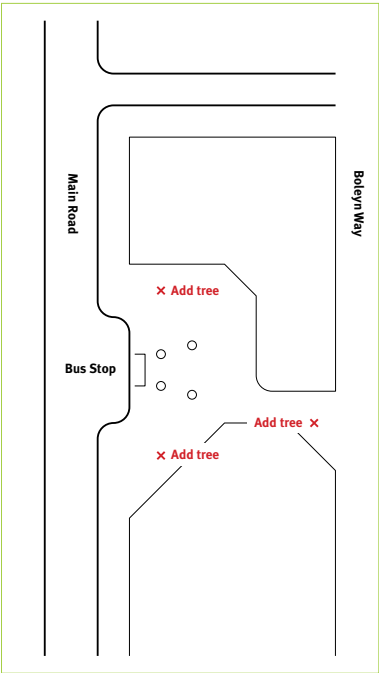
Hurrell Down — One of the cul-de-sacs off Main Road.



Plan A

7. The pedestrian link between Church Road and the Red Lion car park should be made more attractive by resurfacing the walkway with materials sympathetic to the Red Lion development, extending the same hedging towards Church Road and adding timber bollards at each end of the walkway.

- The village would welcome the redevelopment of the flat-roofed block adjacent to the Red Lion site. Such redevelopment should be of high quality and should feature pitched roofs.
- A range of options should be considered for the land between Shearers Way and The Cock. Possibilities could be tennis courts, or an additional burial ground.
- Chelmsford Borough Council is strongly urged to ensure that unauthorised use of the land between Shearers Way and The Cock ceases.
- In any new development buildings should be set well back from Main Road and careful consideration given to new vehicular access.
- Any new development should include open green spaces and grassed areas between the road and property boundaries.
- When opportunity arises mask the close-boarded fence fronting Main Road at the rear of the properties in Boleyn Way with a screen hedge of native species.



Plan B

3.3 Church Road

Church Road runs from its junction with Main Road, through the Boreham Church Road Conservation Area and down to the river at Black Bridge.

Church Road North West

The whole length of Church Road North-West has greens or verges to one or both sides. These provide a valuable social and visual feature.

This whole area is an interesting mix of old and new buildings ranging from the picturesque 17th century thatched cottages near Main Road to the carefully designed two-storey block of four maisonettes built in 2004 near the shops and adjacent to a large eucalyptus tree.

Opposite the access to Butterfield Road and the main village shops is Cooper's Green planted with trees and shrubs. Sited on the edge of the green is an old people's complex known as Coopers currently under consideration for re-development.

The houses in The Chase were built by the Council at various times in the 1950s and 1960s. In the 1990s the Airey houses in Church Road were demolished and new houses and maisonettes built to a greater density, some without front gardens.

Trelawn, an attractive development, consists of two blocks of flats with dark stained timber windows. It has a well landscaped front communal garden.

A lot of properties have boundary hedges, but some newer houses have open plan front gardens. A few houses in The Chase still have their original chain-link boundary fencing. Lodge Crescent bungalows have low diamond-shaped wooden rails on posts. Garage blocks are provided for The Chase and Old Forge Road, unlike the dwellings with individual garages.



The dead wall at the end of the parade of shops could be improved by landscaping the small green, including planting several native trees.



Thatched cottages in Church Road.



Terraced council built housing in The Chase.



Trelawn



Guidelines for Church Road North West

- The owners of the land are encouraged to visually improve the Church Road end wall to the village shops in Butterfield Road. This could include planting medium height light trees such as birch.
- The green space around Coopers is particularly important for its contribution to the character of the area and the Parish Council should encourage Essex County Council to register this as the village green. This area could be further enhanced by a unified landscape design linking Coopers Green and the area next to the shops on the other side of Church Road and by the relocation of the village sign.
- Any new development of Coopers should keep to the existing footprint without extending onto the green. A two storey building could replace the existing single storey if carefully and sympathetically designed.



Boreham Village sign currently at Main Road/Church Road junction.

Church Road East

This area is a major focus for medieval settlement with significant below-ground archaeological potential.

Viewed from any direction, the greens at the junction of Church Road and Plantation Road make a strong impact. The chestnut trees are large and mature and provide a shady canopy in summer and are under-planted with daffodils which give a brilliant display in spring. The surrounding houses greatly benefit from this attractive setting and the space benefits from the surveillance provided by the houses.



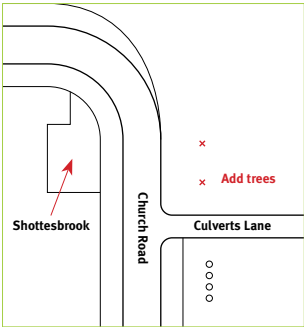
The junction of Church Road and Plantation Road is a green oasis at the heart of the Village.

The houses to the south of the eastern end of Church Road are a mix of individually designed two-storey houses; some have roof rooms with dormer windows. They have been built at various times and there has been some infill development. These houses are relatively large. Most have rendered walls in pastel shades but some have red brick ground floor walls and chimneys. There are some outbuildings with black painted weatherboarding. Most roofs are pitched and tiled with gable-ends. Rainwater pipes generally match the colour of the rendering. Some of the older houses have timber sliding sash windows and many windows are divided into small panes. Front boundaries vary; some have brick walls of varying heights backed with planting, others have hedges or stained timber open vertical slatted fencing. Some have no front gates and almost all have trees in their front and back gardens. Part of Bowers is 17th century. The end house on the corner is Shottesbrook which in part dates from the 16th century and has a Georgian frontage. It was at one time the home of Dame Elizabeth Maconchy, the distinguished British composer: a blue plaque there commemorates her.

Adjacent is Old Hall, once a 15/16th century Manor House, with a Victorian extension. River Cottages is a linear development of eight pairs of two-storey council-built houses with central brick chimneys. Most have privet hedges as front boundaries behind a grass verge. They are some of the first houses seen when entering the village from the South.

Guidelines for Church Road East

- Two additional native trees should be planted back from the road to the north of Culverts Lane opposite Shottesbrook to frame the view of the farmland (see plan).
- Archaeological investigation is paramount prior to the commencement of any development.



The black boarded garage is a modern building in the traditional style.



Old Hall — A farmhouse on the edge of the village.



River Cottages — A linear development behind boundary grass verges and hedges.



Shottesbrook

3.4 The Centre of the Village

The centre of the village contains a typical 1960's development originally planned (and marketed by the developers) as a Garden Village. Restrictive covenants require the frontages of all houses to remain open plan with limits on the heights of boundary fencing or walls. Originally 216 houses were built and there was to have been one entrance to the estate between what is now The Larches and the parade of shops in Butterfield Road.

Houses vary between detached, link-detached, semi-detached and terraced houses. Most houses are two-storeys but there are some bungalows in Hulton Close.

One house in Juniper Road has been empty for many years and is in a very bad condition.

Green open spaces were incorporated into the design of the Garden Village in Seabrook Gardens and Butterfield Road.

At the same time a small estate of 48 council owned properties was built at the eastern end of Juniper Road and a second entrance to The Garden Village was created. The majority are terraced houses but there are also a number of bungalows that were built for occupation by senior citizens. Green open spaces, garaging and parking bays have also been incorporated into this development. Some of these terraced houses face onto footpaths without vehicle access to the front door.



Front gardens in Hulton Close.



Seabrook Gardens with houses overlooking the green.



Link-detached houses in Juniper Road.



Green space in Butterfield Road.



St Andrew's Road was extended in 1976 to provide an extra 53 dwellings of detached, semi-detached and terraced style houses. Many gardens here have been paved over to provide additional off-road parking.

In 1975 The Willows estate of 47 houses was built to the south of the central area. Some houses feature white board cladding. The development has retained a pond surrounded by willow trees which is being developed as a small wildlife area. The project has recently won a neighbourhood award from Chelmsford Borough Council.

The Holmans Estate was built in 1994 on the site of the former Buxted chicken factory. This development of 56 houses is of detached, link-detached, semi-detached and terraced properties. A green open space incorporating a fenced off children's play area is a feature of this development. The footpath on the eastern edge of this development has a line of fine mature trees at its Main Road end.

When Boons coach company depot closed in 1999 a small development of 6 larger detached houses was built in Boon's Close which is a cul-de-sac.

There has been some limited infilling over the years e.g. two detached houses in Juniper Road opposite the school.

All the houses in the centre of the village are of brick construction with concrete tiles on pitched roofs. The vast majority of houses have single garages.



St Andrew's Road — Terraced housing.



The Willows — Detached housing.



Houses in Holmans surround a pleasant green.



Boons Close — A recent small development with minimal front gardens.



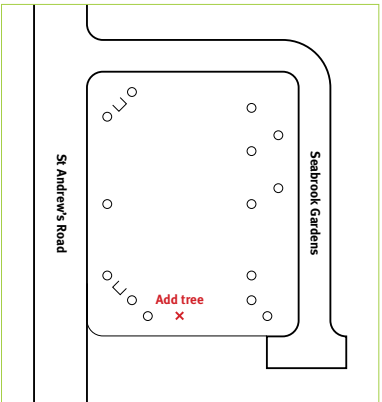
Butterfield Road — Chalet style semi-detached housing.

Guidelines for the Centre of the Village

- Plant an additional tree to the north side of the Seabrook Gardens green (see plan).
- Where front gardens are paved over to provide additional parking residents should consider planting, or retaining, trees or shrubs (see Chelmsford Borough Council's guidance document — A Parking Space at Your Home).
- When considering changes to front gardens, residents should pay particular attention to sustainable drainage and landscape design principles.
- Improved maintenance of the garage blocks in St Andrew's Road, together with some careful planting, would greatly enhance the look of the area.



The poorly maintained garage blocks create an eyesore in St Andrews Rd.



The Willows' Pond — An example of retaining and enhancing existing features.

3.5 Plantation Road

Plantation Road is one of the main routes through the village and is a bus route.

It is one of the more attractive roads in the village because the majority of houses are set well back from the road creating a feeling of space.

There is a mix of bungalows, detached and semi-detached houses. Most buildings on the west side were built originally in the 1930's and on the east side in the 1960's with open plan front gardens. Haselfoot Road is an unadopted road of bungalows; It has no street lighting. Allen's Close was built in 1969 and Sussex Close in 1975. Dwellings on the eastern side of Plantation Road enjoy views into open countryside from their back gardens.

All dwellings are of masonry construction with red and yellow stock bricks being used. This is complemented with a range of materials as feature panels including stained or painted timber, render and pebbledash of various colours. All roofs are pitched and covered with either tiles or slates. The range of ages of the dwellings has resulted in windows and doors in a variety of styles as individuals have stamped their own personality on their homes. There are timber, metal or UPVC windows either as sash, Georgian, leaded or plain in style. At the northern end of Plantation Road one side of the recreation ground abuts the footpath.

Guidelines for Plantation Road

- To prevent the loss of the wide open feel of the road, any new building or extension should not over step the existing building line.
- Where existing boundaries are marked by railings, walls etc. owners are encouraged to replace them with low hedging.
- Where existing front gardens are open plan, boundary hedges, walls, fences etc. are not appropriate.



Houses in Plantation Road set well back from the road



Village Activities

4.1 Community, Business and Leisure

St. Andrew's Church

St. Andrew's Church was overwhelmingly picked out by village residents as the heart of the village. It has seen additions and alterations from the 11th Century onwards which give us the building as it is today. It has a central Norman tower, square on plan, which has 8 bells (increased from 6 bells in 1913), a clock, a pyramid shaped roof and a weather vane. The tower is visible from outside the village from the west, south and east. The church forms the focal point of the Boreham – Church Road Conservation Area. Its walls are flint and brick and its roof has warm red tiles. It still retains some Saxon features and includes a memorial chapel to the Earls of Sussex. A lych-gate and covered way leading to the church were built in the 1920's. The churchyard makes an excellent setting with a brick wall, old headstones and mature trees. It is softly floodlit at night.



St Andrew's Church — The heart of the village.

Sports and Recreation

There are several open spaces for sports and recreation. The main recreation ground between Main Road and Plantation Road is used for cricket and football, has two areas of swings and climbing frames for children and toddlers and includes the Village Hall, Sports and Social Club and the nearby Scout and Guide HQ. The edges are dotted with mature trees. Its appearance is marred by the unsightly chain link fence and concrete posts particularly along Main Road side.



The Recreation Ground — The main sports field in the village.

There is a Bowling-green in Waltham Road given by Seabrook's Fruit Farms and nearby the 5 acre Chantry Field, previously a cricket field for Seabrook Farms, was bought by the Parish Council to augment recreation space. At the moment the latter is unused.

The Chase Field has skateboarding and a play area. To its east is a currently unused weed filled field.



Bowls Club in Waltham Road.

Many people use the River Chelmer for boating and fishing. There are a number of lakes along Waltham Road which are used by various fishing clubs. There are allotments in Waltham Road. Boreham is short of recreation land according to the official calculations for the current size of population. The Chelmsford Borough Council's green spaces assessment indicates small deficits in:

- Amenity green space e.g. informal recreational spaces
- Green corridors e.g. cycle-ways
- Provision for young people and children
- Allotments/community gardens
- Mini soccer pitches
- Rugby pitches

Shopping Facilities

There is a 1960's parade of shops with flats above in Butterfield Road comprising a Co-op convenience store, a takeaway, a Post Office/ Newsagent, a drycleaner and a hairdresser. Window frames in the flats have been replaced in an ad hoc way resulting in a haphazard appearance. This area suffers from litter problems and some vandalism because many people, especially young people, gather there.



Shops in Butterfield Road — The main shopping area.

At the corner of Main Road and Plantation Road is a long established butcher's shop that blends in well with the surrounding houses.



The Village Butchers blends well with the surrounding houses.

At the Main Road/Church Road junction are an off licence called The Wine Barrel and a business called Creases Ironing Services. These blend in with the surroundings. On the south side of this corner are a fitness centre, a gun shop and a hairdresser occupying a flat-roofed building that is not in keeping with the style of surrounding properties particularly as it is in such a prominent position. There is a tyre fitting business on the east side of the junction.



The Wine Barrel off licence on Main Road.

Further along on the north side of Main Road is a garden machinery dealer. At the entrance to Damases Lane there is a blacksmith and a small garden centre.



The fitness centre is not in keeping with the surrounding properties.



Footbridge over the River Chelmer

Industry

Waltham Road industrial area is tucked in immediately north of the bridge spanning the A12 and the railway line. It has 18 units of which 13 are currently in use. Euro-Mix Concrete and Biffa recycling plant are the largest and most obvious. The area has been very poorly maintained over many years and hedges and trees which screened it have been removed making it much more of an eyesore. These enterprises bring a significant increase of heavy vehicles to the village and recently activities have increased bringing more noise and nuisance to the local community seven days a week. There is also considerable light pollution from excessive floodlighting of the site.

In Waltham Road and Chantry Lane there are several business premises including Anglia Building Materials, Chelmer Marquees and vehicle repairers. The Essex Police Motor Division, Essex Air Ambulance Service and Essex Police Helicopter service occupy sites on the disused airfield. Drakes Lane Industrial Estate is not within Boreham Parish although its main access route is through the village via Main Road and Waltham Road.

Primary Healthcare Facilities

The Laurels surgery was purpose built in 1984 to replace the previous one. It has recently been enlarged. Like the Post Office, it is another focal point of the village. It is a dispensing practice and has reached full capacity in patient numbers because some come from outside the parish. The building, with a pitched grey tiled roof and prominent windows, fits sympathetically into the Conservation Area. It is set back from the road and is flanked by several mature trees.



Waltham Road industrial area in need of landscaping.



The Laurels Surgery



The School's dragon sculpture.

School

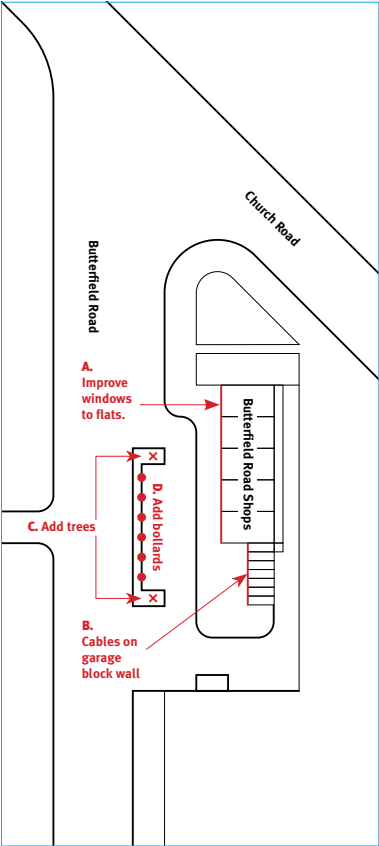
Boreham Primary School built in 1968 to replace the Victorian building opposite the church, is located in the 1960's built Garden Village. It caters for about 200 children. It has an interesting feature in the form of a dragon faced with mosaics, which was built as a joint project by an artist, children and local people to celebrate the Millennium. The school is a flat-roofed building of glass, brick and white weather boarding and is considerably softened by a planting of light feathery trees in front. Secondary school children travel out of the village to Broomfield or other schools.



Boreham Primary School — This building's starkness is softened by the surrounding trees.

Guidelines for Community, Business and Leisure

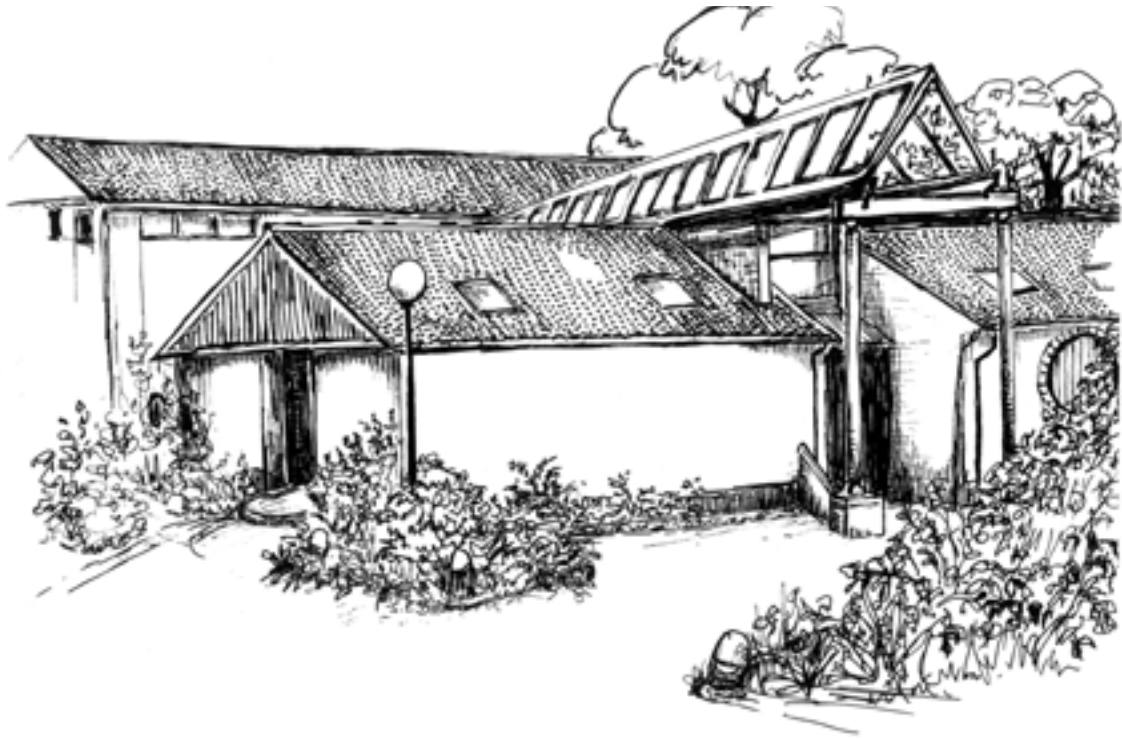
- Replace the existing chain link fencing and concrete posts surrounding the recreation ground with metal railings of similar height.
- The Parish Council should bring Chantry Field back into meaningful use. Possibilities could include allotments and/or a community orchard.
- If the land to the east of the Chase play area comes into public ownership it could be used as an additional recreation area.
- A mountain bike track would be a welcome addition to the Chase Field recreation area.
- Permission for any new development should only be granted subject to Section 106 agreements to provide sufficient recreational facilities, identified on page 47 to bring Boreham in line with the standards laid down in the Chelmsford Borough Council Green Space Assessment criteria. Examples could include tennis courts.
- The overall appearance of the parade of shops in Butterfield Road could be improved if the windows to the flats above the shops were all to the same design and finish (see A on plan).
- The appearance of the garage block wall adjacent to the Butterfield Road shops could be improved if the exterior cabling were to be tidied up (see B on plan).
- The appearance of the large expanse of tarmac in front of the Butterfield Road shops could be softened by the addition of suitable trees in the existing planted areas (see C on plan).
- The addition of bollards between the parking area in front of the Abercorn Parade of shops and the adjacent pavement in Butterfield Road should be encouraged (see D on plan).
- Waltham Road Industrial Estate marks the entrance into the village from the North. Owners should be encouraged to embark on a major landscaping plan to reinstate trees and hedges previously removed to tie this together with the local environment and shield it from the local community. Floodlighting intensity should be reduced.
- The planning authority should be encouraged to enforce controls and restrictions on the Waltham Road Industrial Estate. The operators of businesses should be encouraged to contribute to the local environment through good housekeeping.
- Any changes to the design of the school or its surrounding recreational areas should improve the scene and ensure that existing playing areas are enhanced for their visual amenity and health of the community.



4.2 Meeting Places

The Village Hall

The Village Hall was purpose built in 1993 helped by some money from Pioneer Concrete Holdings (now Hanson plc), who also agreed to contribute substantial running costs for 30 years. It has 3 meeting rooms, the largest holding 200 people. This room, at the back of the building, is double height to accommodate badminton (giving a more interesting outside roofline) and has been decorated with mosaics depicting local features to celebrate the year 2000. The building sits starkly in its setting. It is in constant use for meetings, wedding receptions, parties, a weekly village indoor market, by the Parish Council and by a large number of organisations and groups, as can be seen from the Boreham Community Guide.



The versatile Village Hall is in constant use for many functions.

The Pelly Room

The Pelly Room which is beside the church in the vicarage drive was originally converted stables but was badly damaged by fire in January 2004. It has since been rebuilt in traditional East Anglian boarded building style with improved facilities. Whilst owned by the church it is also available for hire for other events.



The Pelly Room

Pubs

There are four public houses in the village, three of which are at present in use and serve food attracting customers from outside the village as well as local residents. There are plans to re-open the Red Lion



The Red Lion — Currently being redeveloped as a pub, hotel and restaurant.



The Cock Inn dates back to the 15th century — A former coaching inn.



The Six Bells pub/restaurant. The adjacent Shearers Way development (right of picture) has been sympathetically designed.



The Queen's Head next to the church — Parts date from the 16th century.

The Scout and Guide HQ

The Scout & Guide HQ is a 1990's one storey building tucked behind the Village Hall and behind a strong wooden fence. As well as scout and guide meetings it can be used for other educational activities e.g. Children's Holiday Club and Twinning events. It has a secure outside space and has been built on part of the Recreation Ground.

The Sports & Social Club

This flat roofed building with exposed water tank was enlarged in the eighties and nineties from a smaller green wooden clubhouse and has served many generations of footballers and cricketers. Other games such as cribbage and darts are played and there is a bar for members and visitors at the end of games, matches or for social events.



The Sports and Social Club

Guidelines for Meeting Places

- When the opportunity arises the owner or tenant is encouraged to replace the Sports and Social Club building with a new sports pavilion with a pitched roof in keeping with the Village Hall.
- To soften the setting of the Village Hall the following could be done:
 1. Plant a hedge along the chain link fence between the car park and the recreation ground.
 2. Add a suitable tree placed so as not to interfere with underground services between the Village Hall and the Sports and Social Club.

4.3 Special Events

Every two years about 30 private gardens and the church are open for "Boreham In Bloom". Proceeds go to church funds. For this event parking is allowed at Old Hall, the school and doctor's surgery.

Boreham is twinned with Ploubalay in Brittany, France. Exchange (individual and group) visits between the two villages are arranged each year. Golfing, football and musical events have been organised as part of the twinning.

Highways

5.1 Movement within, to and from Boreham

Private cars

Most journeys to and from the village settlement are made by private cars. Many of these are by people travelling to work or for education outside the village. Many people also travel for shopping, the nearest large supermarket being about two miles from the village on the edge of the urban area of Chelmsford.

The village is also a through route. Congestion at the Boreham interchange caused by heavy rush hour traffic is a daily occurrence. When the A12 is blocked by road-works or accidents the village is used as a “rat run” by those trying to avoid the A12.

During term times the “school run” generates significant traffic focussing on the school in Juniper Road. This is exacerbated by traffic converging on the doctor’s surgery also in Juniper Road. There is significant car movement around the shops in the Butterfield Road/ The Larches area.

There are limited traffic calming measures within the village.

A major road linking the A12 at Boreham Interchange to the A130 and A131 to the north is being considered.

Public transport

The village is generally well served by buses that run between Chelmsford and Witham, Braintree, Colchester and Maldon. Some buses travel through the village on Main Road and some travel via Church Road and Plantation Road.

During term time buses transport students mainly to Chelmer Valley High School and Sandon School but also to some other schools from several pick-up points in the village.

Railway stations are in Chelmsford and Hatfield Peverel.

Industrial and commercial traffic

The industrial estates, the gravel workings in Waltham Road and the airfield site generate significant movement of vehicles in the parish. In particular the opening of the new re-cycling depot on the Waltham Road Industrial Estate has been the cause of increased movement of HGV’s through the village seven days a week.

Parking

Housing developments in Boreham have included resident parking, in accordance with Local Plan Standards. Many residents have created additional parking by paving over areas such as front gardens. Parking on front lawns does occur and the damage caused creates an eyesore. The vast majority of houses have single garages and off road parking but the increase in car ownership has resulted in some congestion particularly in Church Road and in Juniper Road between the school and the Doctor’s surgery. This congestion could also be a significant problem if emergency vehicles are unable to gain access. Parking of vehicles half across pavements occurs causing hazards to pedestrians and other motorists and is unsightly.

Church Road from the blind bend outside Boreham Lodge through the Boreham – Church Road Conservation Area is narrow and further constrained by inevitable parking outside the church but any alterations would spoil the character of the area.

Parking near the butcher’s shop in Plantation Road causes congestion on occasions. There are five car parking spaces to the rear and shop customers are also permitted to park in the Six Bells car park.

Pedestrians, Cyclists and Horse Riders

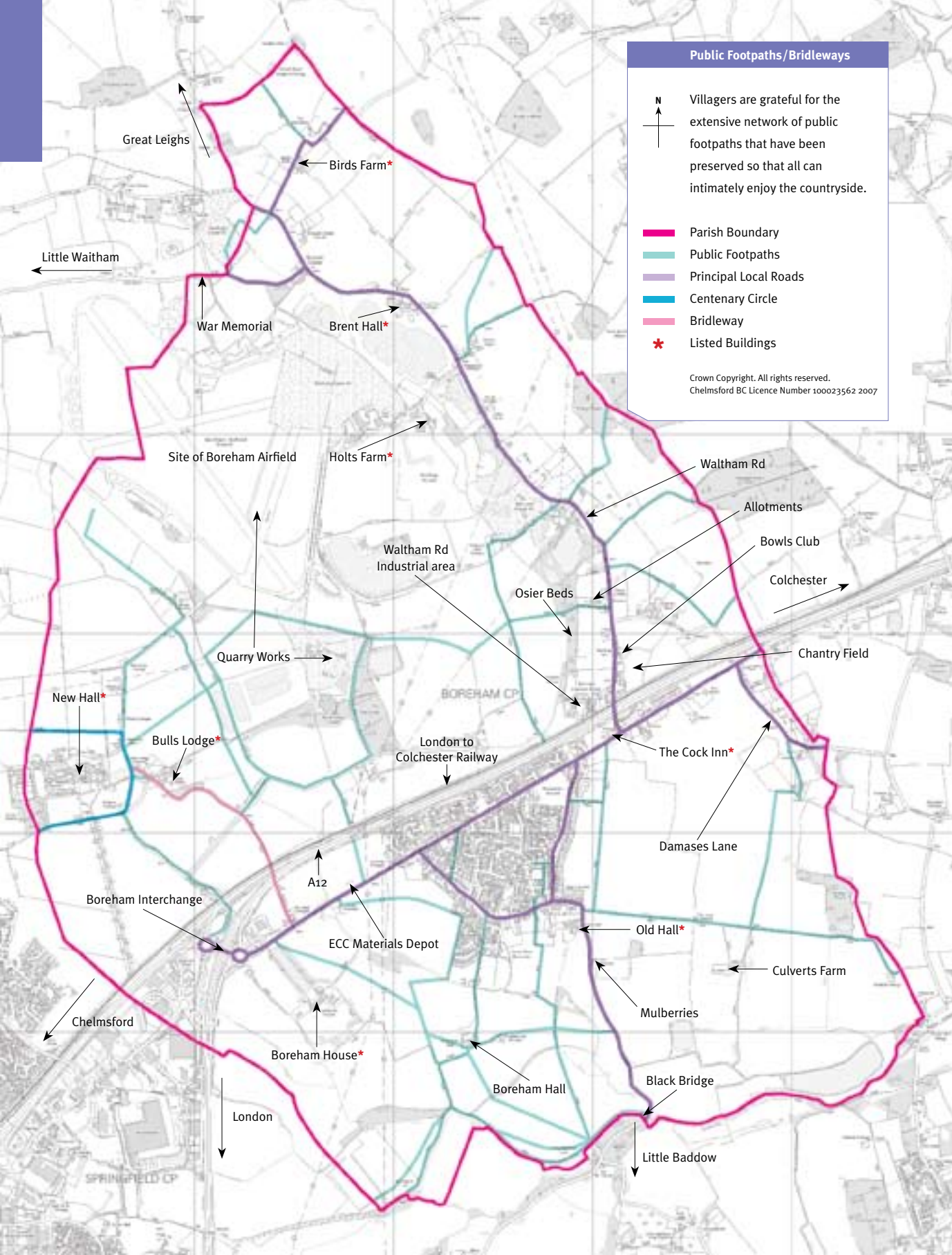
The vast majority of roads in the village have pedestrian walkways providing good access. There are also many footpaths/alleyways weaving between buildings linking roads throughout the village. The cut-through from St Andrew’s Road to the Village Hall is particularly neglected. However once outside the village settlement on the Waltham Road and Church Road towards the river there are no walkways and pedestrians run significant risks when walking on these roads.



Congestion in Juniper Road between the school and the doctor’s surgery should be alleviated by parking bays.



Footpath alongside Babylon — One of many footpaths connecting the village to the countryside.



HIGHWAYS

There is no cycle way from the village settlement to Boreham House but one is currently being designed for imminent construction and will be a major boost to cycle use. There are no cycle ways to the north or south of Boreham or towards Hatfield Peverel causing cyclists to use the busy roads.

Public footpaths throughout the parish are used heavily, mainly for recreational purposes including dog walking. However there are no public information notices regarding the location of footpaths.

The parish has one bridleway, one grade 2 protected lane (Birds Farm Lane) and the Chelmsford Centenary Circle (Footpath) loops around New Hall within its boundary.

Arriving in Boreham

At the entrances to the village signs indicate the name and the fact that Boreham is twinned with Ploubalay in Brittany, France. There is a carved oak village sign at the junction of Main Road and Church Road.

As you come up the hill into Boreham from the west the County Council's road materials depot is on your left. It is used for stockpiling salt, grit and waste road making materials. It is unfortunate such a neglected and unattractive sight is visible immediately before one of the main entrances to the village.



Public Footpath alongside the allotments off Waltham Road.



Footpath through open countryside to the south of the village.



The entrance to the village from the west is marred by this eyesore.

Guidelines for movement within, to and from Boreham

- In future road planning consideration should be given to linking future and existing industrial/commercial sites to the larger road network thus avoiding the need for their traffic to travel through the village and on the country lanes.
- Chelmsford Borough Council should actively enforce all planning conditions relating to traffic movements and times of operation.
- Chelmsford Borough Council's guideline "A Parking Space at your Home" gives advice on how to make provision for on-plot parking without causing an unsightly street scene.
- Parking bays could be provided in areas where parking causes congestion (in Church Road beside the green between Tyssen Mead and Lewin Close and in Juniper Road near the doctor's surgery) subject to funding.
- A sign should be placed at the butchers in Plantation Road informing customers of the available parking to reduce the need for people to park immediately outside the shop.
- Full consideration should continue to be given in all new developments for the provision of adequate parking. Essex Parking Standards should be adhered to.
- Any new parking should be landscaped with hedges and trees to improve the street scene.
- The cut-through between St Andrew's Road and the Village Hall could be surfaced in an appropriate material to improve its appearance.
- Provide a dedicated cycle way between the village and Boreham House on the south side of the road.
- In any new road development in the parish any existing public footpaths should be accommodated eg. by the provision of bridges and/or underpasses.
- A display panel should be commissioned, possibly made of mosaics, matching the school dragon and the Village Hall murals, showing Boreham Parish, its roads, public footpaths, the location of its main buildings, play and sports fields and the river. A high level position on the flank wall of the Butterfield Road shops facing Church Road could be a suitable location.
- The appropriate authorities are encouraged to plant roadside hedges and trees to enhance all entrances to the village.
- Essex County Council's road material depot is an eyesore immediately before one of the main entrances to the village. If it is to remain ECC are encouraged to landscape it including the planting of hedges and substantial native trees to soften its visual impact.
- Provide safe pedestrian routes to field edges alongside Waltham Road between the Industrial Area to at least the allotments and along Church Road from the village to Black Bridge.



View across The Brook to the church.

5.2 Highways and the Street Scene

Highways

Main Road is the widest road in the village since before 1971 it was the A12 trunk road. It is subject to a 40 mph speed limit through the village settlement. It connects the village with the Boreham interchange and the A12 towards London and with roads to Chelmsford. In the opposite direction it connects to Hatfield Peverel and to the A12 towards Colchester.

There is a strong feeling within the village that some existing speed limits should be reduced. Areas that would particularly benefit would be Main Road, Waltham Road, Church Road from the village to the River Chelmer and Juniper Road near the school. Villagers are not in favour of traffic calming measures as these would be intrusive.

Church Road and Plantation Road are the other major traffic routes within the village settlement. Not only do these roads cater for some through traffic but they are also the main arteries for access to the majority of the residential areas. Church Road alongside the Church is very narrow and traffic is restricted to a single lane to protect the dwellings at this point.

To the north Waltham Road connects the village towards Braintree and Bishops Stortford. To the south Church Road connects it towards Little Baddow. These two roads are relatively narrow country lanes but they carry significant traffic which has increased in recent times due to the congestion on the roads feeding the Boreham Interchange and drivers seeking alternative routes. Outside the village settlement they are not subject to reduced speed limits and fast traffic is a serious hazard to those living and walking along these roads. There have been several serious accidents, including at least one fatality on Waltham Road, which were largely as a result of excessive speed.

Roads and paths are mostly surfaced in tarmac but some roads in the centre of the village are concrete. Kerbs and edgings are mostly in pre-cast concrete but Main Road still has a significant amount of original granite kerbstones mainly on the north side but also on part of the south side. A bus stop in Church Road and one in Main Road has a raised kerb. Apart from Main Road most roads have curves or bends.

Traffic noise from the A12 is very intrusive and is particularly bad for those residents living alongside it.



Main Road



The road narrows opposite the church. The road signs are intrusive but necessary in this important part of the village.

Street Furniture

Street furniture includes lighting columns, standard road signs, telephone poles, litter bins, seating and bus passenger shelters and varies considerably in type and quality throughout the village. Bins have been provided for the disposal of dog waste.

Telephone poles provide lines to older houses but in newer developments wires are underground. Lighting columns are mainly in steel. There is a mobile phone mast in the Waltham Road industrial area. Many of the greens have wooden or plastic bench seating.

There are bus passenger shelters in Main Road and one in Church Road but vandalism has prevented their existence elsewhere. Wooden bus passenger shelters are more attractive than metal and polycarbonate versions.



Bus passenger shelter in Main Road.

General Guidelines

6

Guidelines for Highways and The Street Scene

- Mature trees along footpaths should be retained and supplemented with more planting of native species of trees.
- Where repairs or alterations are carried out in roads with granite kerbs, as in Main Road, the original granite kerbstones should be used in preference to pre-cast concrete kerbs.
- When roads are repaired or added they should be surfaced in a material that reduces the levels of traffic noise and improves the visual impact on the environment.
- In any new development roads should include curves to avoid the monotony of straight lines.
- Any new development should respect villagers' concerns regarding speed of traffic but should not include urban traffic calming measures.
- Wooden bus passenger shelters are considered more attractive and suitable in a village environment but at present they are less durable and more labour intensive to maintain. However, should better alternative materials become available in the future the position should be reviewed when existing shelters need replacing.
- As the opportunities arise redundant and unsightly street furniture and unnecessary signage should be removed completely or replaced with furniture and lighting which is in keeping with the village character and is robust and uniform in design throughout the village.

The general guidelines given here for building design and natural environment are based on the community view and apply to the parish as a whole not just Boreham Village. Additional guidelines specific to particular areas have been given previously in the relevant sections.

6.1 Building Features

The following guidelines are given to cover common building design features:

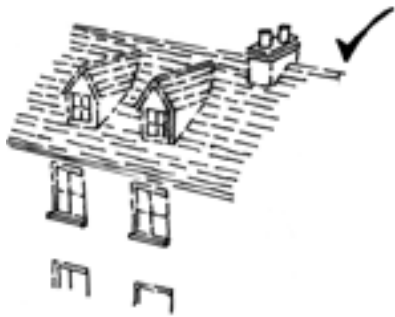
- All alterations to existing properties and all new developments should comply with the Essex Design Guide and Chelmsford Borough Council guidance documents published on the Council’s website.
- Choice of materials and their colour should respect the local context.
- Rooflines and the scale of new buildings should respect the height and context of adjacent properties and enhance the street scene.
- Proposals for infill development should respect the character of existing buildings, features and the existing grain of the area whilst preserving “green areas”.
- New development and extensions to existing buildings should be in keeping with neighbouring properties. Particular care should be exercised where adjoining properties are listed buildings or have heritage significance, so as to preserve 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 and scale of side and/or front extensions should be subservient to the host building and be so designed as to avoid a terracing effect, but may provide variety by incorporating innovative and contemporary designs.
- Future developments should be laid out with a sense of space and openness which will provide easy access for pedestrians to the open areas beyond.
- Any development should incorporate the principles of “secure by design” in order to reduce the possibility of crime and anti-social behaviour. Any new development and extensions to existing buildings should allow for natural surveillance of adjacent open spaces.
- Any significant development in the Parish should be preceded by appropriate archaeological mitigation measures.



Any extension should complement the original building.



Unsympathetic dormer window.



Sympathetic dormer windows.



An example of dormer windows.



View to the south from top of church tower.

6.2 Landscape and the Environment

The following guidelines are given to cover general landscape and environmental features:

- Existing hedges, trees, fences and walls are a significant part of the street scene and the community strongly encourages their retention and sympathetic enhancement. They should be re-instated if it becomes necessary to remove them in the course of development.
- Hedging abutting the country lanes should remain or be re-instated 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 the height should be restricted within legally defined limits and side growth contained within property boundaries.
- Existing green spaces should be maintained or improved for visual amenity and breathing spaces and, where appropriate, as informal recreational areas.
- Any development should respect existing long views as shown on the Parish of Boreham map on page 8.

6.3 Future Development

Some development in Boreham is inevitable. There must always be a proper balance between housing for local need and protection of the rural environment.

The following guidelines are given for any future development:

- Infill development particularly by replacement of existing dwellings should respect the existing form and character to maintain the unique aspect of the street scene.
- New development should incorporate green open space.
- New development should include well lit walk through footpaths to adjacent developments.
- New developments should include appropriate provision for elderly people and first time buyers.



Chimney stacks break up the rooflines.



Infill development with interesting rooflines and buildings.

Appendices

Appendix 1 — Matters outside the scope of the VDS

The following requirements were identified during the consultation process.

- The Parish Council employs a Village Attendant whose duties include ensuring that the village is kept clear of litter. This is regarded as a valuable service to the community. There continues to be a problem outside the village e.g. in Waltham Road, Generals Lane and Church Road.
- Maintenance of footpaths, roads, fences, hedges and the Village Hall.
- Maintenance of open spaces e.g. grass cutting.
- Provision of a Country Park to replace exhausted gravel pits as set out in the original planning permission.
- Any new development — the overwhelming majority of residents do not want any development outside the Defined Settlement Boundary.
- The Local Development Framework deals with new development
- Policing — The Parish Council match-funds a Police Community Support Officer whose beat covers the Boreham Ward only.
- Property maintenance.
- Security and crime prevention.
- Provision of yellow restricted parking lines.
- Modification of speed limits.

Guidelines for Matters outside the scope of the VDS

- The Parish Council should lobby for a clear up from time to time of rubbish in areas outside the village settlement.
- Property owners etc. are encouraged to maintain their properties to an appropriate standard e.g. keeping gardens tidy, removing unsightly clutter, mending broken fences and managing tree and hedge height and spread. This would stimulate a general pride in the village surroundings.
- Provision of CCTV cameras e.g. outside the shops in Butterfield Road.
- Reduction of speed limits as follows:
 - 20 mph in Juniper Road near the school
 - 30 mph on Main Road throughout the village
 - 40 mph along Church Road to Black Bridge and along Waltham Road to the Parish Boundary.
- Change the name of Main Road to Roman Road.
- The authorities are encouraged to resolve the issue of the empty house in Juniper Road.



Speed limit sign on Main Road

Appendix 2 — Other useful information

2.1 Listed Buildings — any ancillary structure within the curtilage of a listed building built before 1st July 1948 is also deemed to be listed.

VDS Section	Listed Building	Location
2 The Evolution of Boreham	Little Baddow Lock & Stonham’s Lock Generals and Little Generals Bulls Lodge Farm and Barn Mount Maskall Barn about 850m ENE of New Hall Wallaces Farmhouse (Nos. 1 and 2) Birds Farm Brent Hall The Ginn House Little Holts Great Holts Farmhouse New Hall Boreham House	River Chelmer Main Road (North Side) Generals Lane Generals Lane Off Generals Lane Wallaces Lane Birds Farm Lane Waltham Road Currently disassembled and in store Waltham Road Waltham Road New Hall Avenue Main Road (South Side)
3.1 Conservation Area (Boreham — Roman Rd/ Plantation Rd)	Clock House Clock House Cottage Maltings House No. 2 Maltings Cottages St. Andrews (No. 1 Maltings Cottages) The Chestnuts	Main Road (South Side)
3.1 Conservation Area (Boreham — Church Rd)	Boreham Lodge The Old Vicarage and Vicarage Cottage McMillan’s Cottages (Nos. 1 and 2) Boreham Manor South Boreham Manor North Babylon Ebenezer Cottage and Coppers The Old Rectory	Church Road (North Side) Church Road (South Side)



Babylon

2.1 Listed Buildings — Continued

VDS Section	Listed Building	Location
3.2 Main Road	The Limes Cottage	Main Road (North Side)
3.3 Church Road North West	No.13 Church Road No. 15 Church Road	Church Road
3.3 Church Road East	Shottesbrook Old Hall	Church Road
4.1 Community & Leisure	Parish Church of St Andrew	Church Road
4.1 Shopping Facilities	The Wine Barrel	Main Road (North Side)
4.2 Meeting Places	Six Bells Public House The Cock Inn	Main Road (North Side)

2.2 Selection Of Events In Boreham*

Date	Event	Venue
Daily	Garden Cottage Nursery	Brookfield, Church Road
Weekdays in term time	Stepping Stones Pre-school group	Village Hall
Sundays 10.30am & 6.30pm	Church Sunday Services, Anglican	St. Andrew's Church
Sundays 10.30 am	Church Sunday Services, Methodist	Cleves Court
Tuesdays	Bell Ringing practice	St. Andrew's Church
Tuesdays in term time	Youth Club	Village Hall
Alternate Tuesdays	Edward Bear Club	St. Andrew's Church
Wednesdays in term time	Parent & Toddler Group	Village Hall
Thursdays 10.00am to 12.00 noon	Boreham Village Market	Village Hall
Saturdays (approx. every 6 weeks)	Bulk Litter Collection	Village Hall & The Chase
Summer Saturdays & Sundays	Boreham Cricket Club	Recreation Ground
Winter Saturdays & Sundays	Boreham Football Club	Recreation Ground
Various times (venue alternates)	Twinning visits	Boreham & Ploubalay, France
April/May	Boreham Art Circle Open Art Exhibition	Village Hall
April to September	Outdoors Bowls	Waltham Road
June — every other year	Boreham in Bloom — open gardens	Some Private gardens & St. Andrew's Church
July	School Summer Fete	Boreham Primary School
August	Children's Holiday Club	Scout & Guide HQ
October	Community Association Quiz Night	Village Hall

* Please note this is not a complete list. For full and up-to-date details of all events see the Boreham Community Guide and Boreham Community Association and Parish Council Newsletters. This list was correct at publication date.

2.2 Selection Of Events In Boreham — Continued

Date	Event	Venue
November/December	Church Christmas Fayre	Village Hall
December	Carol Service — Anglican	St. Andrew's Church
December	Carol Service — Methodist	Cleves Court
Throughout the year	Parish Council Meetings Community Association Meetings Carpet Bowls Badminton Local Club Meetings Wedding Receptions & private events	Village Hall
Throughout the year	Weddings Funerals Choir Concerts	St. Andrew's Church
Throughout the year	Rainbows, Brownies, Scouts	Scout & Guide HQ



The Recreation Ground

2.3 Credits

The Boreham Village Design Statement was produced by:

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Peter Kimp (Fund Raiser)
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Members of the VDS Committee
Boreham Residents at the Photographic Day Out

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2.3 Credits — continued

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Bibliography:

Other sources of reference to be used in conjunction with the VDS are:

- Boreham — History, Tales and Memories of an Essex Village
- More About Boreham — More History, Tales and Memories of an Essex Village
- Chelmsford Borough Historical Environment Characterisation Project 2006
- LDF Core Strategy and Development Control Policies — Adopted by Chelmsford Borough Council, February 2008
- Making Places and Sustainable Places — Supplementary Planning Documents, CBC 2007
- Landscape Character Assessment — Technical Document to LDF, Chris Blandford Associates for CBC 2006
- Residential Design Guidance; Side Extensions and Roof Extensions — CBC 2004

Further copies of this document are available from:

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