

Little Baddow Neighbourhood Plan 2022 – 2036  
Adopted August 2023



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# Foreword

## *Dear Residents*

Welcome to the Little Baddow Neighbourhood Plan 2022 – 2036 which was made by Chelmsford City Council on 18<sup>th</sup> August 2023 and adopted as a Development Plan Document, following a referendum at which 92% of residents voted in favour of it.

The Neighbourhood Plan was developed by the Little Baddow Neighbourhood Plan Steering Committee on behalf of Little Baddow Parish Council following several years of research, evidence review and consultation with our local community, and with guidance from Chelmsford City Council. It has enabled residents to have a say and provide evidenced views on potential future development within the village. It includes policies which will help shape future development and now forms part of the Chelmsford Local Plan, carrying equal weight when consideration is being given to planning matters. It also provides insight to planners and planning inspectors on the views of residents.

We were very fortunate in the level of interest and engagement by our community who attended events and shared their views in a variety of ways including a household survey which achieved one of the highest responses in Essex. This feedback made it very clear that any development at scale would not be supported by residents. Residents said that they wish to protect the environment, woodlands, open spaces, views, and rural nature of Little Baddow, and retain the strong sense of community and way of life. This Plan therefore does not bring forward any sites for development but includes policies that focus on the identity and rural character of the Parish, the natural environment, quality of design and accessibility. It sets out what would be supported should any proposals come forward for very small-scale development that has regard to the existing character of the village, maintains a range of housing sizes to meet all needs and is within the defined settlement so that the natural separation from neighbouring villages is retained and the natural environment that surrounds the village is protected.

The preparation of the Neighbourhood Plan was a complex and very technical process and on behalf of the Parish Council I would like to thank everyone who has supported it, and especially to thank every previous and current member of the Steering Committee for their hard work, dedication, and commitment over several years during which work was held up by the interruption of the COVID 19 pandemic.

Best wishes

***Jane Rigler***

*Chair, Little Baddow Neighbourhood Plan Steering Committee*

# 1. Introduction

- 1.1. This is the adopted Neighbourhood Plan for Little Baddow. It was developed by the Little Baddow Parish Council through ongoing and extensive consultation within the parish. It was made by Chelmsford City Council on 18<sup>th</sup> August 2023 and is adopted as a Development Plan Document.
- 1.2. The Neighbourhood Plan covers the entire parish area as illustrated in Figure 1. It sets out the local community's aspirations for the village over the period 2022 to 2036 and establishes policies in relation to land use and development. The Neighbourhood Plan sits alongside the Chelmsford Local Plan and the policies in it will be used to influence future planning applications and decisions in the area. But the Neighbourhood Plan is much more than this. It represents the community's manifesto for Little Baddow, bringing together more than just traditional planning matters.
- 1.3. The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live and work in should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in shaping the look and feel of an area.
- 1.4. Little Baddow was formally designated as an area for neighbourhood planning purposes in January 2017. A Steering Group, set up by the Parish Council to prepare the Plan, has surveyed, spoken, and listened to members of the community and used the issues and opportunities raised during that process to help inform production of the policies and projects now included in the Neighbourhood Plan.
- 1.5. Of the 282 (23%) residents who voted at a referendum on 17<sup>th</sup> August, 260 (92%) voted in favour of its adoption. The City Council is required to 'make' a Neighbourhood Plan if more than half of those voting have voted in favour of it. This is in accordance with Regulations 19 and 20 of the Neighbourhood Planning (General) Regulations 2012 (as amended).



# LITTLE BADDOW PARISH BOUNDARY



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0 250 500 1,000 Metres  
 DECEMBER 2016

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Map 1: Designated Little Baddow Plan Area

## Structure of the plan

1.6. Following this introduction, the Neighbourhood Plan comprises 9 further sections. These are:

- **Section 2: 'Little Baddow today'**, presents an overview of the area covered by the Neighbourhood Plan, what existing planning policy says for the area, key issues and comments raised during consultation.
- **Section 3: 'Little Baddow tomorrow'**, presents the vision and objectives for the Plan area.
- **Sections 4-9: present the policies and associated projects** for the Parish. These are intended to achieve the objectives outlined in Section 3
- **Section 10: 'Next steps'** outlines the current stage in the plan making process, how to respond to the Plan and what the future steps in the process are.

1.7. Within sections 4-9 each topic area includes some introductory and explanatory text, followed by a policy or project. These are highlighted in coloured boxes as shown:

1.8. It is important that the Neighbourhood Plan is read in its entirety. All policies should be viewed together in the preparation and consideration of planning applications.

### Policy

The Neighbourhood Plan establishes land use and development management policies for Little Baddow Parish. These are contained in red shaded policy boxes, like this one.

### Community Project

The Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community is seeking, but that cannot be delivered through planning policy are identified and contained in blue shaded boxes, like this one. These are included within the body of the report, rather than being presented in a separate chapter or appendix because they relate to the objectives and form a clear and important part of the narrative.



## 2. Little Baddow Today



### The neighbourhood plan area

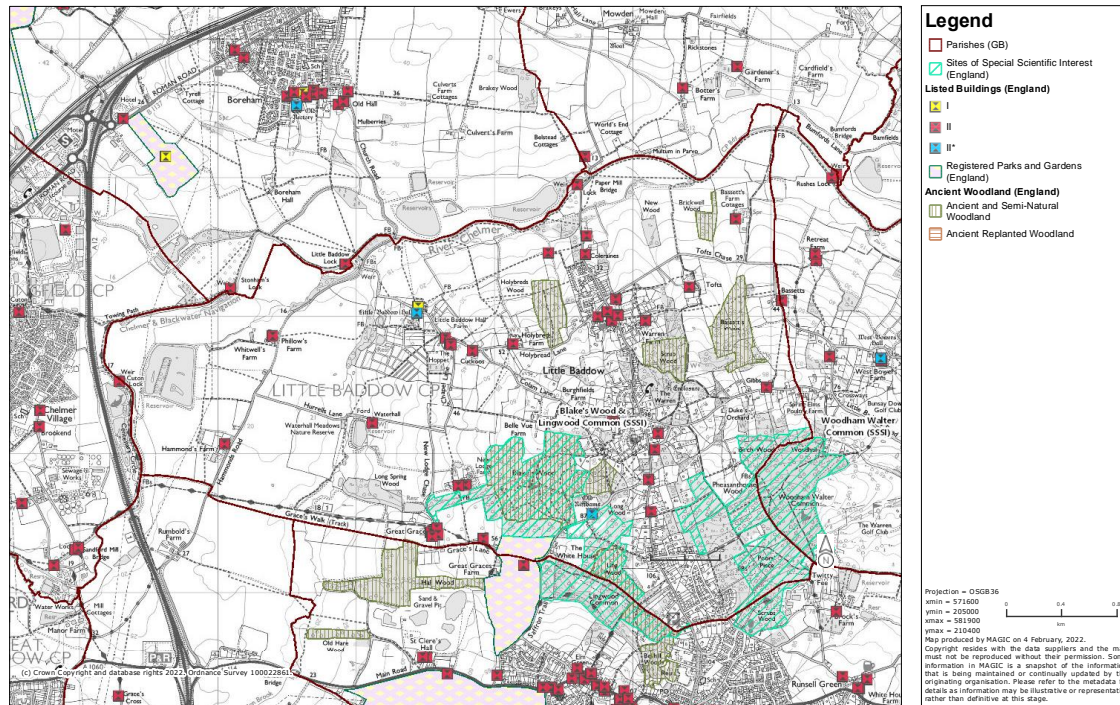
- 2.1. The Neighbourhood Plan area covers the entire Parish of Little Baddow (4 square miles) (shown in figure 1). The Parish lies within the administrative area of Chelmsford City Council and is located to the east of the Chelmsford urban area.
- 2.2. Little Baddow is a small, rural parish situated on the ridge that runs from its high point at Danbury in the south, to the valley of the Chelmer & Blackwater Canal to the north and west. Apart from the boundary with Danbury, the village boundaries are noticeably marked by a fall in housing density and an increase in natural vegetation. Consultation undertaken for the Neighbourhood Plan highlighted the importance that is attached by the community to its separation from other neighbouring parishes, as well as the presence of extensive areas of woodland and other natural areas, the waterways and the resulting feeling of tranquillity and aid to wellbeing.
- 2.3. Little Baddow is recognised for its natural beauty, and it provides a haven for plants and wildlife.
- 2.4. Little Baddow's most unique feature is the presence of extensive woodlands, some of them ancient, which are further enhanced by similar areas in the Woodham Walter and Danbury parishes. Much of this is protected by nine nature reserves and significant parts of two others. All this land enjoys total protection, offers free access to the public and helps to enclose the village settlements along both sides of the north-south axis. These reserves are bolstered by private woods, woodland gardens, and remnant hedgerows.

2.5. Much of the parish comprises arable farmland interspersed with further woodlands. The valley bottom to the north of the Parish comprises part of the Chelmer & Blackwater Navigation Conservation Area and to the west is the Sandon Brook. Furthermore, there are numerous Local Wildlife Sites in these areas, with a large amount of the parish being identified as priority habitat areas, as shown on Figure 2 below.

2.6. The parish enjoys extensive views to the north over the Chelmer valley due to the steep elevation of the land towards the Danbury ridge.

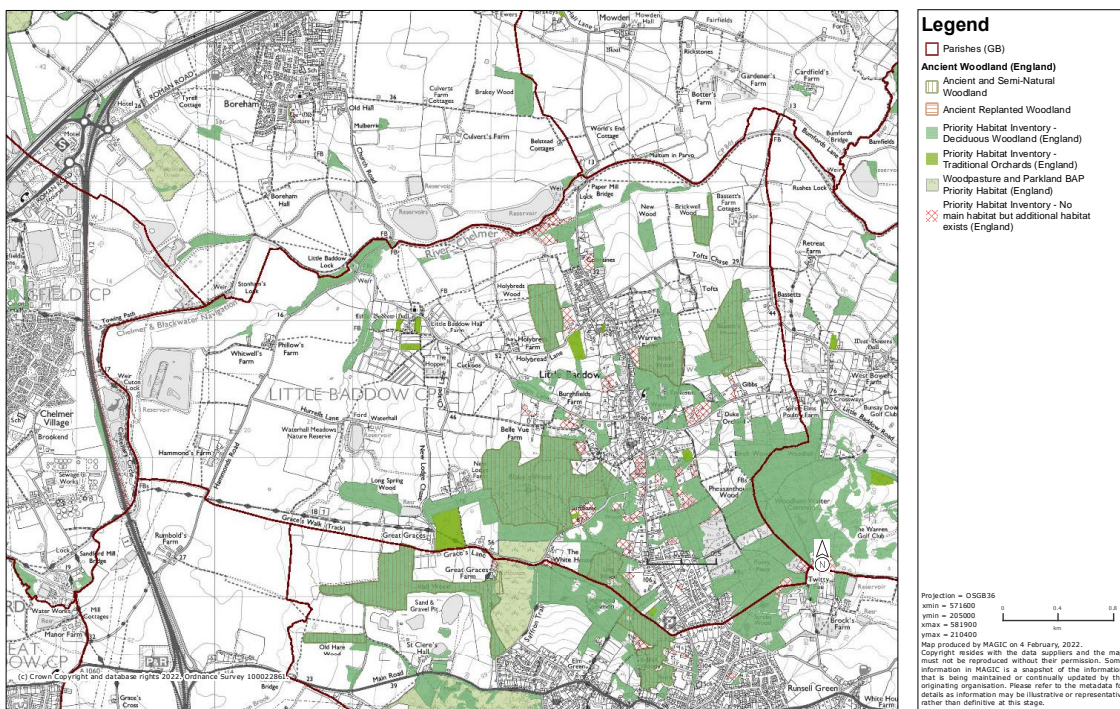
MAGiC

Designations



Map 2: Little Baddow's SSSIs, Ancient Woodlands and Listed Buildings. The two SSSIs are Blake's Wood & Lingwood Common; and Woodham Walter Common. (Source: Defra Magic Map)





Map 3: Map displaying priority woodlands and habitats in Little Baddow (Source: Defra Magic Map)

## Demographic Profile

2.7. The 2011 Census reported the Parish as 627 households which has subsequently grown to 656<sup>1</sup> and a population of about 1600 people. Chelmsford City Council has prepared a set of parish profiles based on the 2011 Census that form supporting evidence to the Local Plan<sup>2</sup>. Some of the key statistics from that for Little Baddow are:

<sup>1</sup> Source – Parish Council distribution list for annual newsletter

<sup>2</sup> See <https://www.chelmsford.gov.uk/your-council/data-and-statistics/parish-profiles/> accessed November 2020. This draws on information from the 2011 census.

- The parish contained 627 households and a population of 1585, of whom 285 (18%) were children (broadly the same as the average for England). Almost 400 residents were aged 65 or over (at 25% much higher than the national average of 16.3%). Given the low turnover of housing that has occurred since 2011 it is estimated that this number is now higher. 28% of the households comprised just one person.
- Most of the population is reported as being in good or very good health (87%) but over 13% have a long-term health problem or disability.
- Reported unemployment was very low. Educational attainment in the parish was high with over 36% reporting further qualifications gained after leaving school.
- Over 75% of housing in the parish is detached and over 85% is owner occupied.
- Car usage for getting to services, school, work, transport hubs and socially is practically essential with only 5% of households having no vehicle; nearly 25% of households have three or more vehicles.

## The Development Plan

- 2.8. Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2011), the Neighbourhood Planning (General) Regulations (2012)<sup>3</sup>, the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF) (2021) and National Planning Practice Guidance (NPPG).
- 2.9. Neighbourhood Plans must be in general conformity with the strategic policies of the development plan<sup>4</sup>. The development plan for Little Baddow Parish is the Chelmsford Local Plan. This means that the Neighbourhood Plan cannot have policies or objectives that conflict with the Chelmsford Local Plan.
- 2.10. The Local Plan, adopted in May 2020, presents the planning strategy for the City Council administrative area for the years up to 2036 and is the framework within which the Neighbourhood Plan needs to function. Essex County Council is the Minerals and Waste Authority for the Neighbourhood Plan area and is responsible for the production of mineral and waste local plans. The Development Plan in Little Baddow therefore also comprises of the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted, and allocated mineral and waste infrastructure from proximal development which may compromise their operation.
- 2.11. The following policies in the Local Plan are particularly relevant to the Neighbourhood Plan:
- S7 – The Spatial Strategy sets out the scale and distribution of new development, focusing growth to the most sustainable locations. Under this policy Little Baddow is identified as a ‘small settlement’ which does not have any development allocations due to environmental constraints, the lack of availability of land for development and the limited infrastructure associated with a small settlement.
  - Policy DM4 covers employment areas and rural employment areas. Little Baddow has one rural employment area at Phillows Farm. This policy seeks to retain and protect these allocations for employment purposes.

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<sup>3</sup> Updated in 2015 and 2016

<sup>4</sup> See Para 29 / Footnote 16, MHCLG, February 2019, NPPF



- The requirement for new development to help make high quality new places, through good design and sustainable principles, as set out, for example, in Policies DM23 (High Quality Design and Inclusive Design), and DM24 (Design and Place Shaping Principles in Major Developments).
- 2.12. This Neighbourhood Plan has been informed by the Chelmsford City Council Local Plan documents and the suite of supporting material providing evidence to this, all of which can be accessed via the Chelmsford City Council website<sup>5</sup>. Policy designations and layers of relevance to the Neighbourhood Plan are presented in Figure 2
- 2.13. Little Baddow also benefits from a Village Design Statement (VDS) which acts as evidence to the Neighbourhood Plan and has helped inform the new Little Baddow Design Guide and policies within the Plan. This was first published in 2005 as Interim Planning guidance, updated in 2009 and formed Supplementary Planning Guidance to the previous Chelmsford Local Plan. The findings and recommendations of the VDS have been reviewed to inform appropriate policies in the Neighbourhood Plan. A list of all supporting material is included in Appendix 6.
- 2.14. Essex County Council is the Minerals and Waste Authority for the Neighbourhood Plan area and is responsible for the production of mineral and waste local plans. The Development Plan in Little Baddow therefore also comprises the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.

Other relevant policy documents at City Council level include:

- The Essex Minerals Local Plan (2014)<sup>6</sup> – This provides planning policies for minerals development in Essex until 2029. As per guidance from the NPPF, the Minerals Local Plan is currently under review.
- The Essex and Southend-on-Sea Waste Local Plan (2017)<sup>7</sup> – This sets out how Essex and Southend-on-Sea aim to manage waste for its duration. It also seeks to deal with waste more sustainably, encouraging recycling and reducing reliance on landfill.
- The Essex Design Guide<sup>8</sup> - This was updated in 2018 and provides design advice and guidance to inform proposed new development across the County.
- The Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (Essex RAMS) SPD - The Essex RAMS aims to prevent bird and habitat disturbance from recreational activities. It does this through a series of mitigation measures, which encourage all coastal visitors to enjoy their visits responsibly. The Essex RAMS SPD sets out how mitigation measures are to be funded using payments from developers. Developers will need to pay a tariff if their new development is within a 'Zone of Influence' around a designated site. The entirety of the Little Baddow Parish is within the zone of influence of the Essex Coast RAMS and therefore any development will need to make contributions in this with this.

<sup>5</sup> See: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-newlocal-plan/new-local-plan/> (accessed May 2019)

<sup>6</sup> <https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan>

<sup>7</sup> <https://www.essex.gov.uk/minerals-waste-planning-policy/waste-local-plan>

<sup>8</sup> <https://www.essexdesignguide.co.uk/>

## Reviewing the Neighbourhood Plan

- 2.15. While the defined period of the Neighbourhood Plan is to 2036, it is recognised that with a review of the Local Plan starting the Neighbourhood Plan will need to be reviewed periodically and particularly whenever the Chelmsford City Council Local plan is amended. This will enable the Neighbourhood Plan to remain 'current' and in conformity with the Chelmsford Local Plan and National Planning Policy Framework.

## Supporting material: Design Guide

- 2.16. Alongside the Neighbourhood Plan a Design Guide has been prepared for Little Baddow. This is referenced in policies throughout the Neighbourhood Plan and should be used both by applicants and decision-makers when preparing, reviewing, and determining planning applications. The Local Plan, at Policy DM3, recognises the importance of high-quality design, stating that development should respond to and respect the character and appearance of the area within which it is located, reflecting aspects such as scale and massing, architectural form, materials, boundary treatments and landscape. The Design Guide for Little Baddow develops this by drawing out those characteristics, qualities and features that create a sense of place and local identity. The Design Guide is presented as a free-standing appendix to the Neighbourhood Plan.



*Picture 1 View of surrounding countryside from The Rye Field*



*Picture 2 Bluebell woodland is a key feature of the village*

### 3. Little Baddow Tomorrow



*Protecting the environment, woodlands, open spaces, views and rurality of the village is of the highest importance to residents*

#### What you told us

3.1. The consultation exercises undertaken identified a range of issues of importance to be addressed in the Neighbourhood Plan. Feedback suggested that:

- Protecting the environment, woodlands, open spaces, views, and rurality of the village is of the highest importance to residents.
- There is a strong sense of community and the residents of Little Baddow value the village character and way of life.
- The impact of traffic volumes and speed as well as on-road parking are key concerns, especially for the safety of pedestrians, cyclists, and horse-riders.
- Any new housing development should be small in scale and within the defined settlement so that Little Baddow remains a small, rural parish separate from its neighbours.
- Development should reflect the existing character and qualities of the village maintaining a range of housing sizes to meet all needs, especially those requiring smaller houses.

3.2. The outputs of the consultation and evidence gathering were analysed to understand our strengths, weaknesses, opportunities, and threats. These are set out in the following table:

<b>STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS</b>	
<p><b>STRENGTHS (within our control to invest in, preserve, grow...)</b></p> <ul style="list-style-type: none"> <li>• Strong community that people want to remain living in</li> <li>• Rural character of the village is highly valued</li> <li>• Chelmer Valley and Chelmer/Blackwater navigation and the recreational facilities associated with it</li> <li>• Village has remained distinct from its neighbouring settlements</li> <li>• Footpath network and local leisure opportunities such as navigation</li> <li>• Open spaces, wildlife, woodlands</li> <li>• Part of the Chelmer valley green corridor</li> <li>• Heritage assets are valued</li> <li>• Pubs remain open</li> <li>• Range of meeting rooms available</li> </ul>	<p><b>OPPORTUNITIES (out of our control that we can impact/influence)</b></p> <ul style="list-style-type: none"> <li>• Encourage small-scale development of smaller-sized housing to address the needs of the community and enable more people living here to remain in the village as their needs change.</li> <li>• Encourage any development to be sensitive to the rural environment and character of the village</li> <li>• Write policies which protect and enhance the natural environment (verges, ditches, lanes, wild areas) and discourage damage to the natural environment by cyclists.</li> <li>• Write policies ensuring that any future development does not increase the risk of flooding to properties at the north of the village</li> <li>• Encourage initiatives to address climate-change and improve sustainability</li> <li>• Campaign for footways and cycleways in certain areas to encourage use for commuting</li> <li>• Support improvement of car-parking facilities at Paper Mill lock.</li> <li>• Support the public transport network – possibly by assisting individuals on local incomes through public funding</li> <li>• Strengthen CCC’s policy on off-road parking places with any new development</li> <li>• Support new technology which can reduce the need for car journeys or deliveries without impacting the local environment</li> </ul>
<p><b>WEAKNESSES (within our control to address/improve)</b></p> <ul style="list-style-type: none"> <li>• Identify opportunities to increase community assets</li> <li>• Speeding by motorists and cyclists</li> <li>• No climate change strategy within the village</li> <li>• Wildlife areas are not all connected restricting movement and sustainability</li> </ul>	<p><b>THREATS (that we can identify and try to mitigate against)</b></p> <ul style="list-style-type: none"> <li>• Lack of village sustainability (shops, schools, transport) means that it is not suitable for some e.g. older, frail or those without cars</li> <li>• High cost of land for smaller sized housing prevents development of such accommodation</li> <li>• Village roads increasingly used as rat-run for commuters etc from Maldon area</li> <li>• Risk of high-density developments in Maldon, Beaulieu station etc will cause additional rat-running and put even more pressure on the rural lanes</li> <li>• Further development at Trifarm which would increase the number of cycle races</li> <li>• Risk of large-scale developments at village boundaries (e.g. Hammonds Farm)</li> <li>• Additional pressure on the local infrastructure such as doctor’s surgeries, schools etc caused by any large-scale development</li> <li>• No obvious ability to improve village infrastructure eg shops, medical facilities</li> <li>• Increase in housing out of character with the village – impermeable surfaces on drives and patios, high and solid fencing, night lighting and infill of gaps between houses</li> </ul>



## Our vision:

3.3. Our Vision for how Little Baddow will grow and develop over the period to 2036 is:

### Our Vision:

Little Baddow will remain a small, rural settlement surrounded by open countryside, with its landscape character, heritage, biodiversity, and community assets protected and enhanced. It will remain an attractive and desirable place to live. Housing will remain low-density and in a variety of sizes and styles, and the technological infrastructure will be in place to support modern lifestyles and communications and reduce environmental impact.

Any development will be small in scale, complementary within its setting, sensitive to the rural environment and compatible with the capability of the infrastructure such as traffic, roads, parking, medical and educational facilities.

3.4. The policies and projects presented within this Neighbourhood Plan intend to deliver on the vision and objectives set out in the following section of the Plan.

## Our objectives

3.5. The following objectives provide a framework to enable delivery of the vision.

- *Objective 1: Our village identity*  
To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.
- *Objective 2: The Natural Environment*  
To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.
- *Objective 3: The Built Environment*  
To support development that is of small size and scale and in keeping with the needs of the community. Development should be appropriate to the setting with the open spaces between properties maintained. To promote high-quality design and sustainability standards with any new development.

- *Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets and their setting.

- *Objective 5: Access and Movement*

To make it safer for all people to move around the village, respecting the network of narrow and protected lanes.

## Opportunities

- 3.6. Based on the consultation and research undertaken to inform development of the Neighbourhood Plan some ideas and interventions have been identified. These are listed here and developed through policies and projects in subsequent sections of the plan:
- Adopt a Village Design Guide that builds upon the principles set out in the Village Design Statement. This will help shape any development so that it responds to setting, local character and context. This is set out in the Little Baddow Village Design Guide which accompanies the Neighbourhood Plan.
  - Ensure that all future changes respond to the heritage, history, and the natural environment of Little Baddow.
  - Identify where historic lanes and hedgerows should be adopted as Protected Lanes
  - Address the parking issues at Paper Mill Lock and review the signage throughout the village to reduce the impact of volumes of traffic through the village.
  - Ensure there is the right amount of parking in the right places for all new and existing development.
  - Encourage the introduction of cycle routes where this is possible.
  - Introduce footways along The Ridge and lower North Hill.
  - Address the issue of speeding traffic through the network of lanes by reducing the speed limit so these become safer places for all road users.

## Climate Change and planning post-pandemic

- 3.7. This Neighbourhood Plan is also set in the context of the 'Climate and Ecology Emergency' declared by Chelmsford City Council in July 2019 where the City has pledged to reduce its own carbon emissions to net zero by 2030 and encourage others to do the same.
- 3.8. Essex County Council also established an Essex Climate Action Commission in October 2019. This seeks to provide advice on how to tackle climate change by improving air quality, reduce waste, increase green infrastructure and biodiversity and explore how to attract investment in natural capital and low carbon growth. In July 2021 the Commission published its Net Zero: Making Essex Carbon Neutral report setting out how Essex can become Net Zero by 2050. Furthermore, the Environment Act 2021 has been enacted and is now law. This legislation aims to improve air and water quality, tackle waste, increase recycling, halt the decline of species, and improve our natural environment.
- 3.9. The importance of this in Little Baddow is emphasised by reference to carbon emissions, which, broken down per household, are significantly greater than the national average (Figure 1), with road transport and housing being the major contributors to emissions.

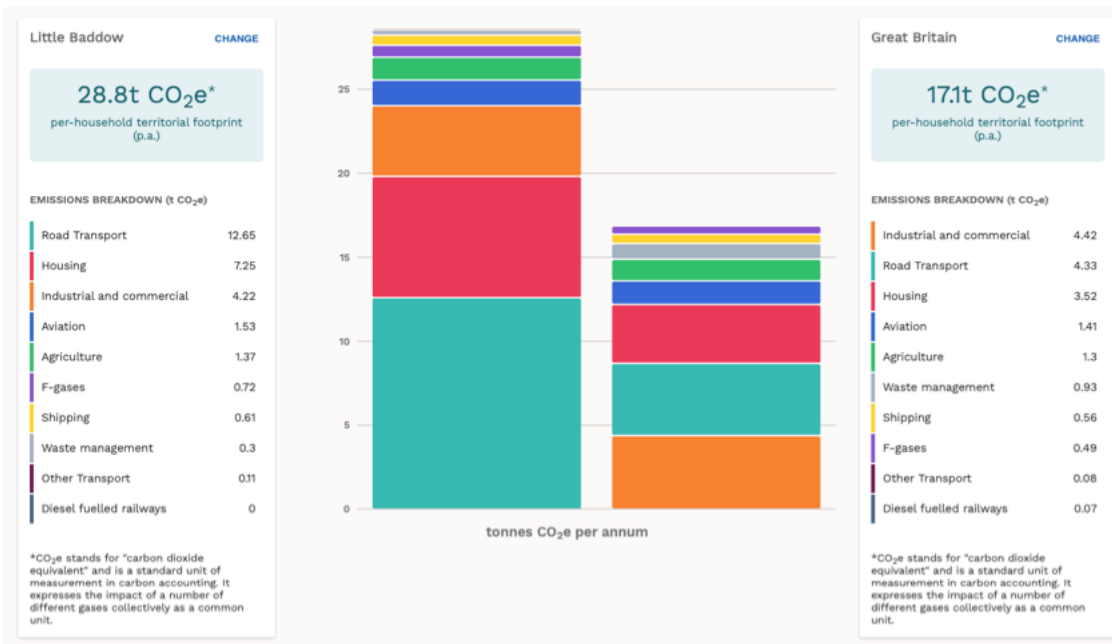


Figure 1. Breakdown of carbon emissions in Little Baddow in comparison with national average (source: Impact Community Carbon Calculator<sup>10</sup>)

<sup>9</sup> <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

<sup>10</sup> <https://impact-tool.org.uk/>

- 3.10. The Neighbourhood Plan seeks to promote high-quality, eco-friendly design that respects the environmental qualities and landscape setting of Little Baddow and protects and enhances green infrastructure. It seeks to reduce traffic, promote walking and cycling and support improved public transport facilities.
- 3.11. The long-term economic effects of the Covid19 pandemic of 2020/21 and the implications for development are still unknown but it has changed daily life. The Neighbourhood Plan seeks to address some of the most likely issues such as the need for homeworking space within houses and access to high-speed broadband. As national planning policy is updated in response to the Environment Act 2021 and the implications of the Covid Pandemic, so this Neighbourhood Plan will be reviewed.



## 4. Character and design

The policies in this section of the Neighbourhood Plan respond to the following objectives:

*Objective 1: Our village identity*

To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.

*Objective 2: The Natural Environment*

To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.

*Objective 3: The Built Environment*

To support development that is of small size and scale and in keeping with the needs of the community. Development should be appropriate to the setting with the open spaces between properties maintained. To promote high-quality design and sustainability standards with any new development.

*Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets.

*Objective 5: Access and Movement*

To make it safer for all people to move around the village, respecting the network of narrow and protected lanes.

### The importance of high-quality design

- 4.1. The importance of good design is emphasised in the NPPF and through publication of the National Model Design Code, with the achievement of high-quality design being a core principle of the NPPF. It states, at paragraph 126, that *'good design is a key aspect of sustainable development, creates better places in which to live and work and helps makes development acceptable to communities.'* The importance of the design of the built environment and its contribution to making better places for people is emphasised.
- 4.2. This is reflected in the Chelmsford Local Plan, with Policy DM3 (High Quality and Inclusive Design) stating that development should respect the character and appearance of the area in which it is located, and that development should be compatible with its surroundings. The NPPF states, at paragraph 127, that *'Neighbourhood planning groups play an important role in identifying the special qualities of each area and explaining how this should be reflected in development'* (paragraph 127).
- 4.3. Alongside the Neighbourhood Plan, and presented as a free-standing appendix to it, a Little Baddow Design Guide has been prepared. This expands upon national and local guidance and policies by identifying the qualities of the natural and built environment within the Parish that should be reflected in proposals for new development, responding to

and strengthening local character and sense of place. It is expected that applicants and decision makers will have regard to the Guide when preparing and determining applications for development.

### Characteristics and design qualities in Little Baddow

- 4.4. The Little Baddow Design Guide provides a summary of the overarching qualities that help define the Parish and identifies a series of character areas with different qualities and features that should be reflected in proposals for new development.
- 4.5. The Design Guide is clear that the qualities of the area are strongly reflected in its rural character, topography, and relationship with the surrounding countryside. This is reflected in the built form, with development integrated with the landscape and often affording longer-distance views of the landscape that frames the village.
- 4.6. The Design Guide identified seven main character areas six of which relate to areas of built form, and the seventh being the wider rural area including woodland and open countryside surrounding the village and which comprises most of the Parish. Although there is variety between these areas, key points to be considered and reflected in proposals for development are:
- The position of Little Baddow's main settlement on a ridge allows for views across open farmland and the Chelmer Valley. Efforts should be made to conserve the open and framed nature of views into and across the Chelmer/Blackwater valley to the north and to wooded horizons to the south.
  - The parish is also characterised by its relationship with the natural environment. Featuring numerous wildlife sites, woodlands, open spaces and the Chelmer and Blackwater conservation area, it is important that development does not over-impose itself onto its natural surroundings.
  - It is therefore also important that the parish maintains its low density, which creates a consistent pattern throughout the village where gaps in properties allow for views of the surrounding countryside.
  - Boundary treatments are also important in maintaining the character of Little Baddow: they should be sensitive to the rural location and in keeping with the character of the street scene by using natural materials or vegetation. Within housing developments, boundary treatments should be minimal in order to maintain the open aspect layout and ensure gaps between properties are visible.



- Common building materials in the Parish include brick, render and weatherboarding however this is not to imply that all development can only use these materials. In any instance innovative design will be supported so long as it is suitable for the surrounding area and makes a positive contribution to the character of Little Baddow.
- Any new development should in the first instance respond to the defining features of the character area it is situated within (as defined in the Design Guide), responding to key design cues including the building line, boundary treatment, building materials, roof line and storey height, as well as accounting for the general design qualities of the wider Parish.
- Due regard should be had to the need to promote waste reduction, reuse and recycling, and the need for sustainable building design and the use of sustainable materials.



### Wider guidance and advice

- 4.7. Further design guidance is presented in the Essex Design Guide. This is intended to be used as a reference guide to help create high quality places with an identity specific to the Essex context. It was updated in 2018<sup>11</sup>. Applicants should refer to and be guided by the most recent version of the Essex Design Guide where appropriate to the scheme.
- 4.8. In addition, Chelmsford City Council, together with all thirteen local authorities in Essex, has launched the ‘Livewell Campaign’<sup>12</sup>, which seeks to improve the health and wellbeing of local people. Alongside this a ‘Livewell Development Accreditation Scheme’ has also been created<sup>13</sup>. This encourages developers to promote the physical and mental health of residents when designing and building new developments. Schemes following this process should embed health design principles identified through a Health Impact Assessment or through submission of a Healthy Places Checklist to the City Council at pre-application stage. Schemes should also be subject to review by the Essex Quality Panel.

<sup>11</sup> <https://www.essexdesignguide.co.uk/>.

<sup>12</sup> <https://www.livewellcampaign.co.uk/>

<sup>13</sup> <https://www.essexdesignguide.co.uk/supplementary-guidance/livewell-development-accreditation>

### **POLICY LBNP01: HIGH-QUALITY CONTEXTUAL DESIGN**

1. Proposals for new development shall be based upon a design-led approach having regard to the Little Baddow Design Guide and the Essex Design Guide and reflecting a thorough site appraisal.
2. Proposals shall respond positively to guidance and principles established in the Little Baddow Design Guide in respect of building heights, materials, development frontages, plot widths, boundary treatments and relationship with the surrounding landscape. Proposals that depart from this will need justifying. In particular, new development in Little Baddow should:
  - a) Minimise urbanising effects on rural lanes and roads, with development set back from the edge of the road.
  - b) Depending on the character area within which it is located, boundaries to the development plot should either be open to the street or demarcated through the use of hedges, shrubs and natural landscaping, retaining trees and hedges on site wherever possible.
  - c) Where mature trees are a feature of the boundary and plots enclosed behind these, entrances to development plots should be inconspicuous.
  - d) Gaps between properties shall be retained, avoiding the creation of a terracing effect where properties are extended to the width of the plot.
  - e) Not exceed two storeys in height above ground level.
  - f) Provide parking on-plot and set-back from the main building line to reduce the visual dominance of parking. Areas of parking should make use of natural, porous surfaces.
  - g) Keep lighting and signage to a minimum.
3. Innovative schemes that respond to and reinterpret local design cues, and which demonstrate an imaginative sense of place whilst respecting the surrounding context, are welcome.
4. Proposals for large-scale developments are encouraged to submit their schemes for evaluation under the Livewell Accreditation Scheme or to prepare a Health Impact Assessment.



## 5. Landscape and Environment

The policies in this section of the Neighbourhood Plan respond to the following objectives:

*Objective 1: Our village identity*

To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.

*Objective 2: The Natural Environment*

To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.

*Objective 3: The Built Environment*

To support development that is of small size and scale and in keeping with the needs of the community. Development should be appropriate to the setting with the open spaces between properties maintained. To promote high-quality design and sustainability standards with any new development.

*Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets.

*Objective 5: Access and Movement*

To make it safer for all people to move around the village, respecting the network of narrow and protected lanes.

### Landscape History

- 5.1. There is no documentation about the early history of the woods surrounding the settlements in the village. The early settlers of Little Baddow have left their mark on the landscape of Little Baddow with field boundaries, woodland management, road tracks and footpaths. In the Domesday book the manors in Little Baddow are documented and recorded the amount of woodland that was being held to support pigs. During the 12th and 13th century, the Ridge was part of the Royal Forest but later this was reduced, and the Ridge became disafforested. At that point the woods became claimed by landlords and made into private woods or else were coppiced and grazed by tenants. Many boundaries today are those existing from the early centuries, following streams, hedges and woodbanks.

- 5.2. In the early 19th century, much of the land was subject to enclosure and further woodland was converted to arable land. or was managed for wood for tenants and the community. By the beginning of the 20th century the market for coppiced products had fallen but this changed when commercial timber operations started in Danbury using local wood. New trees were planted, and areas were allowed to recolonise. During the Second World War the woods were used for various military training and defence activities<sup>14</sup>
- 5.3. In the twentieth century the parish was notable for containing a number of fruit farms and, as recently as the 1960's, there were at least 12 orchards on Little Baddow/Danbury<sup>15</sup>. By 2019, all the orchards in Little Baddow had ceased operation. There is still a mixture of arable fields and pastureland, all the substantial woodland is now owned or managed by the Essex Wildlife Trust or the National Trust using traditional methods, the footpaths are well-used and the Chelmer Valley provides an invaluable environment for a wide variety of wildlife.



### River valleys

- 5.4. The network of waterways that comprise the Chelmer River and navigation and the Sandon Brook are one key feature of the landscape. The broad extent of flood zones and the farmland that rises from them towards Danbury Ridge form an important part of the 'gap' between Chelmsford and Boreham, and Little Baddow (the extent of the floodplain is illustrated in Map 4 and **Error! Reference source not found.**). The area around the Chelmer & Blackwater Navigation is a conservation area<sup>16</sup> and was also the setting for J.A BAKER's 'Peregrine', seen as a classic of British natural history writing.

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<sup>14</sup> (source "*The Woods of the Danbury Ridge*" by Mary Cecile Rodger)

<sup>15</sup> hill (source page 25, "*Little Baddow, a century of village life*")

<sup>16</sup> See Conservation Area report <https://www.chelmsford.gov.uk/planning-and-building-control/conservation-areas-and-listed-buildings/conservation-areas-in-chelmsford/>



Extent of flooding from rivers or the sea

- High
- Medium
- Low
- Very low

Map 4: Map displaying fluvial flood risk in Little Baddow and surrounding areas. (Source: Environment Agency, Ordnance Survey)





Extent of flooding from surface water

- High
- Medium
- Low
- Very low

Map 5: Map displaying surface water flood risk in Little Baddow and surrounding areas. (Source: Environment Agency, Ordnance Survey)



- 5.5. The residents attach significant importance to the continuing separation of the village from neighbouring settlements and especially from encroachment from Chelmsford across the A12 and the Chelmer & Blackwater Navigation.
- 5.6. The Chelmsford Green Infrastructure Strategic Plan 2018-2036 highlights the importance of the Chelmer Valley, recognising the critical role that the river valleys play in “forming the basis of a connected and robust network which reflects the interests of biodiversity, landscape management, recreational opportunity and water management”.
- 5.7. Further to this, the Chelmsford Local Plan, at paragraph 3.31, states that “the river valleys are an important local asset which not only offer natural flood protection but contribute significantly to the local landscape and character of the area. In addition, the water quality of the rivers is an important factor in maintaining diverse natural habitats”.
- 5.8. Along the Chelmer & Blackwater Navigation, and, to a lesser extent, the Sandon Brook, the presence of mature vegetation, including trees and scrub, provide a sense of enclosure. These create a sense of tranquillity and naturalness, a popular recreation area and form an important part of the landscape of the Parish and a key habitat. The Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment reports that this area has relatively high sensitivity to change.<sup>17</sup>
- 5.9. The Chelmsford Landscape Character Assessment Landscape Strategy Guidelines sets out to conserve and enhance this landscape through seeking to:
- Protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures; and
  - Improve the integrity of the landscape and reinforce its character by introducing new/and or enhanced elements where distinctive features or characteristics are absent.
  - The resultant suggested Planning Guidelines of the Chelmsford LCA of relevance included:
    - Manage the traffic flows along the minor roads especially those not suitable for HGVs and lorries due to narrow bridges.
    - Ensure new built development is in keeping with landscape character.
    - Conserve and enhance the landscape settings of settlements.
    - Enhance the screening of the A12 and the railway line.
  - It then establishes some Land Management Guidelines:
    - Conserve and manage the existing hedgerow pattern and strengthen through planting where appropriate to local landscape character.
    - Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.
- 5.10. The water meadows, fields, and roads adjacent to Paper Mill Lock and Little Baddow Mill are very susceptible to flooding and this can be presumed to increase should the flood plains anywhere further up-river are reduced by development.
- 5.11. There are concerns about the increased number of recreational moorings for pleasure craft that have been permitted to the west of Paper Mill Lock as there is a lack of infrastructure to support any further moorings.
- 5.12. The farmland around the parish is primarily arable, with some land set aside for grazing. There are water meadows along both the Sandon Brook and the Chelmer, some of this is managed by Essex Wildlife Trust. Away from the vicinity of the flood plain, the fields surrounding Little Baddow are delineated by hedges, often with gaps containing single or

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<sup>17</sup> Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (September 2006) page 146

groups of mature deciduous trees. This affords open views across the countryside, arable fields and river valleys towards patches of woodland and, in the distance, in the west, the built-up area of Chelmsford.

- 5.13. Additional valued local features have developed through specific areas of other trees, such as an avenue of lime, two rows of Lombardy poplars, and cricket bat and other willow along the banks of the Chelmer & Blackwater Navigation, while wild service tree can also be found around the parish.



*Picture 3 The Chelmer & Blackwater Navigation Conservation Area*



*Picture 4 A café,, river trips and access for small leisure craft at Paper Mill Lock*

## Woodlands

- 5.14. The second key feature of the landscape is the network of protected woodlands, ancient woodlands and local wildlife sites as shown on Map 3 (page 10). These areas, which are concentrated along the Danbury Ridge, also contain commons, pasture and heathland and an Iron Age fort. Much of this space around the parish is protected and managed through arrangements with the National Trust (NT) or Essex Wildlife Trust (EWT), many as Sites of Special Scientific Interest. The balance of such areas within the parish is primarily privately owned, most frequently within residential properties. The woodlands had in general not been actively managed since commercial usage ceased. This is now changing under the leadership of the NT and EWT.

- 5.15. The woodlands in the parish are also notable for the wide swathes of bluebell, wood anemones and wild lily of the valley, all of which generate many visitors to the parish. Heather also grows in the more open areas within the woods.
- 5.16. Tree Protection Orders protect a combination of individual trees, boundaries, small pieces of woodland and full woods. There remains many mature trees in the area that still have no protection. Application of TPOs has been incremental and tactical rather than holistic. Trees and woodland not TPO protected, such as the avenue of trees at the top (eastern) end of Graces Walk, are vulnerable and the rural and environmental quality of the parish at risk without further action.



*Picture 5 Holybred Wood – one of a number of ancient woodlands in the parish*



*Picture 6 Wood anemones and bluebells proliferate in spring*

### **Other aspects impacting biodiversity**

- 5.17. Within the Village, well-vegetated front and back gardens contribute to both the character of the streetscape and also as support for the rich biodiversity of the area. This is strengthened by green boundary treatments around all sides of many properties, including trees and hedgerows, which currently are a strong feature of the area and give it a verdant character. All are sensitive to change, particularly through provision of off-street parking, exterior lighting and hard surfaces and boundaries. Consistent with its rural character and to support nocturnal wildlife, the village has only very limited street lighting, but, more recently, an increasing number of individual houses have installed and operate external lighting into or through the night.

- 5.18. The village has a series of narrow lanes winding down the hillsides from the Ridge and facilitating views into and across the Chelmer & Blackwater valley to the north and east, and views to wooded horizons to the south. In parts of these lanes and on other roads there are verges which provide opportunities for initiatives to increase biodiversity.
- 5.19. The location of the village means that there are relatively few ponds in Little Baddow and those that are in the parish are mainly on private land. This means that those that do exist play an important role with wildlife present and other wildlife visiting them.
- 5.20. A large proportion of the parish is within the Living Landscape initiative led by Essex Wildlife Trust (EWT) and National Trust (NT) to improve the connectivity from the Danbury Ridge reserves through to the Chelmer & Blackwater Navigation (shown on Map 2 – page 2). Many of the green spaces in Little Baddow are connected but others are discrete, and wildlife in these could become isolated and so under increased threat. With any further development more of these wild spaces could become isolated and the spaces between houses become more built up and less rural and so unsympathetic to the movement of wildlife. In addition, there has been a tendency for the replacement of softer, green boundaries that would allow animals to move through with hard boundaries.
- 5.21. The Chelmsford Green Infrastructure Strategic Plan highlights that the Ridge and surrounding areas is one of the prime areas for the concentration of biodiversity within the city.
- 5.22. Furthermore, the Chelmsford LCA describes this area as having a sense of enclosure, tranquillity and intimate character and a sense of place and historic continuity. It stated that this unique combination of views, quiet rural lanes and rural domestic and wild areas means that the landscape is very sensitive to new development.
- 5.23. The Chelmsford LCA Landscape Strategy Guidelines set out to conserve this landscape by protecting and enhancing the features that contribute to local distinctiveness and sense of place. The associated suggested Planning and Land Management Guidelines include:
- Conserve the open and framed nature of views into and across the Chelmer & Blackwater valley to the north and also to the wooded horizons to the south.
  - Conserve and manage areas of ancient and semi-natural woodland within the area as important historical, landscape and nature conservation features.
  - Conserve and restore pastures.
  - Conserve and manage the existing hedgerow pattern and strengthen through planting.
  - Conserve the predominantly rural character of the area.
  - Conserve, enhance and manage areas of common land through appropriate management/nature conservation strategies.
  - Conserve and manage areas of heathland as important historic, landscape and nature conservation features.
  - Conserve historic tree-lines lanes and unimproved roadside verges
- 5.24. Development proposals should take account of the relationship between the site concerned and the draining and water disposal profile of the neighbourhood area taking into account the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.
- 5.25. Development proposals will not be supported in areas at highest risk from surface water flooding. As appropriate to their scale, nature and location, development proposals should incorporate sustainable drainage principles to ensure that flood risk will not be increased either on or off site.
- 5.26. All new development proposals should be safe and flood resilient for their lifetime. In addition to their role in providing water management measure and where practicable, sustainable drainage systems should be designed to be multi-functional and deliver benefits for wildlife, amenity and landscape. Surface water runoff from new developments should be discharged in a self-contained fashion and to appropriate standards in place at the time of the determination of the planning application concerned.



- 5.27. Any proposals impacting on the natural environment will be required to demonstrate the potential impacts and any mitigation measures that may be required to offset these. Such measures should result in a net biodiversity gain and improvement to the quality of habitats. Where off-site replacement is proposed, this should be as close as possible to the development site.

## Biodiversity

- 5.28. The NPPF, through Chapter 15, recognises the importance of conserving and protecting the natural environment. This importance is also reflected in the Environment Act (2021) which, coupled with the declaration of a Climate Emergency, has raised the awareness of the value and importance of biodiversity and natural habitats. Applicants are strongly encouraged to submit a biodiversity net gain plan as part of development proposals of all sizes. Net gain should ideally be achieved through on-site measures and be demonstrated through use of the Natural England / Defra Biodiversity Metric<sup>18</sup> (current version 3.0 or any updates to this published at the time an application is made). The greening of development sites can take a variety of forms and include the use of landscaping, green roofs, walls, and sustainable urban drainage systems.
- 5.29. The Neighbourhood Plan area is also within the zone of influence of the Essex Coast and thus where contributions towards the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is required by new development. Any development within the Parish boundary is therefore required to contribute to RAMS in line with the guidance put forward in the RAMS SPD.
- 5.30. There are areas within and adjacent to the Little Baddow Neighbourhood Plan Area that are subject to national environmental designations such as SSSI and Ancient Woodland and which are given significant protection under the NPPF and Standing Advice from Natural England and the Forestry Commission.
- 5.31. In 2018, the Government published ‘A Green Future: Our 25 Year Plan to Improve the Environment<sup>19</sup>’ recognising the importance of improving the environment, tackling climate change, and how connecting with it can improve health and wellbeing. One way of achieving this is the creation of Green Infrastructure.
- 5.32. Green Infrastructure is “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities (UK Government)<sup>20</sup>.” This network can include, ‘parks, open spaces, playing fields, woodlands, street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils (Town and Country Planning Association)<sup>21</sup>.
- 5.33. Both Chelmsford City Council<sup>22</sup> and Essex County Council (ECC) have Green Infrastructure Strategies. ECC identifies the benefits that green infrastructure can bring as being<sup>23</sup>:
- supporting healthier, more active lifestyles
  - managing floods
  - mitigating climate change
  - enhancing and protecting biodiversity

<sup>18</sup> <http://publications.naturalengland.org.uk/publication/6049804846366720>

<sup>19</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

<sup>20</sup> Ministry of Housing, Communities and Local Government, Feb 2019, NPPF, P67

<sup>21</sup> <https://www.tcpa.org.uk/green-infrastructure-definition>

<sup>22</sup> Chelmsford City Council, 2018, Chelmsford Green Infrastructure Plan 2018-2036.

<sup>23</sup> <https://www.essex.gov.uk/protecting-environment>

- contributing to economic growth

5.34. Green infrastructure can also:

- contribute to the quality and distinctiveness of the local environment and landscape character,
- ensure opportunities for community socialisation to promote community cohesion and increase community safety,
- provide opportunities for physical activity, improving health and wellbeing and generally adding to quality of life,
- help adapting and mitigating against a changing climate and severe weather through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation,
- encourage a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible (including through tree lined streets) to form walking and cycling routes.

5.35. By incorporating multifunctional green infrastructure into proposals, integrating this with existing green infrastructure within and adjoining the village, developments can make a positive contribution to Little Baddow's rural and landscape character, biodiversity, the connectivity of designated sites and green spaces for wildlife, plant species and people, and reduce recreational pressure on protected and sensitive habitats.

#### **POLICY LBNP02: NATURAL ENVIRONMENT**

1. Development or redevelopment of an existing site will be expected to retain and enhance well-established natural features, including mature trees, hedgerows, and ponds. Development proposals are expected to secure a minimum net biodiversity gain of 10% on-site, as demonstrated through use of the most up-to-date version of the Defra / Natural England biodiversity metric (or any successor document to this) and submission of a biodiversity net gain plan submitted as part of planning application material. Biodiversity net gain can provide opportunities through contributing to multi-functional green infrastructure including the provision of SuDS as a nature-based solution to minimise service water flooding. This will be informed by current site conditions and with any proposed habitat creation being appropriate to local context. This applies to all developments, including smaller sites, which should make use of the Small Sites Toolkit published by Defra / Natural England as part of the Metric.
2. Where it is not practicable to deliver biodiversity net-gain on-site, off-site measures must be provided. These must be located within Little Baddow and as close as possible to the development site. The applicant will need to demonstrate these are deliverable.
3. Any proposal involving the removal of natural environmental features must be justified and will be required to clearly demonstrate how the benefits from development will outweigh the negative impacts to the natural environment. If there is significant loss of trees, hedgerow and shrubs as part of development, then new provision will be expected elsewhere on the site or, if not possible on site, then elsewhere within the Parish providing equivalent coverage and acceptable contribution towards the natural environment and local character.
4. Development will be required, where appropriate, to contribute towards the delivery of new green and blue infrastructure which develops and enhances a network of multi-functional spaces and natural features.

### **POLICY LBNP03: NEW DEVELOPMENT AND FLOOD RISK**

1. Development proposals should take account of the relationship between the site concerned and the drainage and water disposal profile of the neighbourhood area considering the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.
2. Development proposals will not be supported in areas at highest risk from surface water flooding. As appropriate to their scale, nature and location, development proposals should incorporate sustainable drainage principles to ensure that flood risk will not be increased either on or off site.
3. All new development proposals should be safe and flood resilient for their lifetime. In addition to their role in providing water management measure, and where practicable, sustainable drainage systems should be designed to be multi-functional and deliver benefits for wildlife, amenity and landscape. Surface water runoff from new developments should be discharged in a self-contained fashion and to appropriate standards in place at the time of the determination of the planning application concerned.

### **COMMUNITY PROJECT 01: LIVING LANDSCAPES**

The Parish will continue to support Living Landscapes and similar initiatives to increase the biodiversity and its sustainability within the parish through more green corridors etc. Initiatives to enhance the support of the green spaces and environment of the parish would be supported, including maximising the use of Local Wildlife Sites and TPOs, and if possible, making the Ridge and valleys Areas of Outstanding Natural Beauty, perhaps as a part of JA Baker themed area.

The Parish Council will commission a holistic review of trees and woodlands in the village to establish where there are gaps requiring TPOs, and also where a TPO is now redundant.

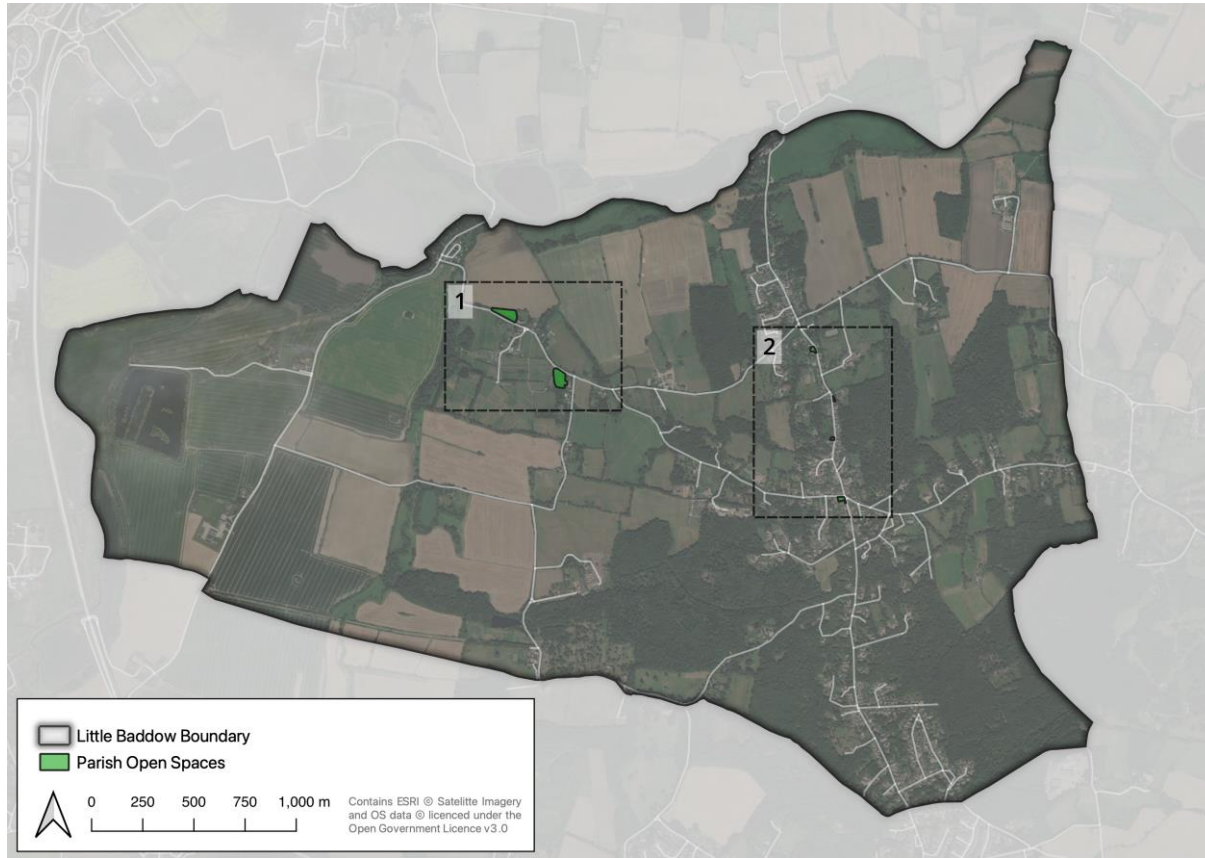
## Parish Open Spaces

- 5.36. The Neighbourhood Plan area already benefits from a network of local green spaces which are protected under policy DM21B of the Local Plan. Other small areas of green space which are valued by residents include Aldermanburgh, Cock Green, the Jubilee Seat and Millennium Bench areas. These spaces are owned and maintained by the Parish Council. These green spaces are mapped and presented on the following pages.



*Picture 7 Amenity green space in Spring close*





*Map 6: Overview of Parish Open Spaces*



*Detail of the locations of Parish Open Spaces in Little Baddow (see Map 6, page 37)*



## Access to the countryside

- 5.37. Both the river valleys and woodlands are popular areas for residents and visitors to access wild spaces, exercise, and leisure – walking, cycling, horse-riding, fishing, canoeing, and boating. The increasing awareness and popularity of these attractions creates associated travel, litter and parking issues which are covered in other sections but the risks to wildlife and the biodiversity of the area are significant.
- 5.38. Little Baddow benefits from an extensive pattern of footpaths across and around the village, including several circular routes, such as the Millennium Walk, and the towpath along the Chelmer & Blackwater navigation between Heybridge and Chelmsford. The network of paths are all natural and none are suitable for non-leisure cycling or e-bikes and could not handle increased levels of activity.
- 5.39. National Cycle Route 1 also runs through the Parish, as part of the route from the centre of Chelmsford east towards Heybridge, Tiptree and Colchester. Travelling west it provides a long-distance cycle link to Harlow, the Lea Valley and Queen Elizabeth Park.<sup>24</sup>
- 5.40. Essex County Council maintains a Definitive Map of Public Rights of Way (Figure 16). The Public Rights of Way include footpaths, bridleways, byways and cycle paths.
- 5.41. All existing green routes should be retained and protected, wherever possible, within proposals for development. Any diversion or stopping up of an existing route will be subject to an application for permission from Essex County Council.
- 5.42. The core parts of the network of paths are historic routes such as York Street from Chelmsford to Maldon. Those routes are now more suitable for leisure or exercise rather than as a route to cycle or walk to Danbury for shopping or services or to Chelmsford or the Park & Ride in Chelmsford. New routes on all weather surfaces addressing these gaps would complement the existing network of public rights of way in Little Baddow and improve the options for residents to travel in a sustainable manner. Such routes, or improvements proposed to existing routes, should be delivered in accordance with best practice principles for design and maintenance. Sustrans, for example recommends that cycle routes should include a smooth surface with good drainage properties and long-term durability. Meanwhile the Essex Design Guide notes that the development should consider the principles that underpin cycle-friendly design and how they can be applied to route design and development, stating that the central principles of cycle-friendly design seek to encourage routes that are coherent, direct, safe, comfortable and attractive. Further guidance is established in Cycle Infrastructure design LTN 1/20 (DfT25) to which reference should be made by applicants and organisations proposing and seeking to deliver walking and cycling infrastructure.
- 5.43. Development proposals will be encouraged where they create new or improve existing cycle routes within the parish, provided they demonstrate how they have considered the plethora of best practice principles for design and maintenance in their proposals.

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<sup>24</sup> <https://www.essexhighways.org/getting-around/public-rights-of-way/prow-interactivemap.aspx> 23 See: <https://www.sustrans.org.uk/our-services/our-expertise/route-design/sustrans-designguidance> (accessed XXXX)

<sup>25</sup> <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

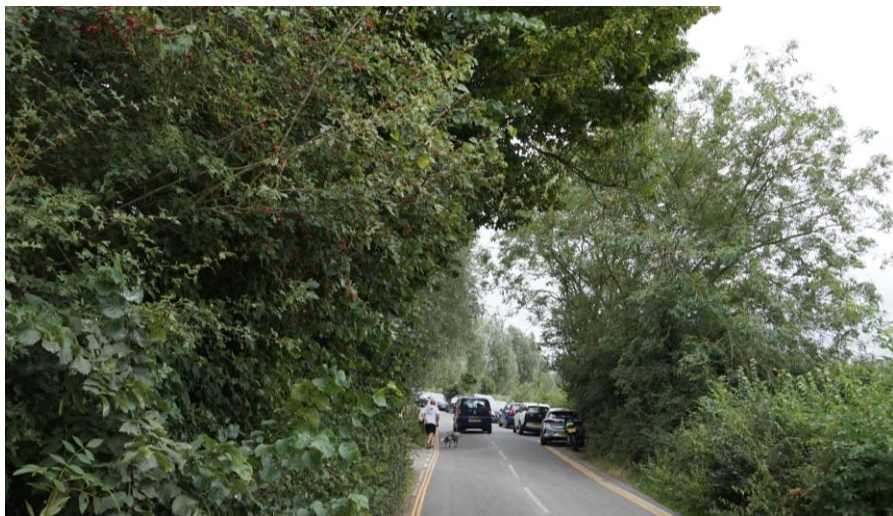
## COMMUNITY PROJECT 02: IMPROVED GREEN ROUTES

The provision of improved green routes, and where possible, new green all-weather routes reflecting new commuting or service/shopping routes, will be strongly encouraged. Where new routes or improvements to existing routes are provided, they should have regard to best practice design principles including that established by Sustrans in the 'Handbook for Cycle Friendly Design' and 'Greenway Management handbook' the Essex Design Guide and the Department of Transport in Cycle Infrastructure Design LTN 1/20.

### Accessing the Chelmer & Blackwater Navigation

- 5.44. The Chelmer & Blackwater Navigation forms the northern boundary of the village which is within the Chelmer & Blackwater Navigation Conservation Area East. Little Baddow provides one of the few access points along the 14-mile stretch of the Navigation and attracts many visitors who enjoy the rural tranquillity of the canal to walk, fish or for other leisure pursuits.
- 5.45. There has been a significant increase in visitors over the last few years, especially during the COVID-19 pandemic and following social media reports which promoted it as a beauty spot. There is no public transport, so all visitors arrive by car which is causing serious congestion on the narrow lane which is the main route through the village. Essex County Council has added double yellow lines to reduce some of the pressure at the bridge but at times there are long queues to get through this important access route to the north of the village. Some visitors are now parking on verges, blocking access to farmland, and parking in Spring Close taking up roadside parking space which is used by residents who have very limited on-plot parking.
- 5.46. There is a small car park owned by the tearoom, and a field is opened on the water meadow in the summer, operated by a local farmer. This can only open during dry weather as the river is prone to flooding and there are frequently queues to access the car park which causes further congestion
- 5.47. Consultation for the Neighbourhood Plan highlighted the serious concerns that residents have about the increased volume and speed of traffic using the village's narrow lanes and especially the issue of parking at Paper Mill Lock. A solution should be agreed with Essex County Council. The Neighbourhood Plan proposes several community projects in Section 7, Moving Around, that might help address these concerns including reducing the speed limit on lower North Hill, creating safe crossing zones where the footpath along the Chelmer & Blackwater intersects the roads at both Paper Mill and Little Baddow Mill bridges, as well as creating a footway along lower North Hill to enable safer pedestrian access to Paper Mill Lock.
- 5.48. Further consultation has been conducted by the Parish Council regarding a proposal by Essex Highways to build a new bridge and link road to replace the existing bridge due to concerns about its structural integrity. This has added to residents' concerns about increased traffic flow especially by HGV's as the current 7.5T weight restriction would be removed and building on the water meadow could compromise the conservation area and risk potential flooding of neighbouring properties. A petition of over 1100 signatures objecting to this proposal has been presented to Essex County Council.





*Picture 8 Visitor parking causes severe congestion in North Hill, the main north-south route through the village causing concerns about pedestrian safety and emergency access to the village*

#### **POLICY LBNP04: CAR PARKING AT PAPER MILL LOCK**

A proposal for a permanent car park solution will be supported where it can be demonstrated that:

- a) There will be no impacts on the flood risk to neighbouring properties; and
- b) Use is made of porous, natural surfaces and incorporating areas of landscaping; and
- c) Parking will be available on a year-round basis; and
- d) It is sited to assist in directing traffic away from the village; and
- e) It would not harm the character and appearance of the area; and
- f) A management plan will be implemented to control operational matters such as access control, opening times, litter, and security.

Proposals which take opportunities to make improvements to the towpath and provide new tree planting in appropriate locations will be supported.

## 6. Living and working in Little Baddow

The policies in this section of the Neighbourhood Plan respond to the following objectives:

*Objective 1: Our village identity*

To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.

*Objective 2: The Natural Environment*

To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.

*Objective 3: The Built Environment*

To support development that is of small size and scale and in keeping with the needs of the community. Development should be appropriate to the setting with the open spaces between properties maintained. To promote high-quality design and sustainability standards with any new development.

*Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets.

*Objective 5: Access and Movement*

To make it safer for all people to move around the village, respecting the network of narrow and protected lanes.

## Housing

- 6.1. Little Baddow comprises some 656 dwellings with a population of about 1650 residents. It is a popular small settlement with an attractive environment, consisting of mainly low-density housing with high property values. It has the look and feel of a small rural community and its residents value this highly.
- 6.2. Village infrastructure is very limited: residents mainly depend on using a car to travel to neighbouring parishes and towns to access education, healthcare, shops, post office and banks.
- 6.3. There are many sizes, styles, and periods of property. Most houses are detached (77%), and many are situated on large plots which has allowed the village to maintain open space between houses and to retain its rural character.
- 6.4. Some infilling has been permitted. Large numbers of trees create a street scene in which it is the green spaces between properties that most strongly epitomise the character of the parish.
- 6.5. Council housing was built at Wickhay Green shortly before World War 1, and in the early 1960s Spring Close was built, providing a mixture of social housing including bungalows for the elderly, and private dwellings. With a few exceptions, all of these are now privately owned. Jarvis Field was built in the 1970s consisting mainly of detached 4-bedroom family homes. This combined area has the highest housing density in the village.
- 6.6. Property values in the area are very high and there is high market demand<sup>26</sup>. Sites which become available are very attractive for new and replacement large homes which can make it very profitable for developers to build large, executive-style homes.
- 6.7. Residents are concerned about the erosion of the stock of existing small properties in the village as these are extended into much larger properties. A study of planning applications since the 2011 census indicates that 38 smaller properties (5.8% of the total, or over a quarter of all semi-detached and terraced houses taken together) have been substantially enlarged. While 16 new properties have been approved, only 12 are regarded as being sufficiently small to be in some way a replacement for lost small properties due to enlargement. A second pattern has been for buildings to occupy increased proportions of their site and for gates and fences to be higher and solid.
- 6.8. Through consultation on the Neighbourhood Plan, 88% of residents said that they thought there is about the right amount or too much housing in the village. However, should there be any requirement for new housing to be developed, there was a clear message that residents would prefer this to be of smaller properties for downsizing and for young families.
- 6.9. At the time of the 2011 Census 75% of housing in the village was detached, with 28% of all residents living in one person households compared with 17% in Chelmsford. 25% of residents were aged 65 or over.<sup>27</sup>
- 6.10. There is no identified affordable housing need in the village, but 23% of respondents to the household survey indicated that they or a relative would wish to buy a small property in Little Baddow in the next 5 years.
- 6.11. The Local Plan defines Little Baddow as a small settlement due to the environmental constraints and the lack of availability and viability of land for development. As there is no allocation of new housing for the village within the Local Plan, there are no development sites being brought forward within this Neighbourhood Plan.

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<sup>26</sup> Reference Appendix 2 'Evidence of House Prices'

<sup>27</sup> Source: Rural Community Council of Essex community profile for Little Baddow, October 2013 (from 2011 Census)

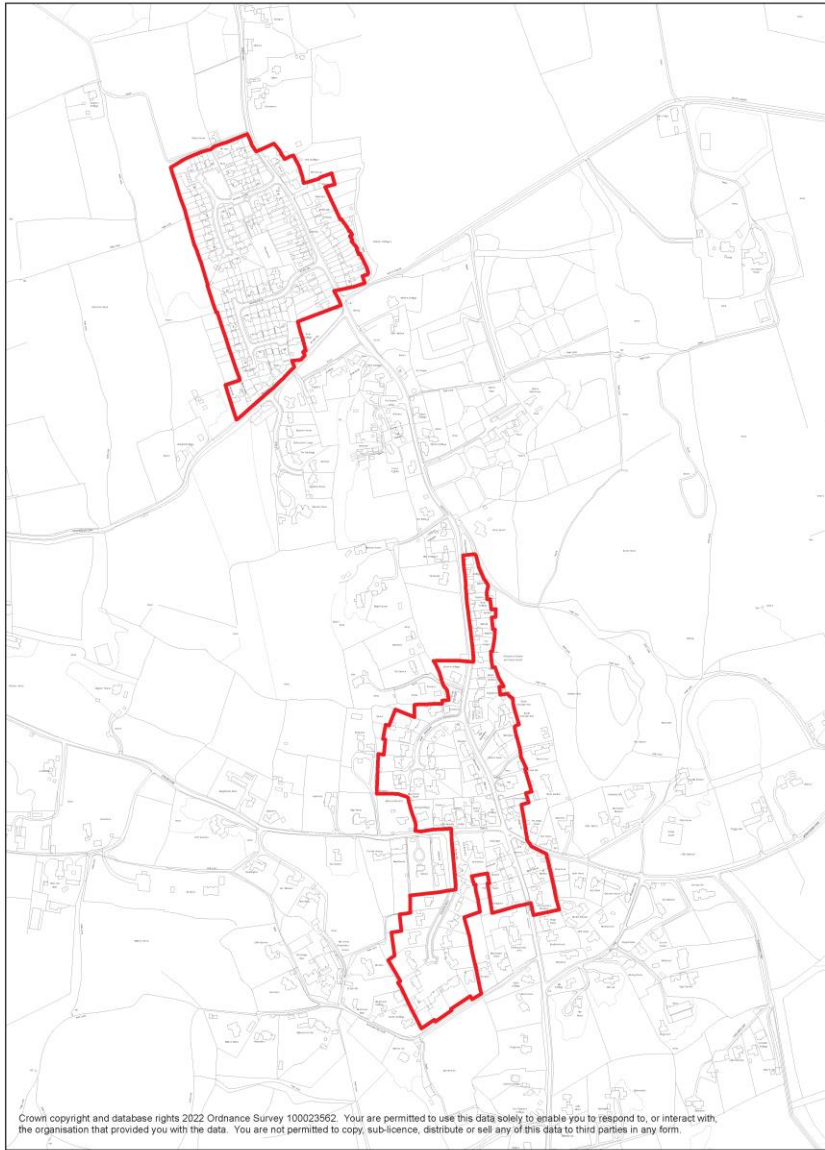
- 6.12. Residents would support the development of small properties provided these are appropriate to the setting and have regard to the design standards outlined in the Design Guide.
- 6.13. The Defined Settlement Areas (see Map x) are loosely based on the main North/South route through the Parish. Chelmsford City Council reviewed the Defined Settlement Boundaries as part of the Local Plan evidence base and confirms that the existing defined Settlement Boundaries will be maintained, and this carries the strong support of Residents and The Parish Council.
- 6.14. In response to the foregoing, the Parish has sought to bring forward Policies to –
- create a context for appropriate development of a limited supply of smaller properties over time; and
  - inhibit the erosion of the existing stock of smaller properties; and
  - avoid the loss of important views between properties that contribute so much to the character of the Village.
- 6.15. The Parish Council will continue to seek to retain the existing stock of smaller properties where possible when viewing proposals for -
- extension of properties, where Permitted Development Regulations are exceeded; and
  - any development of new properties proposed under Local Plan Policies DM8 and DM9.
- 6.16. The Parish Council will also continue to seek to avoid overdevelopment of plots that result in the loss of important views and spaces between properties or a change to the character of the area, with particular reference to properties visible from the roads that comprise the entrances to the Village from Holybread Lane & Colam Lane from the West, and Danbury from the North Hill between Tofts Chase and Spring Elms Lane.

#### **POLICY LBNP05: DEVELOPMENT OF ONE AND TWO BED PROPERTIES**

Proposals for the development of one and two bed properties will be supported where:

- a) They are within the existing Defined Settlement Area ; and
- b) Reflect the character of the built form of the immediate area; and
- c) Do not result in the loss of open space or important views.

Map 7: Defined Settlement Areas in Little Baddow



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**Little Baddow**

 Defined Settlement Boundary





## Off-road parking provision

- 6.17. The Chelmsford Local Plan at Policy DM27 states *'The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended, when determining planning applications. Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard. The underlying standards are for 1 space for a 1-bedroom dwelling and 2 spaces for any house comprising 2 or more bedrooms.'*
- 6.18. Residents value highly that Little Baddow has the look and feel of a small, rural community. Within residential areas there are no yellow line restrictions to on-road parking.
- 6.19. As a result of the limitations of roads, pavement, and public transport, Little Baddow residents are almost wholly reliant on their cars, leading to higher-than-average car ownership per household. This has been exacerbated where residential properties have been built or expanded without provision for suitable off-road parking.
- 6.20. Little provision for public car parking has been made within the parish for visitors who come in increasing numbers to enjoy the natural environment, but which causes additional pressures on road-side parking.
- 6.21. Difficulties are also caused by inappropriate parking of vehicles in areas where it causes congestion, on footways forcing pedestrians into the road, and on grass verges where damage is caused to the greensward. Riffhams Chase, North Hill, Paper Mill Lock and Colam Lane are specific examples.
- This creates a further cause of high concern for personal safety on the roads. The parish considers that provision for on-plot parking should be a requirement for all properties and where alterations and extensions could increase occupancy of a property the need for additional parking should be addressed.



*Picture 9 Lack of provision for on-plot parking can cause congestion*

## **POLICY LBNP06: OFF-ROAD PARKING STANDARDS**

Any new residential parking to be provided, whether in new development or through additional provision associated with alterations or extensions to existing development, is required to have regard to the Essex Parking Standards (or any subsequent update to this) and the design principles established in the Essex Design Guide and the Chelmsford Making Places SPD.

Principles for provision of new residential parking include:

- Where parking is provided on-plot, it should be set back from the main building line fronting the street, reducing the visual impact of parking on the town scape. This includes provision of garages.
- Areas of hard, impermeable surfacing should be minimised. Permeable surfacing, natural drainage and SuDS techniques should be incorporated into the design so that surface water run-off and pollutants are not increased.
- The boundary edges to properties and development plots shall be retained wherever possible, including original walls, fences, railings, hedges, shrubs and trees.
- Where installation of a dropped kerb is required to access the area of off-street parking this will require planning permission.
- Where parking is to be provided on-street it should be suitably integrated within the public realm, incorporating areas of landscaping and planting. Kerbs should be placed around areas of landscaping to protect them from being run over by vehicles.
- Areas of parking shall not cause obstruction on the public highway to other users, including access to footpaths and cycleways.

Departures from the Essex Parking standards will require the submission of supporting evidence.

## Community Facilities



*Picture 10 St Mary's Church*



*Picture 11 The Sports Field has been used to play cricket since the 1920s and is used by other groups*



*Picture 12 The URC Chapel where the village history centre is also located*

- 6.22. Little Baddow is a vibrant community with a wide range of clubs and social networks for all ages and interests from a thriving mother and toddler group, through sports clubs, film, faith, heritage, and other groups including an over-60s lunch club. It is a neighbourly, caring community where residents look out for each other, especially the elderly and vulnerable.
- 6.23. Many of Little Baddow's amenities such as shops, post office and school have been lost over time. There is very limited public transport and residents are largely dependent on travelling by car to neighbouring villages for essentials including health appointments or to nearby Chelmsford or Maldon each located about eight miles away. This can cause difficulties for frail elderly residents, or those who do not have their own means of getting about.
- 6.24. The village has numerous excellent community facilities which are essential to meeting the needs of residents to maintain social contact and wellbeing and should be preserved, including the Memorial Hall, St Andrew's Room, History Centre, Church, Chapel, Sports Field and Pavilion as well as two pubs and a tearoom. Ownership of these includes the Parish Council, the Parochial Church Council, and the United Reformed Church - which owns the Chapel with the History Centre built on Chapel land. The pubs and tearooms are private commercial enterprises.
- 6.25. The Chelmsford Local Plan, at policies DM20 and DM21, recognises the importance of delivering new community facilities and protecting existing facilities. The Local Plan clarifies what is covered by community facilities and services. Policy LBNP07: Community Facilities, lists important facilities within Little Baddow that should be protected from loss. Where appropriate, the neighbourhood portion of the Community Infrastructure Levy payable to the Parish Council may be used to support the ongoing maintenance and improvement

of these facilities. This might extend to the provision of publicly accessible water fountains and bottle refill points, which are important for health and well-being, as well as being a positive response to the climate change agenda.

- 6.26. Where facilities are to be provided, or improvements made, they should be accessible to all, with an emphasis placed on good walking and cycling links to these, as well as provision of secure, and dry, cycle parking provision. All facilities should be designed to reflect the character and qualities of the local setting, referencing key features identified in other policies in this plan.



*Picture 13 Little Baddow History Centre*



*Picture 14 Little Baddow Memorial Hall*

## **POLICY LBNP07: COMMUNITY FACILITIES**

### **1. Important local community facilities**

Existing community facilities will be protected from loss. Important local facilities in Little Baddow are:

- |                                            |                                                       |
|--------------------------------------------|-------------------------------------------------------|
| a) The Memorial Hall                       | g) The History Centre                                 |
| b) The Sports Field                        | h) Wickhay Green Plan Areas                           |
| c) The Sports Pavilion                     | i) Holybred Wood (or is this listed in the woodlands) |
| d) St Andrew's Room                        | j) The Generals Arms PH                               |
| e) Little Baddow Parish Church             | k) The Rodney PH                                      |
| f) The United Reformed Church (The Chapel) | l) Paper Mill Lock and Tea Room                       |

### **2. Loss of facilities**

Proposals that involve the loss of any space used for community purposes will only be supported where:

- a. a replacement within the community is provided that is equivalent or better in all respects (including locational convenience and access to services); and
- b. for commercial facilities evidence is provided of non-viability; and,
- c. the space would not have any alternative community value.

### **3. New or improved facilities**

Proposals for new or improved community facilities will be supported and should:

- a. Include provision of flexible space that can be used for a variety of community uses
- b. Be provided in locations that capitalise on opportunities to promote walking, cycling and use of public transport
- c. Be easily accessible to all
- d. Respond to local character design policies and guidance set out in the Neighbourhood Plan and Little Baddow Design Guide



### COMMUNITY PROJECT 03: COMMUNITY WATER TAPS

The Parish will explore the feasibility of the provision of public water taps and water bottle refill points which are appropriately designed to reflect the setting, and that do not cause obstruction in the public realm. Potential locations for such facilities include the Memorial Hall car park.

## Employment

- 6.27. At the time of the 2011 Census about a third of residents described themselves as economically inactive or retired with those who are working mainly in managerial, professional, or similar occupations.
- 6.28. Commuting to work was extensive with about 20% of Little Baddow residents commuting to London by train. Public transport serving Little Baddow has reduced considerably over time and is viewed as not reliable or frequent enough to support commuting, so residents depend on using their cars to travel to Chelmsford and Hatfield Peverel railway stations, and to the Sandon to Chelmsford Park & Ride. While the Covid-19 pandemic has increased the prevalence of home working the full extent of this is still to be understood.
- 6.29. Little Baddow retains numerous farms and smallholdings although some of the larger farms have diversified to provide equestrian facilities.
- 6.30. The Chelmsford Local Plan, at Policy DM4, seeks to retain employment uses, including those in 'Rural Employment Areas'. It notes that such uses make an important contribution to the economy of Chelmsford. There is one 'Rural Employment Area' in Little Baddow, at converted farm buildings at Phillows Farm.
- 6.31. The largest employer in the parish is Elm Green School, a private preparatory school which attracts pupils from a wide area although this also adds to the local traffic and parking problems.
- 6.32. There is a tea-room at Paper Mill Lock and summer picnic site/car park on the water meadow. This rural backwater has seen a massive increase in the number of visitors in recent years resulting in chaotic parking in the lanes and on verges, queues to enter and exit the village, with the police called on numerous occasions and more recently the installation of yellow lines.
- 6.33. Other employers within the parish are the two public houses, caravan sites, and a road haulage business as well as a myriad of small, home-based services businesses including carpentry, electrical and plumbing services, taxis, and gardening & household services.
- 6.34. Residents are very concerned about speeding, traffic and parking problems already generated by the current school run each morning and evening. Roadways offer few opportunities for parking or deliveries. Lorries delivering to building sites are considered to have a material negative impact on the parish lanes including its various Protected Lanes.
- 6.35. The view of residents is that any additional commercial development would be detrimental to roads, neighbouring properties, views, and the rural character of the parish.

## Communication Technology

- 6.36. The NPPF states that ‘advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being’<sup>28</sup>.
- 6.37. The Parish supports the national trend for more working from home to reduce commuting. This has been of particular significance since the Covid19 pandemic but working from home is inhibited by inconsistent mobile phone coverage and relatively slow broadband speeds.
- 6.38. 49% of residents do not consider that they have adequate mobile phone coverage by the road directly outside of their house.
- 6.39. The Government has announced funding to improve mobile reception in rural areas<sup>29</sup>. Where necessary, this may include the provision of new masts. Residents have indicated that they would support the installation of new masts as long as they respond to the character of the area, minimise visual intrusion, and are designed to take account of key messages arising from the Village Design Statement.

### **POLICY LBNP08: COMMUNICATION TECHNOLOGY**

1. Proposals for new developments or expansion of existing properties should be capable of receiving high speed and reliable mobile and broadband connectivity. Where connectivity is not currently available suitable ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.
2. The Neighbourhood Plan will support proposals to provide access to a super-fast broadband network to serve the village and other properties in the countryside. In doing so, it will require the location and design of any above-ground network installations to be sympathetically chosen and designed to reflect the character of the local area.

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<sup>28</sup> Para 112, MHCLG, February 2019, NPPF

<sup>29</sup> See <https://www.gov.uk/government/news/1-billion-deal-set-to-solve-poor-mobile-coverage> accessed December 2019

## 7. Moving around

The policies in this section of the Neighbourhood Plan respond to the following objectives:

*Objective 1: Our village identity*

To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.

*Objective 2: The Natural Environment*

To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.

*Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets.

*Objective 5: Access and Movement*

To make it safer for all people to move around the village, respecting the network of narrow and protected lanes.

### Moving around safely

- 7.1. Residents consider that the speed and volume of vehicle traffic using the narrow lanes through the village is of utmost concern and one of the worst aspects of village life.
- 7.2. The network of lanes in the village is consistent with its rural character with mainly narrow roads and blind corners and without roadside footpaths. Many appear to drive at excessive speed through these rural lanes which is dangerous to all road users especially pedestrians, cyclists, and horse riders.
- 7.3. This network of village lanes is increasingly used as a convenient through route connecting Danbury and Maldon to the A12, the Sandon Park & Ride and to Chelmsford City Centre. Little Baddow is also a shortcut used by many to avoid traffic jams on the A12 Chelmsford bypass and the A414. This is being exacerbated by the extensive housing development in all the larger towns and villages surrounding Little Baddow including Danbury, Maldon, South Woodham Ferrers and Boreham which are stipulated in the Chelmsford Local Plan.
- 7.4. The area of Paper Mill Lock, a popular tourist destination giving access to the leisure facilities offered by the Chelmer & Blackwater Navigation, has little in the way of footpaths yet can be approached at 60 mph. The inappropriate parking, despite double yellow lines forces pedestrians into the road and the approaching traffic.
- 7.5. The lanes are not able to accommodate these large volumes of traffic, or larger vehicles of any great size, resulting in considerable damage to both the roads and verges which are constantly being eroded at points where they are particularly narrow. North Hill, Holybred Lane and Colam Lane are specific examples.



*Picture 15 Erosion of verges is being caused by high volumes of traffic trying to pass in narrow lanes*



*Picture 16 Road damage and verge erosion*

- 7.6. In some parts of the village, including North Hill between Jarvis Field and Spring Close, there is either no provision for off-road parking, or residents choose not to use the facilities because of concerns over the security of vehicles parked away from houses in detached blocks. Residents therefore park on the road and the flow of traffic is impeded as it reduced to a single carriageway.

#### **COMMUNITY PROJECT 04: SPEED REDUCTION TO IMPROVE SAFETY OF ROAD USERS**

- a) The Parish Council will lobby Essex County Council to obtain a reduction in speed at both Paper Mill and Little Baddow Mill bridges to 20mph where the footpath alongside the Chelmer & Blackwater Navigation intersects these busy roads to create a safe crossing zone and increase the safety of pedestrians crossing the road to re-join the footpath.
- b) The Parish Council will also campaign to reduce the speed limit on lower North Hill from Spring Close to Paper Mill lock to 30mph to improve the safety of all road users.
- c) The Parish Council will endeavour to increase its Community Speedwatch campaigns.

#### **COMMUNITY PROJECT 05: FOOTWAYS AT THE RIDGE AND NORTH HILL TO ENCOURAGE WALKING AND HEALTHY LIFESTYLES**

- a) The Parish Council will support and promote the initiative “Essex County Council’s Walking Strategy” to encourage community connectedness; help to secure stronger, safer, and more neighbourly community and reduce isolation.
- b) The Parish Council will campaign for Essex County Council to investigate how footways might be created in the following locations. Any footways must retain the existing rural character of the village:
  - i. along The Ridge to make it possible to walk from Little Baddow to Danbury on a footway rather than in the road.
  - ii. along lower North Hill from the end of Spring Close/North Hill to Paper Mill Lock to support the safety of all road users to this popular beauty spot and visitor destination



## Paper Mill Lock Bridge

- 7.7. A road bridge crosses the Chelmer & Blackwater Navigation at Paper Mill Lock, the southern boundary of the village, facilitating vehicle access between the A414 at Danbury to the south of the village and the A12 junctions at Boreham and Hatfield Peverel to the north via North Hill and The Ridge, both of which are lanes without footways for most of their length.
- 7.8. As set out in Section 7, 'moving around safely', there is concern about the volume and speed of traffic currently using these roads and on lower North Hill there are safety concerns regarding pedestrians and users of the leisure facilities at Paper Mill Lock.
- 7.9. The current bridge was constructed in 1935 and has a weight restriction preventing use by heavy goods vehicles. The current bridge is in keeping with the character of the area, preserving views of the river and water meadows.
- 7.10. The water meadows of the Chelmer & Blackwater Navigation provide a diverse habitat and one of the most wildlife-rich areas in Essex with a wide range of species including birds (such as kingfishers, swallows, moorhens, swans, little grebes, wildfowl, common terns, barn owls and kestrels), wildflowers, mammals (such as otters and different types of bats), amphibians and insects (such as dragonflies, damselflies and a variety of butterflies). Chelmsford Local Plan stresses the valley's importance as a Conservation Area and Chelmsford City Council has committed to protecting habitat areas and open spaces. Occasionally – about once a year after prolonged rainfall - the river floods the water meadow, and the bridge is inaccessible to all traffic.
- 7.11. A recent engineering survey identified the need to repair or replace the bridge resulting in a proposal by Essex County Council to replace the existing bridge with a much larger one which would be fully weight-bearing, situated 100m downstream with a raised causeway some 3m high across the water meadow.
- 7.12. This has met with significant objection by residents and visitors because it would be out of character and context with the area and would enable HGV traffic to use this road bridge even though the lanes on either side are narrow and used by pedestrians, cyclists, and horse-riders.
- 7.13. Every effort must be made to extend the life of the existing road bridge at Paper Mill Lock rather than replace it, and a petition containing over 1000 signatures was presented to Essex County Council to repair the existing bridge rather than build a new one.



### **POLICY LBNP09: PAPER MILL LOCK BRIDGE**

1. Any application to replace the current road bridge at Paper Mill Lock should demonstrate that all options for its retention have been explored.
2. Any future scheme for replacement or repair to the bridge at Paper Mill Lock must be:
  - a. sensitive to the setting; and
  - b. help to reinforce and protect the special character of the conservation area; and
  - c. fully reference the recommendations set out in the Conservation Area Appraisal and the Little Baddow Design Guide.
3. In the event of the bridge being replaced a traffic management plan must be implemented to re-route heavy goods vehicles away from the village and discourage increased volumes and speed of traffic.

## Public Transport

- 7.14. The relatively small and spread-out population of Little Baddow does not have the critical mass to support public transport at a frequency and regularity to make it a viable alternative to using private cars. The service currently offered is lightly used and vulnerable to closure, making the area attractive only to those with readily available car transport. At the time of the 2011 census, there were 4 times the national average of households with 4 cars, three times that for households with 3 cars and 1.8 times that for houses with 2 cars; in contrast there were one fifth as many households with no car. This has led to a vicious circle – a poor service leads to poor use and an ever-increasing reliance on private transport.
- 7.15. The residents would like this to change. In the Residents’ Survey, if a service existed every thirty minutes transporting ONLY to Danbury Medical Centre and the Sandon Park-and-Ride base (for Chelmsford) then 28% of respondents said they would use the service frequently and a further 48% said they would use it occasionally. Only 24% said they would not use it at all. This, coupled with the fact that 85% of the economically active do not work from home indicates a base for a commuter-oriented public transport timetable of over 600 residents.
- 7.16. Through the Bus Service Improvement Plan (2021 – 2026)<sup>30</sup>, which was developed in response to the Government Strategy for funding bus services (Bus Back Better, March 2021), Essex County Council has put forward proposals for the development of an Enhanced Partnership (EP) between local transport authorities and bus operators. The EP is a legally enforced agreement whereby both sides agree to introduce a series of measures to improve bus services in the area. Subsequently, there are plans to introduce an Enhanced Partnership Management Board (EPMB), which is set to be a committee comprised of representatives from the Local Transport Authority, bus operators and other stakeholder groups. The role of the EMPB is to:
- Oversee the delivery of the EP Plan and Schemes.
  - Manage the relationship between partners.
  - Identify priorities for future EP Schemes.
  - Identify additional measures that the EP will need to take.
  - Identify additional facilities needed to meet the objectives of the EP
- 7.17. This provides an opportunity to explore the feasibility and delivery of new and improved bus services for the Little Baddow community.
- 7.18. There are several private or charitable transport services available although with very limited service. The provision of improved morning and evening bus services would encourage increased use by commuters, shoppers, and young people, although it is recognised that the majority of residents would continue to use private transport.

### COMMUNITY PROJECT – 06: PUBLIC TRANSPORT

The Parish Council will work with partner organisations, including Essex County Council and local bus operators, to investigate any opportunities for improved services and which may involve additional services, alternative timetabling and or new routes.

<sup>30</sup> [ecc bsip 2021 to 2026.pdf \(essexhighways.org\)](https://www.essexhighways.org/ecc-bsip-2021-to-2026.pdf)

## E-vehicles

- 7.19. It is acknowledged that residents will continue to own and use their own cars, but the provision of new technology and mobility solutions could provide wider choice and opportunity for all, reducing reliance on private car ownership and use and contributing to an improved environment.
- 7.20. The Chelmsford Local Plan requires all new dwellings and non-residential buildings to provide convenient access to Electric Vehicle (EV) charging points. See Policy DM25,
- 7.21. The City Council announced a Climate and Ecology Emergency, so it is important that new development embraces new ideas including technology-based solutions that provide wider choice and opportunity for people to access a range of greener transport options.
- 7.22. Improvements in public transport, walking and cycling are supported.
- 7.23. The Government is committed to the end of the sale of new petrol and diesel cars and vans in the UK by 2030.
- 7.24. 2035 will see all new cars and vans be fully zero emission at the tailpipe.
- 7.25. Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids).

### COMMUNITY PROJECT 07: CHARGING POINTS FOR E-VEHICLES

Proposals for communal e-vehicle charging points and shared mobility infrastructure within the public realm will be supported. Where proposed, they should be located sensitively to ensure that there are no harmful impacts upon pedestrian circulation or the immediate appearance of the street scene and wider character of the village. Wherever possible, public EV charging infrastructure, such as cabling, should be provided in such a way that it can be expanded in the future to provide additional charging points.

Proposals for e-vehicle infrastructure might be supported in the following locations:

1. Within the car park adjacent to the Memorial Hall
2. Within the car park at the Cricket Ground

## 8. Heritage Assets

The policies in this section of the Neighbourhood Plan respond to the following objectives:

*Objective 1: Our village identity*

To maintain the character and integrity of Little Baddow as a small, rural parish surrounded by open farmland, separated from its neighbours, and with its landscape character respected and enhanced.

*Objective 2: The Natural Environment*

To conserve and enhance Little Baddow's multifunctional natural environment with its open green spaces, biodiversity, woodlands and wild places protected, and enable safe access for the public. To promote the management of our own private spaces to benefit the natural environment.

*Objective 4: Our Community and Heritage*

To support a flourishing and inclusive community and protect its community assets. To conserve and enhance Little Baddow's historic environment and designated and non-designated heritage assets.



## History and Heritage

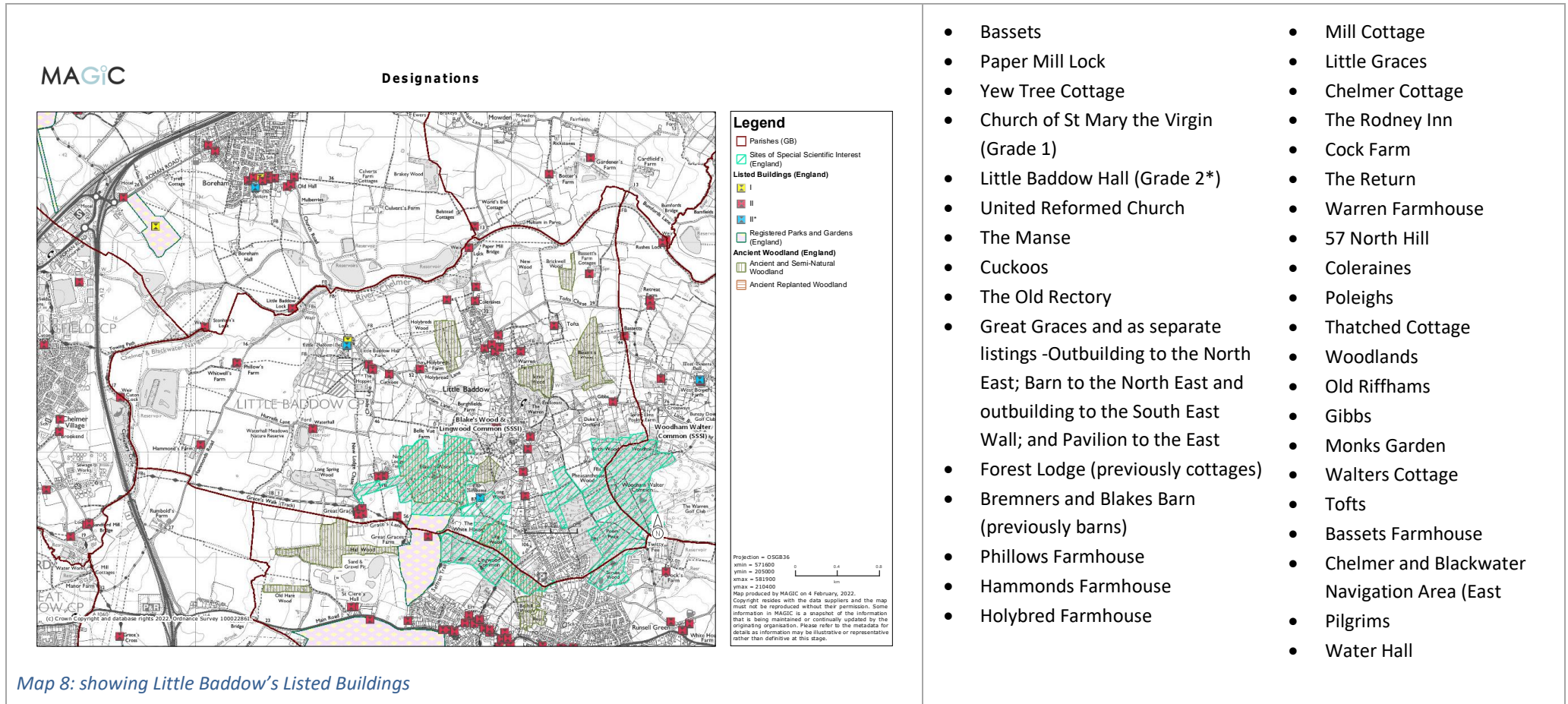
- 8.1. The historic landscape and built environment of Little Baddow provides an invaluable heritage which gives a source of identity, character and distinctness to the community past, present and future. Over 50 years ago J.A. Baker, in his book 'The Peregrine', warned us of the deterioration of the natural environment – a concept which is very familiar to us now. Much of his book was centred on the orchards and rivers of Little Baddow.
- 8.2. The natural landscape reveals evidence of human activity from the earliest times. In 2016 a metal detectorist found a Chalcolithic gold diadem in a ploughed field in Little Baddow. Recent excavations by the Maldon Archaeological Group have indicated one of the earthworks within a wooded area (Heather Hills) is probably of late Bronze Age.
- 8.3. In the third century BC there were Celts settled on the higher ground overlooking the river and they remained there when the Romans arrived and built a small farm close to where St Mary's Church stands today. It is said that the River Chelmer was navigable as far as Little Baddow in Roman times. A number of artefacts have been found in the area of the church. Cropmarks have revealed the possible outline of a Roman villa between the church and the river.
- 8.4. The Saxons appeared to have made their settlements on the lower ground. Little Baddow Hall and a number of the farms scattered along the River Chelmer may date from this time. There are a number of earthwork boundary banks amongst the wooded areas of the Little Baddow/Danbury Ridge, some dating back to medieval times, some possibly older.
- 8.5. At the time of the Norman Conquest there were two manors Little Baddow Hall and Middlemead (Tofts) and a water mill is recorded in the Domesday Book. The population at that time has been estimated at 100/150. Following the Conquest and the creation of the ecclesiastical parish the bounds of the manors of Little Baddow Hall and Middlemead were incorporated into 'Badwen'. Later manors were established at Graces, Riffhams and Bassetts, the latter being included in the manor of Tofts.
- 8.6. The medieval St Mary's church, standing above the flood plain surrounded by its churchyard, formed the most important focus of the historic built environment. Construction of St Mary's Church was begun in 1086. The oldest part of the church, the north wall of the nave, contains Roman bricks. Other parts of the Church were rebuilt in the fourteenth century. The church was restored in 1858 by William White.
- 8.7. Close to the parish church is the non-conformist chapel, which was built in 1707 and is one of the earliest surviving buildings of its kind in Essex. From the seventeenth century onwards there was a strong spirit of Puritanism in the parish.
- 8.8. Industrialisation came to Little Baddow with the opening of the Chelmer & Blackwater Navigation in 1797 linking Chelmsford with the coastal trading ships that unloaded at Maldon and providing a 'bypass' for Danbury Hill. Timber barges were using the Navigation until the 1970s but now it provides an opportunity for low-key leisure activities such as boating, fishing, cycling and walking. The river bank is lined with willow trees which supply the manufacturers of cricket bats.
- 8.9. The Strutt family (Lord Rayleigh) purchased the manors of Little Baddow and Tofts in 1778 and became the largest landowner in the village. The last property the Lord Rayleigh estate owned in Little Baddow was Holybred Wood, which was purchased with money raised by local funding in 2001 and is now owned and maintained by the Parish Council.
- 8.10. During the nineteenth century there were two small schools in the village.
- 8.11. In 1895 the two schools were combined. In 1961 what was then the National School closed down and the building is now maintained by St Mary's Church and, known as St Andrews' Rooms, it provides a very popular hall for the use of the whole community. The building opposite the hall was formerly 'The Post Office Stores' which closed in 2002. Close by there is a terrace of small cottages providing almshouse accommodation for six beneficiaries.



- 8.12. The British School premises had various uses until the end of World War 1 when it was suggested by Canon Jesse Berridge, the Rector at the time, that the building should be purchased, by means of public subscription, to serve as a memorial to those who lost their lives in the war. In 1959 the Memorial Hall was gutted by fire. Its replacement was opened in 1960 with the porch of the old hall erected in the grounds as a memorial to those who had lost their lives in the two World Wars.
- 8.13. The Butler Charity School founded in 1717 continues to make small grants to children and young people in the parish.
- 8.14. The population of the village in 1900 was 510 and has then more than trebled during the twentieth century.
- 8.15. The first cricket match played by a Little Baddow team is said to have been played in 1790. The club celebrated its centenary in 2004 although the Sportsfield, as it is known today, only came into use in 1919. It is now used by the Little Baddow Cricket Club, Ridge Runners and Elm Green School, a small preparatory school founded some seventy years ago.
- 8.16. In the 1970s the small farm known as Aldermanburgh at the top of North Hill was sold for housing. The Little Baddow Conservation Society negotiated with the purchaser to enable an open area to be set aside to provide a 'village green'. This is owned and maintained by the Parish Council and is the site of the Village sign depicting the two churches, the bluebell woods and the River Chelmer.
- 8.17. The History Centre was opened in 2004, it was funded by local donation and is situated in the grounds of the United Reformed Church. The building itself is on chapel land but the Parish Archive which is stored there is the property of Little Baddow Parish Council.
- 8.18. Social housing was built at Wickhay Green before World War 1 followed in the 1960s by Spring Close, which provides mixed housing – private dwellings, social housing and small bungalows for the elderly. Jarvis Field was built in the 1970s and mainly consists of four-bedroomed detached family homes. This combined area has access onto the children's play area, (now named Wickhay Green) and has the highest density of housing in the Village.
- 8.19. Since 1960 there has been more informal development along the Ridge and the roads adjacent to it particularly Fir Tree Lane and the Woodroffe estate consisting of Wayside, Chestnut Walk and Woodside that are close to the boundary with Danbury.
- 8.20. The Chelmer & Blackwater Navigation is designated as a Conservation Area, part of which is within the Neighbourhood Plan Area. The Conservation Area Appraisal includes a number of recommendations to help protect and enhance the area. These are also set out in the Little Baddow Design Guide, appended to the Neighbourhood Plan. Applicants for development should have regard to the Guide.

## Designated Heritage Assets - Listed Buildings

All listed properties are Grade 2 except for Little Baddow Hall (Grade 2\*) and the Church of St Mary the Virgin (Grade 1)



- Bassets
- Paper Mill Lock
- Yew Tree Cottage
- Church of St Mary the Virgin (Grade 1)
- Little Baddow Hall (Grade 2\*)
- United Reformed Church
- The Manse
- Cuckoos
- The Old Rectory
- Great Graces and as separate listings -Outbuilding to the North East; Barn to the North East and outbuilding to the South East Wall; and Pavilion to the East
- Forest Lodge (previously cottages)
- Bremners and Blakes Barn (previously barns)
- Pillows Farmhouse
- Hammonds Farmhouse
- Holybred Farmhouse
- Mill Cottage
- Little Graces
- Chelmer Cottage
- The Rodney Inn
- Cock Farm
- The Return
- Warren Farmhouse
- 57 North Hill
- Coleraines
- Poleighs
- Thatched Cottage
- Woodlands
- Old Riffhams
- Gibbs
- Monks Garden
- Walters Cottage
- Tofts
- Bassets Farmhouse
- Chelmer and Blackwater Navigation Area (East)
- Pilgrims
- Water Hall

8.21. Heavy and increasing pressure is occurring on the A414 through Danbury from increased traffic from Danbury and its environs and extensive new development in the Maldon/Heybridge area. Peak time delays modelled by Essex Highways are sufficient to make it time-saving to use minor routes to access Chelmsford and the A12. While there is little that can be done to alleviate this “rat-running”, this strengthens the need to avoid adding to pressure on Protected Lanes by inappropriate development within Little Baddow Parish. This applies in particular to Holybread Lane, Tofts Chase and Spring Elms Lane.

## Non-designated Heritage Assets

- 8.22. There are two areas defined in the Village Design Statement following designation by Historic England as being special and of local interest: Church Road from Chestnut Cottage to St Mary's Church represents the Medieval settlement; North Hill from the junction with Holybread Lane/Tofts Chase up to and including Little Baddow Almshouses represents the later (eighteenth century) settlement of Wickhay Both of these areas have a high concentration of listed properties and represent the two earliest settlements of Little Baddow and Wickhay respectively.
- 8.23. There were archaeological excavations of the iron age stronghold on the Heather Hills in 2015-17. Roman bricks were used in the building of St Mary's Church and Roman and Saxon artefacts have been found in the area South of the Church.
- 8.24. Non-designated Heritage Assets include:
- Church Road from Chestnut Cottage to St Mary's Church
  - North Hill from Holybread Lane/Tofts Chase up to Little Baddow Almshouses
  - Little Baddow Almshouses
  - Jubilee Seat
  - Millennium Bench
  - Paper Mill Bridge
  - Gravy Lane (track between North Hill and Holybread Lane)

### **POLICY LBNP10: PROTECTION OF DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS**

1. Proposals for development shall preserve and enhance designated heritage assets and their setting.
2. Within the Chelmer and Blackwater Conservation Area proposals will be supported where they help deliver the recommendations outlined within the Conservation Area Appraisal and contained in the Little Baddow Design Guide.
3. Development proposals should protect and, where appropriate, enhance non-designated heritage assets which make a significant contribution to the historic fabric of Little Baddow. Non-designated heritage assets identified by the Parish Council are listed at 8.23 (p63)
4. Development proposals affecting non-designated heritage assets (or their settings) should be endorsed by appropriate analysis to enable a balanced judgment regarding the scale of any harm or loss and the significance of heritage asset to be made.

## COMMUNITY PROJECT 08: CREATION OF CONSERVATION AREAS

Little Baddow Parish Council will work with Chelmsford City Council to explore the possibilities for creating two new Conservation Areas at the following locations:

- a) Church Road, Little Baddow between St Mary's Church to the United Reformed Chapel and up to Chestnut Cottage
- b) North Hill, around the original settlement of Wickhay on North Hill

Little Baddow Parish Council will work with Chelmsford City Council to explore whether any possible expansion of the Chelmer Valley Conservation Area which might include Little Baddow is proposed.

## Locally Protected Lanes and Tracks

- 8.24. There is one North/South route in Little Baddow running along the Danbury/Little Baddow Ridge. The other small routes run from East to West and often originated from prehistoric trackways through the forest These were later used as lanes during Saxon and Medieval periods.
- 8.25. Spring Elms Lane, Holybread Lane, Graces Lane, Riffhams Chase, Church Road and Tofts Chase have been identified as protected lanes in the ECC and CCC Protected Lanes document and are shown on the Chelmsford Local Plan Policies Map (May 2020). Colam Lane has been excluded although it complies with all the criteria as laid down by the 2009 Protected Lane Study. It is a sunken lane of historic significance leading from the centre of the village and Spring Elms Lane to Church Road. Essex County Council and the Essex Wildlife Trust have identified the lower section as including a designated Special Roadside Verge.
- 8.26. There are two non-designated significant tracks – the ancient York Street from North Hill to Spring Elms Lane used by carriers travelling from Chelmsford to Maldon and the coast before the Navigation was open, avoiding Danbury Hill, and Graces Walk leading the manor of Great Graces to Hammonds Road.
- 8.27. Protected Lanes form a much greater proportion of Little Baddow's total road infrastructure than is typical for the Chelmsford Area. More importantly, they comprise an arc right around the North and West side of the Village, so that accessing the village directly from anywhere other than past Paper Mill Lock from the North or Danbury from the South will take drivers, cyclists and pedestrians through a Protected Lane.



Map 8: Showing Little Baddow's Protected Lanes

- 8.28. Accordingly, a more stringent view of development that could affect Protected Lanes is needed than would be the case for the Chelmsford Area generally.
- 8.29. As indicated elsewhere in the Neighbourhood Plan, the character of the Parish is defined by its arcadian nature, and its Protected Lanes encircle important woods (Blakes Wood and Lingwood) and many miles of marked footpaths & bridlepaths, which are enjoyed by visitors and residents alike. This partial encirclement would be almost complete if it were to include Riffhams Chase, which is an old, narrow, wooded road with numerous blind bends that bisects Blakes Wood and Lingwood, leaving only The Ridge and North Hill as a spine road serving the majority of the Village's traffic



- 8.30. Proposals leading to character damage to the Protected Lanes would accordingly lead to a dramatic change to the Village look and feel. It might be possible to view an individual development as being of minimal impact, but incremental development within sight of, or directly impacting on, Protected Lanes would by definition affect the character of their immediate vicinity and the Parish as a whole.
- 8.31. Heavy and increasing pressure is occurring on the A414 through Danbury from increased traffic from Danbury and its environs and extensive new development in the Maldon/Heybridge area. Peak time delays modelled by Essex Highways are sufficient to make it time-saving to use minor routes to access Chelmsford and the A12. While there is little that can be done to alleviate this “rat-running”, this strengthens the need to avoid adding to pressure on Protected Lanes by inappropriate development within Little Baddow Parish. This applies in particular to Holybread Lane, Tofts Chase and Spring Elms Lane.

#### **POLICY LBNP11: PROTECTED LANES**

The following, as shown on Map 7 Map of Protected Lanes (p40), are designated as Protected Lanes in the Chelmsford Local Plan:

- Graces Lane
- Spring Elms Lane
- Chapel Lane
- Hurrells Lane
- Holybread Lane
- New Lodge Chase
- Tofts Chase

Development proposals for Protected Lanes will only be supported where it can be demonstrated that the proposal:

1. Will not impact on the character of a Protected Lane through changes to trees, hedgerows, banks, ditches, or verges; and
2. Will not give rise to a material increase in traffic using a Protected Lane.

#### **COMMUNITY PROJECT 09: EXTEND PROTECTED LANE DESIGNATIONS**

Little Baddow Parish Council will work with Essex County Council and Chelmsford City Council to extend Protected Lane Designation to Colam Lane, York Street and Graces Walk.

## 9. Community Infrastructure

- 9.1. The Community Infrastructure Levy (CIL) is a charge levied on development which is payable to the local authority and is intended to be spent on infrastructure projects across the Chelmsford administrative area that help address the demands placed on the area resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces and sports facilities.
- 9.2. A portion of CIL is payable to the Parish Council for spending on local projects in the Neighbourhood Plan area. When the Neighbourhood Plan is made the Parish Council will receive 25% of all CIL monies paid to Chelmsford City Council from qualifying developments within Little Baddow. In regard to what this money can be spent on, advice suggests<sup>31</sup>:
- 9.3. “The neighbourhood portion of CIL can be used for a wider range of planning issues than infrastructure as long as they are concerned with addressing the demands that development places on an area.”
- 9.4. The Chelmsford City Council CIL Charging Schedule was approved in February 2014 and took effect on 1 June 2014<sup>32</sup>. All applications for development that are above the necessary thresholds will be subject to this charging schedule, or any subsequent updates to it. Payment is linked to an instalments policy, related to the scale and commencement of development (following approval of detailed / reserved matters planning applications for development by the City). The City Council’s CIL Governance document and annual monitoring reports<sup>33</sup> show how CIL receipts are allocated and spent.
- 9.5. Through consultation and work on the Neighbourhood Plan a series of projects have been identified which the Parish Council intends to direct the neighbourhood portion of CIL towards. These are referred to through the Neighbourhood Plan, in the blue ‘projects’ boxes. These projects will be kept under review by the Parish Council but those for which the CIL funding might be particularly suitable include but are not limited to:
- 01: Living Landscapes (page 35)** – encourage the development of initiatives to enhance biodiversity and its sustainability within the parish, maximising the use of Local Wildlife Sites and Tree Protection Orders and investigating the possibility of making The Ridge and surrounding valleys Areas of Outstanding Natural Beauty - this might be as part of a J A Baker-themed area. In addition, the Parish Council should commission a holistic review of existing Tree Preservation Orders relating to trees and woodlands in the village to identify gaps.
- 03: Community Water Taps (page 50):** The Parish Council will investigate the possibility of providing public water taps / water bottle refill points at The Memorial Hall and The Sports Ground to support walking and cycling through the village.

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<sup>31</sup> My Community / Locality, 2017, Community Infrastructure Levy; Neighbourhood planning toolkit

<sup>32</sup> <https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/>

<sup>33</sup> <https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructurelevy/how-we-spend-cil/how-we-allocate-cil/>

**04: Speed Reduction** (page 55) – The Parish Council will lobby ECC for a reduction in speed limits at both Paper Mill and Little Baddow Mill bridges to create safe crossing zones where the footpath along the Chelmer & Blackwater Navigation intersects the road. It will also campaign for a reduction in the speed limit on lower North Hill to 30mph. The Parish Council will also be encouraged to increase its Community Speed Watch campaigns, which will require funding.

**07: Charging Points (page 58)** : Install charging points for e-vehicles within the car park at the Memorial Hall, and at the Sports Ground.

- 9.6. Alongside CIL, the City Council will continue to negotiate Section 106 agreements with applicants which can provide funds or works to make development more acceptable in planning terms. The Parish Council will liaise with the City Council as to the most appropriate form of Section 106 agreement relating to applications within the Neighbourhood Plan area.

# Appendix 1: Waste and Minerals

## Essex and Southend-on-Sea Waste Local Plan (WLP)

Essex County Council is the Waste Planning Authority (WPA) for the Neighbourhood Plan area, and is responsible for preparing planning policies and assessing applications for waste management development.

The WLP was adopted in July 2017 forming part of the statutory Development Plan and should be read alongside the adopted Chelmsford Local Plan. The WLP covers the period from 2017 to 2032. It sets out where and how waste management developments can occur, and contains the policies against which waste management planning applications are assessed.

Policy 2 of the WLP designates Waste Consultation Areas within 250m of active, allocated or permitted waste management facilities (400m in the case of Water Recycling Centres). These act to ensure that ECC are consulted on all non-waste related development proposals to ensure that there are no detrimental impacts which would compromise the operation of the existing facility or the newly proposed development.

## Essex Minerals Local Plan 2014 (MLP)

The Essex Minerals Local Plan 2014 (MLP) forms part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. Sand and gravel deposits are subject to a Minerals Safeguarding policy (Policy S8), which seeks to prevent deposits being sterilised by non-mineral development.

Mineral Consultation Areas are also established through Policy S8 and these act to ensure that ECC are consulted on all non-mineral related development within 250m around active, allocated and permitted quarries, and other mineral infrastructure.

## Appendix 2: Evidence of House Prices – online research

Zoopla –at 31 May 2018

- In last 5 years there have been 108 sales in Little Baddow and a value change of 39.97%
- Of those, 8 sales were terraced houses and the value change of those was 44.43%. There were 12 sales of semi-detached properties with a value change of 47.06% and 88 sales of detached properties with a value change of 36.52%
- The average price paid for a any property in Little Baddow in the last 12 months was £868,908 with the current average value being £931,629 (a value change of 2.56%).
- The average price paid for a detached property in Little Baddow in the last 12 months was £952,444 with the current average value being £1,045,088.
- The average price paid for a semi-detached property in Little Baddow in the last 12 months was £537,450 with the current average value being £444,406.
- The average price paid for a terraced property in Little Baddow in the last 12 months was £780,000 (this is based on one sale only) with the current average value being £393,252

### Property value data/graphs for Little Baddow

Property type	Avg. current value	Avg. £ per sq ft.	Avg. # beds	Avg. £ paid (last 12m)
Detached	<b>£1,045,088</b>	£461	4.2	£952,444
Semi-detached	<b>£444,406</b>	£442	3.1	£537,450
Terraced	<b>£393,252</b>	£366	3.6	£780,000
Flats	-	-	-	-

### Rightmove

- Little Baddow, with an overall average price of £842,793 was more expensive than nearby Danbury (£547,702), Boreham (£422,604) and Sandon (£627,500).
- During the last year, sold prices in Little Baddow were 13% up on the previous year and 11% down on 2015 when the average house price was £944,231.



### Market Trends for CM3

This table shows the average price and the amount (in brackets) of properties sold for the last available 6 months:

	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18
Detached	£519,652 (49)	£498,458 (48)	£595,595 (37)	£571,885 (37)	£565,015 (29)	£523,325 (20)
Semi Detached	£327,444 (18)	£361,136 (22)	£330,471 (17)	£361,650 (20)	£315,000 (7)	£354,591 (11)
Terraced	£270,714 (7)	£300,156 (16)	£309,125 (16)	£291,500 (6)	£335,692 (13)	£286,745 (10)
Flat	£160,499 (6)	£170,999 (5)	£165,214 (14)	£179,700 (5)	£184,583 (6)	£179,299 (5)
<b>All</b>	<b>£427,686 (80)</b>	<b>£412,400 (91)</b>	<b>£415,643 (84)</b>	<b>£456,474 (68)</b>	<b>£437,489 (55)</b>	<b>£394,151 (46)</b>

Source acknowledgement: House price data produced by Land Registry

This material was last updated on 09 May 2018. It covers the period from 01 January 1995 to 28 March 2018.

### Mouseprice

- The average number of days that properties in Little Baddow are on the market is 120.
- In the last twelve months 18 transactions were recorded by Land Registry in Little Baddow, Essex. Of these, 16 were detached properties and 2 were semi-detached properties.

### BBC website 25 May 2018

- In Chelmsford there were 202 homes over £1m sold since 2007, with the most expensive sold for £3.7m

### Telegraph article from 6 March 2015

- The village of Little Baddow in Essex saw seven properties sold for more than £1m and is surrounded by Essex Wildlife Trust woods and heath land.

- It's a thriving village with two pubs, a village hall, two long established churches and its own sports ground and clubhouse, which is home to a cricket club in the summer months. It also has a well-thought of prep school and is popular with London City commuters.
- The average house price is £679,969 - up 15pc from March-to-March.

**UK House Price Index for England – August 2017, published 17 October 2017**

- Average price of property in England was £243,520
- The annual price change was 5.3%
- In Chelmsford the average price was £332,963 up from £315,109 in August 2016, a 5.7% rise.
- Office of national statistic analysis of 2016 property prices
- Average cost of property sold in E&W was £2,395 per m2. In Chelmsford it is £3,794 per m2.

**Number of properties in Little Baddow in each Council Tax band as of 31/03/2018:**

<b>Band</b>	<b>No. of properties</b>	<b>% of total properties in Little Baddow</b>
A	10	1.54
B	11	1.69
C	24	3.70
D	85	13.10
E	90	13.87
F	100	15.41
G	259	39.91
H	70	10.78
<b>Total</b>	<b>649</b>	

### Call with Church & Hawes Estate Agents - 15 June 2018

- It is very difficult to work out price increases as every property is different in Little Baddow. However, year on year there has been price increases over the last 7/8 years.
- Demand in terms of demographics is usually a professional couple with young children.
- Noted that over the next 5-10 years there will be a generation cycle as there are a large number of 60-80 year olds who are retired. They may look to downsize and they usually look to move closer to Danbury for the infrastructure. It is rare that people want to downsize in Little Baddow as they want to be walking distance to shops, not be run over and have a regular bus service.
- People downsizing want access to infrastructure including the new doctor surgery. May be different if there was a reliable bus and a path.
- Thought that if there were some nice chalet bungalows built on an attractive estate with ¾ bedrooms they would sell like hotcakes.
- He sees the demand as being in the 3-4 bedroom 450-650/700 k area for young families.
- He doesn't see a shortage of 1-2 bedroom properties and first time buyers do not usually buy in Little Baddow.
- In terms of rental demand, there is demand and little supply and so houses go quickly. Mostly the demand is from young families, looking for good schools.

### Results of a review of all planning permissions granted in Little Baddow between Jan 2011 and June 2018

- Property in Little Baddow is very diverse in terms of style and cost. It is not realistic to codify property in terms of its cost before and after enlargement. Detailed listings of enlargements by property name are available, but included are only the following –
  - 2-bedroom houses enlarged by at least one bedroom
  - 3-bedroom houses enlarged radically
- The figures of enlargements falling within these categories by year of application are –
  - 2011: 10, of which 5 had been 2 bedroom and 3 had been bungalows
  - 2012: 3, of which 1 had been 2 bedroom and 2 had been bungalows
  - 2013: 5, of which 2 had been 2 bedroom and 1 had been a bungalow
  - 2014: 6, of which 4 had been 2 bedroom and 3 had been bungalows
  - 2015: 3, all of which had been 2 bedroom and 2 had been bungalows
  - 2016: 3, of which 2 had been 2 bedroom and 2 had been bungalows
  - 2017: 4, of which 3 had been 2 bedroom and 1 had been a bungalow
  - 2018 (to June): 4, of which 2 had been 2 bedroom and 1 had been a bungalow.

**Totals: 38 properties, of which 22 were 2-bedroom properties. This represents 6% of the total housing.**

- Over the same period –
  - 16 new residential properties were permitted, of which –
  - 2 were new build

- 2 were large
- 12 were conversions of existing non-residential buildings
- 10 are not yet occupied
- 12 could be regarded as in any way replacement for the enlarged properties as suitable for downsizing/younger buyers.

In other words, there has been a **net loss of 4%** of properties suitable for younger buyers/downsizing.

# Appendix 3: – Evidence Base

The following links are to the key documents which have informed development of the Little Baddow Neighbourhood Plan and have been available to view online as part of the consultation. These documents can be viewed by selecting the hyperlink and holding the CTRL key and clicking on the left mouse key. Copies for printing can be provided to anyone who requests them.

## GOVERNANCE DOCUMENTS

- [Application to designate a Neighbourhood Area \(December 2016\)](#) (renewed March 2022)
- [Little Baddow Neighbourhood Plan Steering Group Constitution \(2017\)](#)

## KEY DATA SOURCES

- [Little Baddow Profile](#) (RCCE)
- [Little Baddow Village Design Statement](#)
- [Chelmsford Local Plan](#)
- [National Planning Policy Framework \(NPPF\) \(2021\)](#)
- [Essex Green Infrastructure Strategy](#) (Essex County Council)
- [Essex Green Infrastructure Standards-Technical-Guidance \(June 2022\)](#) (Essex County Council)
- [Essex Design Guide \(EDG\)](#) (Essex County Council)

## COMMUNITY ENGAGEMENT DOCUMENTATION AND REPORTS

- [Consultation leaflet / survey delivered to households Oct 2017](#)
- [Response to promotional leaflet - October 2017](#)
- [Review of Community Engagement Event Oct 17](#)
- [Important views - Parish Assembly 2019](#)
- [Drop-in session - draft policy presentation Nov 2019](#)
- [Business survey](#) and [list of businesses consulted](#)
- [Parish Survey 2018 - full report](#)
- [Parish survey graphs](#)
- [Clubs & Societies engagement list](#)
- [Schedule of Listed Buildings](#)



#### **REVIEW OF EVIDENCE PRIOR TO POLICY DEVELOPMENT**

- [Evidence Review - October 2018 part 1](#)
- [Evidence Review - October 2018 part 2](#)
- [SWOT Analysis Oct 18](#)

#### **REGULATION 14 CONSULTATION DOCUMENTATION AND REPORTS**

- [Little Baddow Neighbourhood Plan - Regulation 14 version](#)
- [Little Baddow Design Guide](#)
- [SEA Screening report](#)
- [Leaflet promoting the Regulation 14 consultation](#)
- [Survey & Feedback Form](#)
- [Display Boards shown at Regulation 14 drop-in events](#)
- [List of statutory consultees consulted](#)
- [List of community organisations consulted](#)
- [Report of the consultation](#)
- [Summary of comments and response by Steering Committee](#)

#### **DOCUMENTS SUBMITTED TO CHELMSFORD CITY COUNCIL FOR REGULATION 16 CONSULTATION**

- Little Baddow Neighbourhood Plan - submission version (this document)
- [Little Baddow Design Guide](#)
- [Consultation Statement](#)
- [Little Baddow Village Design Statement](#)
- [Basic Conditions Statement](#)
- [Equality Impact Assessment](#)

# Glossary of Terms

**Adoption** – The final confirmation of a Development Plan by a local planning authority.

**Affordable housing** - Includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. A full definition is available in the NPPF.

**Brownfield site** – See Previously Developed Land.

**Community Infrastructure Levy (CIL)** – A levy that allows Local Authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools, health centres, leisure centres and parks. .

**Conservation Area** - An area of special architectural or historic interest, the character or appearance of which is preserved by local planning policies and guidance.

**Defined Settlement Boundary** – Defined Settlement Boundaries (village envelopes) seek to set clear limits to towns and villages. They are designed to define the existing settlement and to identify areas of land where development may be acceptable in principle, subject to other policies and material planning considerations.

**Department for Levelling Up, Housing and Communities (DLUHC)** - is the Government department with responsibility for planning, housing, urban regeneration and local government. Previously known as the Ministry for Housing, Communities and Local Government (MHCLG), and, prior to that, the Department for Communities and Local Government (DCLG).

**Development Plan** – A document setting out the local planning authority’s policies and proposals for the development and use of land and buildings in the authority’s area. For Little Baddow, this includes the Chelmsford Local Plan, Essex Minerals Local Plan, and Southend-on-Sea Waste Local Plan and ‘made’ Neighbourhood Plans.

**Evidence base** - The background information and data that any Development Plan Document is based on and is made up of studies on specific issues, including physical, economic, and social characteristics of an area.

**Green Belt** – A designation for land around certain cities and large built-up areas which aims to keep this land permanently open or largely undeveloped. The purposes of the greenbelt is to (i) check the unrestricted sprawl of large built up areas (ii) prevent neighbouring towns from merging (iii) safeguard the countryside from encroachment (iv) preserve the setting and special character of historic towns (v) assist urban regeneration by encouraging the recycling of derelict and other urban land.

**Greenfield site** – Land, or a defined site, where there has been no previous development, often in agricultural use.

**Green-space** - Those parts of an area which are occupied by natural open space, parkland, woodland, sports fields, gardens, allotments and the like. Also often referred to as ‘Green Infrastructure’.

**Heritage Asset** – A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated assets (e.g.: listed buildings) and assets identified by the local planning authority, which may include a local list of assets.

**Housing Associations** – Not-for-profit organisations that work with councils to offer affordable flats and houses to local people.

**Independent Examination** - An assessment of a proposed Development Plan carried out by an independent person to consider whether a Development Plan conforms with the relevant legal requirements.

**Infill Development** – Small scale development filling a gap within an otherwise built up frontage.

**Infrastructure** – The term infrastructure can include any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways, bridleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education 15 and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; and facilities for specific sections of the community such as youth or the elderly.

**Listed Building** – A building of special architectural or historic interest. Listed buildings are graded I, II or II\*, with grade I being the highest. Listing includes the exterior as well as the exterior of the building.

**Local Plan** – The Plan for the future development of the local area, drawn up by the local planning authority. This forms part of the Development Plan.

**Local Planning Authority** - Local government body responsible for formulating planning policies and controlling development in a particular area, e.g.: a district council, metropolitan council, county council, a unitary authority or national park authority. For Little Baddow this is Chelmsford City Council.

**Made** – Terminology used in Neighbourhood Planning to indicate whether a Plan has been adopted.

**National Planning Policy Framework (NPPF)** - sets out government's planning policies for England and how these are expected to be applied. The current version of the NPPF was published in July 2021.

**Neighbourhood Plan** – A plan prepared by a Town or Parish Council, or a Forum, for a particular Neighbourhood Area, which includes land use topics. Once made this forms part of the Development Plan.

**Outline Application** – A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

**Permitted Development** – Comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

**Planning Permission** - Formal approval granted by a local planning authority (e.g. Chelmsford City Council) in allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

**Previously Developed Land** - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Public Open Space** - Open space to which the public has free access and which fulfils, or can fulfil, a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural uses).

**Public Realm** – Those parts of a city, town or village, whether publicly or privately owner, which are available for everyone to use. This includes streets, squares and parks.

**Public Right of Way** – Paths on which the public has a legally protected right to pass and re-pass.

**Raingarden** – An area designed to receive surface water run-off from roofs and other hard surfaces, and thus manage the risk of surface water flooding. Species of plants used in the raingarden will typically be able to stand waterlogging for up to 48 hours at a time.

**Registered Social Landlords (RSL)** – See Housing Associations

**Section 106 Agreement** – A legal agreement under Section 106 of the 1990 Town & Country Planning Act. These are agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to development are undertaken.

**Soundness** – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified (founded on robust and credible evidence and be the most appropriate strategy), whether the plan is effective (deliverable, flexible and able to be monitored), and whether it is consistent with national and local planning policy.

**Stakeholder** – People who have an interest in an organisation or process including residents, business owners and national organisations and government departments

**Sustainability Appraisal** – An appraisal of the economic, environmental and social effects of a Plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

**Sustainable Communities** – Places where people want to live and work, now and in the future.

**Sustainable Development** – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Urban Design** – The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

**Use Classes Order** –

The Town and Country Planning (Use Classes) (Amendment) (England) regulations 2020 puts uses of land and buildings into various categories known as ‘Use Classes’. These regulations came into force on 1st September 2020 and effectively nullify the former use class definitions used within the Town and Country Planning (Use Classes) Order 1987.

It is generally the case that you will need planning permission to change from one use class to another, although there are exceptions where the legislation does allow some changes between uses. It should be noted that the recent regulation changes led to former Use Class A (shops, financial and professional services and food and drink establishments) becoming part of the new Use Class E.

- B2 use class: Refers to general industry
- B8 use class: Refers to storage and distribution
- C1, 2, 2A, 3, 4 use class: Refers to hotels and residential institutions, secure residential institutions, dwellings and House in Multiple Occupations (HMOs)
- E use class: Refers to shops, restaurants, financial and professional services, indoor sport, recreation or fitness (not involving motorised vehicles or firearms, health or medical services, creche, nursery or day centre principally to visiting members of the public, an office, research and development, or any industrial process that can be carried out in any residential area without detriment to amenity.