

Danbury Neighbourhood Plan

Section 1 - Sites Selection and Allocation

Housing Requirement

The adopted Chelmsford City Council Local Plan of May 27th 2020, allocates around 100 dwellings on sites identified within or adjoining the defined settlement boundary, through the Danbury Neighbourhood Plan.

Method of Approach

A call for sites was conducted in 2017 and 21 sites were submitted for consideration. Of those, 9 were discounted as they were not within or adjoining the defined settlement boundary (D1, D2, D3, D6, D13, D16, D17, D18 and D19)¹.

The remaining sites D4, D5, D7, D8, D9, D10, D11, D12, D14, D15, D20 and D21 are shown on the Sites Map² - see Appendix 1 attached.

The following information was gathered to understand Residents' views and to assess the sustainability of each site:

- Resident Questionnaire No 1 – August 2017.
- Resident Questionnaire No 2 – September 2018. Residents' response to the Site selection has been summarised³ - see Appendix 2 attached.
- An independent Site Options Assessment by AECOM of whole submitted site – April 2019⁴.
- In August 2019 Landowners/Agents/Land Promoter (Landowners) provided a brief description of their proposals for their Site.
- An independent Site Options Assessment by AECOM of the partial submitted sites – March 2020⁵.
- Essex County Council Minerals and Planning provided advice March 2019⁶ and April 2019 specifically for D7 and D8⁷ - Mineral constraints do not impact any of the sites.
- Essex County Council Highways advice 25th March 2020⁸.
- Chelmsford City Council Heritage and Conservation Officer Summary Report 31/3/2020⁹.
- In March 2017, Amec Foster Wheeler completed a Landscape Sensitivity report on selected sites¹⁰ for Chelmsford City Council.
- Chelmsford City Council commissioned Wood Environment & Infrastructure Solutions (Wood) to update their advice based on the partial sites. Their report is dated September 2020¹¹.

¹ Call for Sites Report 12th November 2018

² Danbury Map showing Potential Sites – Appendix 1 attached

³ Summary of residents' response to Site selection from Questionnaire No 2 – Appendix 2 attached

⁴ AECOM Site Options and Assessment April 2019

⁵ AECOM Site Options and Assessment Addendum March 2020

⁶ ECC Minerals & Planning Report March 2019

⁷ ECC Minerals & Planning Report April 2019

⁸ ECC Highways 25/3/2020

⁹ Chelmsford CC Heritage & Conservation Officer Summary Report 31/3/2020

¹⁰ Amec Foster Wheeler Landscape Sensitivity & Capacity Report March 2017

¹¹ Wood Landscape Sensitivity & Capacity Assessment for Partial Sites September 2020.

- AECOM completed a further Sites Assessment - November 2021¹² following the receipt of new information on some sites – see Appendix 3 attached.
- AECOM completed a Housing Needs Assessment of Danbury in March 2020.¹³
- Impact on Local Highway Network¹⁴ - see Appendix 4 attached.

The assessment of each site has been an ongoing process underpinned by independent advice from AECOM.

The results of the September 2018 questionnaire indicated a preference for smaller developments. The Steering Group requested Landowners to outline their proposed development with this in mind and a further assessment of each site was undertaken by AECOM on these partial sites. There is no specific limit to the number of homes to be built on a site.

AECOM's November 2021 Report on the Partial Sites includes the further advice from Essex Highways, Chelmsford Heritage & Conservation Officer and Wood in respect of Landscape Capacity.

Danbury is a constrained area with narrow rural lanes, an AQMA, designated environmental and heritage assets, landscape considerations, ecology, and non-designated heritage assets.

The sites submitted for consideration are subject to at least one significant constraint and the opportunity for mitigation has been investigated.

AECOM's Conclusions

The following sites are considered Not Suitable for development and inclusion in the Danbury Neighbourhood Plan and have been discounted. Section 2 summarises the Site Assessment conclusions of AECOM's November 2021 report.

D4 Land off Runsell Lane
 D8 Land at Tyndales Farm East
 D10 Field South of Jubilee Rise
 D12 Bay Meadow, adjacent to Medical Centre

Section 2 summarises the main reasons why these sites have been discounted.

The following sites are Suitable or Potentially Suitable for development and inclusion in the Danbury Neighbourhood Plan, although no sites are free of constraints.

D5 Sandpit Field, East of Little Fields
 D7 Land at Tyndales Farm West (large site)
 D9 Land at Millfields/Mill Lane
 D11 Old Play Area South of Jubilee Rise
 D14 Danecroft, Woodhill Road
 D15 Well Lane Industrial Area
 D20 Land North of Elm Green Lane
 D21 Land at Mayes Lane/Copt Hill

¹² AECOM Sites Assessment – November 2021 – Appendix 3

¹³ AECOM Housing Needs Assessment – March 2020

¹⁴ Impact on Local Highway Network – Appendix 4

Selection and Allocation

The following criteria has been used to select the sites and allocate homes within the Danbury Neighbourhood Plan:

1. Be Sustainable, based on AECOM's November 2021 Report on the Partial Sites
2. Is within or adjacent to the Defined Settlement Boundary
3. Available for development and meets Danbury's housing need
4. Use previously developed and infill sites
5. Keep separation between settlements/parishes
6. Has satisfactory highway access
7. Has minimal impact on local highway network
8. Not cause harm to the setting of SSSIs, Heritage Assets and Conservation Area
9. Not cause harm to the environment, including important views, designated open green spaces, valued landscapes, residential amenities or habitats
10. Is well-connected to existing village amenities
11. Not at high risk of flooding
12. Over 500m from AQMA
13. Excluded from Minerals consultation

Findings and Conclusions

Essex Highways categorise the Highway Network as follows:

- National Highways Road - None within Danbury
- Priority 1 Road - A414
- Priority 2 Road - Woodhill Road, Well Lane, Bicknacre Road, Penny Royal Road, The Common, Mayes Lane, Little Baddow Road, and the B1418
- Local Road or Private Road – All other roads within Danbury¹⁵

Appendix 1 shows the location of the remaining sites which have their proposed access on roads categorised Priority 1, Priority 2 or on Local Roads. The draft Neighbourhood Plan acknowledges the importance residents place on Local Roads which is seen as fundamental to preserving the character of Danbury – see Appendix 4, Impact on Local Highway Network

Residents have also stated a preference for smaller developments.

Section 3 summarises how each site performed against the selection criteria. Sites D9 and D20 take their access from a Local Road. The site owner of D15 has not made contact as to their intentions for the site.

Section 4 summarises the Site Assessment conclusions of AECOM's November 2021 report and the Steering Group's conclusions.

¹⁵ ECC Highway Record <https://www.essexhighways.org/interactive-maps-and-live-travel-information/highways-information-map>

Proposed Allocation

Based on these conclusions, the table below shows the sites proposed to meet the housing allocation of around 100 homes.

The proposed allocation is made so that all sites will take their access either from or adjoining a Priority 1 or Priority 2 road, with the exception of D11 which is of limited impact due to the low number of units (2). D7 creates a revised access arrangement directly off the Priority 1 road (A414).

| Site | No. homes |
|--|-----------|
| D5 Sandpit Field, East of Little Fields | 10 |
| D7 Land at Tyndales Farm West (large site) | 65 |
| D11 Old Play Area South of Jubilee Rise | 2 |
| D14 Danecroft, Woodhill Road | 14 |
| D21 Land at Mayes Lane/Copt Hill | 2 |
| Total Allocation | 93 |

Section 2 - Sites considered not suitable for development

The following sites are considered Not Suitable for development and inclusion in the Danbury Neighbourhood Plan.

D4 Land off Runsell Lane – see Appendix 3 Page 18 & 19

Whilst a suitable access is likely to be achieved, development of the southern part of the site would harm the setting of Grade 11 Garlands Farmhouse.

No suitable access from the A414 or Runsell Lane is possible to allow development of the middle or northern part of the site. In addition, such development would harm the landscape and increase recreational and domestic animal traffic on the SSSI at Scrubs Wood.

The overall landscape capacity is Low to Medium, although visual sensitivity is judged to be high due to the land parcel's openness.

Any proposed development which excludes the south east corner of the site as it touches Runsell Lane, is not adjoining the Defined Settlement Boundary.

D8 Land at Tyndales Farm East – see Appendix 3 Page 27 & 28

Site D8 on its own is unsuitable for allocation. Essex Highways has deemed access to be unacceptable from both Hyde Lane and Mill Lane as these are narrow, local roads which cannot be intensified. These local roads are single track roads with few formal passing places and have safety and capacity issues.

D10 Field South of Jubilee Rise – see Appendix 3 Page 32 & 33

The new highways advice states that whilst access may be achievable via Jubilee Rise with a resolution of ownership to access the site, access from the wider local highway network would be a cause of concern.

Access to the site would be from predominantly single track local roads, with few, if any formal passing places. The highways advice states that intensification of use of these unsuitable routes, via Capons Lane, Gay Bowers, Mill Lane or Hyde Lane would be of concern in terms of both safety and capacity.

D12 Bay Meadow, adjacent to Medical Centre – see Appendix 3 Page 36 & 37

The site forms part of a significant open space. Following specialist advice received from the Chelmsford City Council Heritage Officer, the entirety of the site should now be ruled out for development as no development would be possible without causing harm to the conservation area and setting of the adjacent designated heritage assets.

Section 3 – Summary of each site’s performance against selection criteria

| Summary each site's performance against selection criteria | | | | | | | | | | | | | |
|--|-------------------|---|------------------------------|------------------------------|---|---|--|--|----------------------------------|---------------------------------|----------------------------------|-------------------------|---|
| Site | 1. Be Sustainable | 2. Is within or adjacent. Defined Settlement Boundary | 3. Available for development | 4. Previously developed land | 5. Keep separation between settlements/parishes | 6. Satisfactory highways access available or achievable | 7. Has minimal impact on local highway network | 8. Not cause harm to the setting of SSSIs, Heritage Assets and Conservation Area | 9. Not cause harm to environment | 10. Well connected to amenities | 11. Not at high risk of Flooding | 12. Over 500m from AQMA | 13. Excluded from Minerals consultation |
| D5 Sandpit Field, East of Little Fields | Green | Green | Green | Red | Green | Orange | Green | Orange | Orange | Green | Green | Green | Green |
| D7 Land at Tyndaes Farm West (large site) | Orange | Green | Green | Red | Green | Orange | Green | Orange | Orange | Green | Green | Green | Green |
| D9 Land at Millfields/Mill Lane | Orange | Green | Green | Red | Green | Orange | Red | Orange | Orange | Green | Green | Green | Green |
| D11 Old Play Area South of Jubilee Rise | Orange | Green | Green | Red | Green | Orange | Green | Orange | Orange | Green | Green | Green | Green |
| D14 Danecroft, Woodhill Road | Orange | Green | Green | Red | Green | Orange | Green | Orange | Orange | Green | Green | Green | Green |
| D15 Well Lane Industrial Area | Orange | Green | Red | Green | Green | Green | Green | Orange | Orange | Green | Green | Green | Green |
| D20 Land North of Elm Green Lane | Orange | Green | Green | Red | Green | Orange | Red | Orange | Orange | Green | Green | Green | Green |
| D21 Land at Mayes Lane/Copt Hill | Orange | Green | Green | Red | Green | Orange | Green | Orange | Orange | Green | Green | Green | Green |

Section 4 – Sites considered suitable or potentially suitable for selection

Site Selection and Allocation Summary with appropriate mitigation

D5 Sandpit Field, East of Little Fields - see Appendix 3 Page 21 to 23

Decision - Propose Allocation

Mitigation

Access – via Little Fields, which Essex Highways advise is lightly trafficked and can be considered a minor road leading directly to the Priority 1 road (A414).

Landscape and Heritage - the site forms part of the wider setting of Grade 11 Garlands Farmhouse and any development will be low form alms houses. An open space will be created at the south east of the site to preserve the setting of the heritage asset.

D7 Land at Tyndales Farm West (large site) – see Appendix 3 Page 18 & 19

Decision - Propose Allocation

Mitigation

Access - provision of a new junction for site D7 from the Priority 1 road (A414) together with an associated diversion of Cherry Garden Lane east into a proposed access road. This is subject to detailed design including provision of bus stops and associated crossing points on the A414.

Allocated land – the main development will form an area bounded on the eastern side by the existing PRow and on the southern boundary to the limit of the existing trees adjacent to Barley Mead. Construction of the new access will require additional land to the north east of the PRow.

Landscape - the new evidence has changed the landscape capacity from low-medium capacity to medium capacity which makes it more suitable for development provided extensive mitigation measures are an integral part of any development. These would include a strong landscape buffer on the open eastern boundary (which is not an existing field boundary) and provision of green infrastructure linking hedgerows and trees alongside A414 and Mill Lane and encompassing the closer sections of the PRow.

Size of development – it is proposed to allocate land to build 65 homes subject to the significant mitigation above. The Steering Group have concluded the benefit from this allocation in term of the housing mix, affordable housing, provision of community facilities and retention of the character of Danbury outweighs the harm caused by the increased housing allocation suggested by residents in the questionnaire.

D9 Land at Millfields/Mill Lane – see Appendix 3 Page 29 to 31

Decision – Unsuitable for development

Reasons

Access - the new highways information (July 2021) states that an access from Millfields could be created to encourage vehicular traffic to turn left out of the site with a mitigation package. No effective methodology to implement this package has been identified.

Local Roads – Development of this site will significantly impact the rural nature and limited width of the network of local roads leading to intensification of Mill Lane, The Avenue and Hyde Lane.

Section 4 continuedD11 Old Play Area South of Jubilee Rise – see Appendix 3 Page 18 & 19

Decision - Propose Allocation

Mitigation

Access is via Jubilee Rise, a Local Road. The size of the development (2 homes) will have limited impact. Consideration of an adjacent electrical substation and a protected tree also required.

D14 Danecroft, Woodhill Road – see Appendix 3 Page 18 & 19

Decision - Propose Allocation

Mitigation

Access - recent advice indicates access from Priority 2 road (Woodhill Road) is likely to be achievable

Heritage - the design of housing on the site needs careful consideration to prevent harm to the Conservation Area and Grade II listed heritage assets.

D15 Well Lane Industrial Area – see Appendix 3 Page 40 & 41

Decision – Unsuitable for development

Reasons

The owner has not responded to several attempts to engage with the Neighbourhood Plan Steering Group, therefore the land is considered not available for development.

Residents consider this previously developed site is the most suitable for housing development. This has to be balanced with the employment opportunities for local people and the benefits the current use provides to residents (day nursery & pre-school, solicitor, gym, car repairer, theatre school and food product manufacturer). A further attempt will be made to contact the Landowner to seek their consent to designate the site for employment use.

D20 Land North of Elm Green Lane – see Appendix 3 Page 42 to 44

Decision – Unsuitable for development

Reasons

Access - the new highways information (July 2021) suggests access serving a maximum of 5 dwellings should be from a private drive located as far to the east as possible to discourage the use of Riffhams Lane. The submission also states that improvements to connectivity for pedestrians to the village centre will be required in the existing highway.

The landowner's proposal is a small development of large dwellings. The AECOM Housing Needs Assessment – March 2020 identifies there is no requirement to include such large houses. The benefit of including this development within the Neighbourhood Plan does not outweigh the harm to the local road and the impact on the heritage assets nearby.

D21 Land at Mayes Lane/Copt Hill – see Appendix 3 Page 18 & 19

Decision - Propose Allocation

Mitigation

Access - The existing access is not acceptable, and a new access from Priority 2 road (Mayes Lane) is required in accordance with the current standards.

Design - the site is suitable for a small development, designed to retain the spacious character of the site.

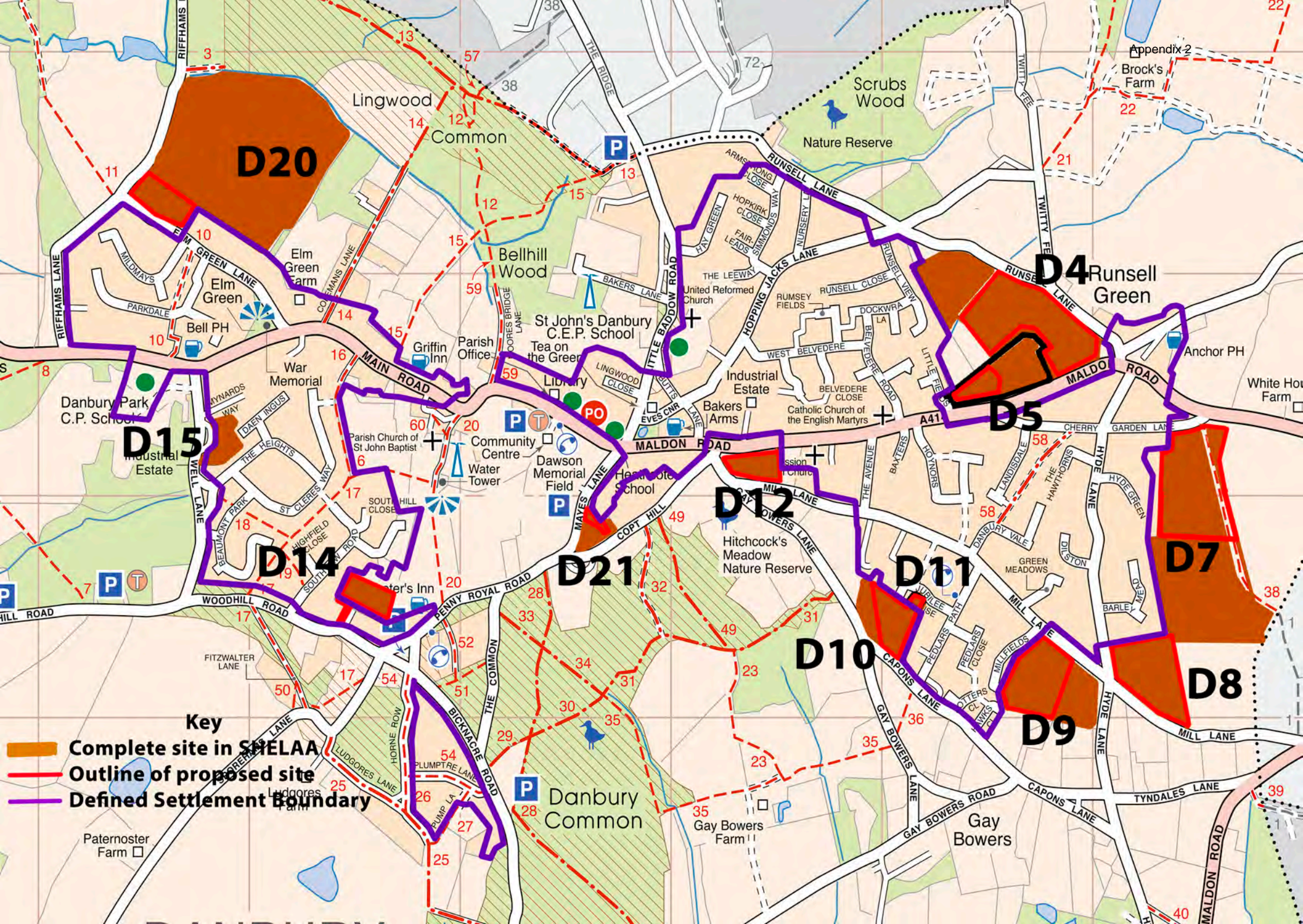
DNP Sites Selection and Allocation – Appendices

Appendix 1 – Danbury Map showing potential sites

Appendix 2 – Summary of Residents’ response to Site selection from Questionnaire No 2

Appendix 3 – AECOM Sites Assessment – November 2021 (not attached)

Appendix 4 – Impact on Local Highway Network



D20

D4 Runsell Green

D5

D7

D8

D9

D10

D12

D11

D14

D15

D21

Key
 Complete site in SHELAA
 Outline of proposed site
 Defined Settlement Boundary

Lingwood

Common

Scrubs Wood

Nature Reserve

Bellhill Wood

St John's Danbury C.E.P. School

United Reformed Church

Industrial Estate

Bakers Arms

Catholic Church of the English Martyrs

Danbury Park C.P. School

War Memorial

Parish Church of St John Baptist

Community Centre

Dawson Memorial Field

Heathcote School

Hitchcock's Meadow Nature Reserve

GREEN MEADOWS

Danbury Common

Gay Bowers Farm

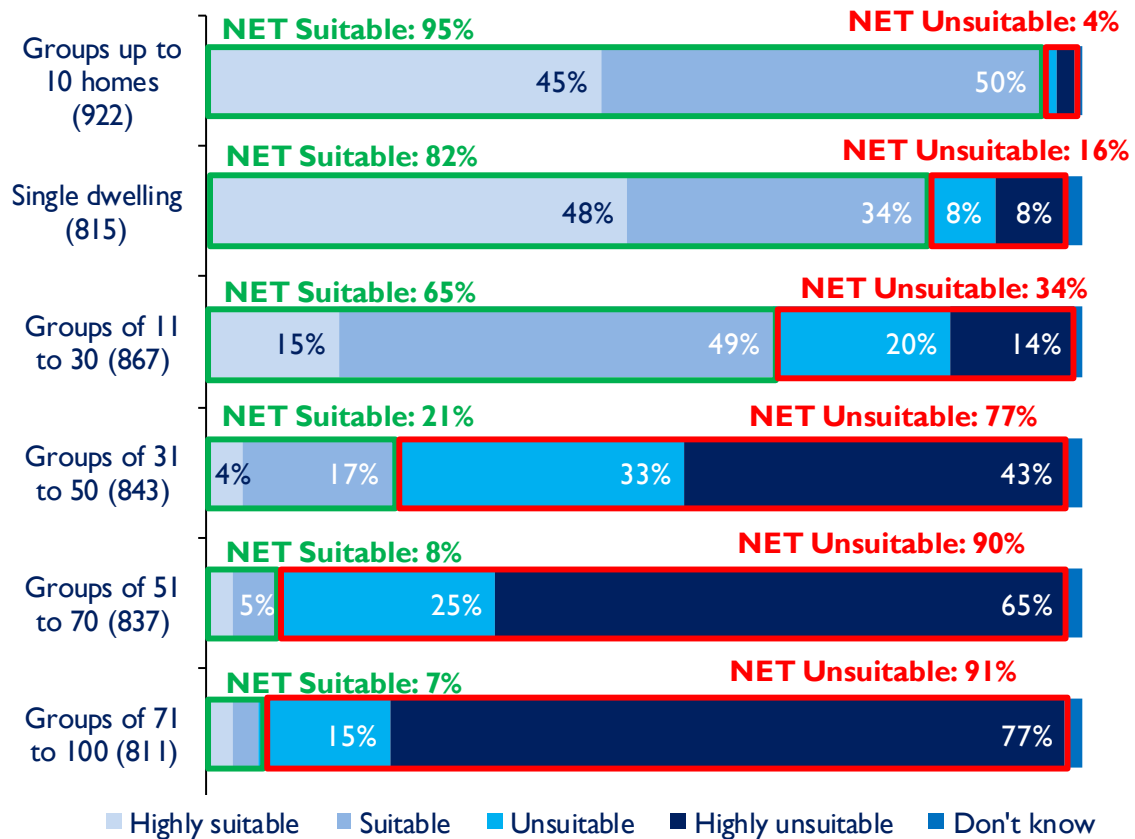
Gay Bowers

Paternoster Farm

4.3.2 Extent of Future Developments

Residents were also asked for their views on the scale of housing development required in Danbury.

Q12. What size of development is suitable for the village (i.e. number of homes on a site)?



Source: Qa Research 2018 Base: In brackets (all respondents). <3% shown but not labelled.

Smaller developments appear to be most favoured by respondents as these received the highest proportions of net suitable ratings; *single dwellings* (82%) and *groups of up to 10 homes* (95%) were deemed the most suitable sizes for the village. For both *single dwellings* and *groups of up to 10 homes* just under half (48% and 45%) of net suitable ratings came from residents deeming these sizes *highly suitable* for the village, further indicating strong approval for these developments. The largest development included in the survey, *groups of 71 to 100 homes* met with the most disapproval, with an overall net unsuitable rating of 91%.

4.3.3 Potential locations for development

To find out more about residents' wishes for future housing development, a series of locations were listed, with residents asked to rate each one in terms of their suitability (question 13). A map of these locations can be found in the appendix.

| Location | Net suitable | | Net unsuitable | | Don't know | |
|---|--------------|-----|----------------|-----|------------|----|
| | Count | % | Count | % | Count | % |
| D15. Well Lane Industrial Site (958) | 723 | 75% | 202 | 21% | 33 | 3% |
| D14. Danecroft, Woodhill Road (926) | 585 | 63% | 267 | 29% | 74 | 8% |
| D10. Field South of Jubilee Rise (928) | 542 | 58% | 313 | 34% | 73 | 8% |
| D12. Bay Meadow, adjacent to Medical Centre (944) | 494 | 52% | 409 | 43% | 41 | 4% |
| D5. Sandpit Field, East of Little Fields (946) | 476 | 50% | 428 | 45% | 42 | 4% |
| D9. Land at Millfields & Mill Lane (937) | 472 | 50% | 397 | 42% | 68 | 7% |
| D21. Land at Copt Hill/Mayes Lane (937) | 445 | 47% | 428 | 46% | 64 | 7% |
| D8. Land at Tyndales, West (939) | 432 | 46% | 448 | 48% | 59 | 6% |
| D7. Land at Tyndales, East (941) | 415 | 44% | 464 | 49% | 62 | 7% |
| D20. Riffhams Lane (951) | 390 | 41% | 508 | 53% | 53 | 6% |
| D11. Play Area, Jubilee Rise (930) | 340 | 37% | 511 | 55% | 79 | 8% |
| D4. Land off Runsell Lane (950) | 306 | 32% | 601 | 63% | 43 | 5% |

Base: All respondents (in brackets)

Deemed most suitable was site *D15. Well Lane Industrial Site* with three quarters (75%) feeling this to be suitable for development. A further 63% - well over half - also felt the same of the nearby site *D14. Danecroft, Woodhill Road*.

Residents felt site *D4. Land off Runsell Lane* to be least suitable (63% net unsuitable).

Question 14 was included to gather reasons as to why a site was deemed unsuitable. Residents could choose from 6 options, these are summarised in the next table, which shows that the *impact on landscape character* and *impact on main roads or country lanes* were the most commonly raised issues for all sites regardless of suitability at the previous question. For site *D4. Land off Runsell Lane*, 85% of those providing a reason for considering it unsuitable, were concerned about the landscape impact. Nearly all (94%) of this same group felt the impact on roads made this site unsuitable.

| Location | Impact on main road or country lanes | | Impact on landscape character | | Increased light or air pollution | | Damage to ecology | | Impact on heritage assets | | Impact on sites of scientific interest | | None | |
|--|--------------------------------------|-----|-------------------------------|-----|----------------------------------|-----|-------------------|-----|---------------------------|-----|--|-----|-------|-----|
| | Count | % | Count | % | Count | % | Count | % | Count | % | Count | % | Count | % |
| D15. Well Lane Industrial Site (179) | 143 | 80% | 85 | 47% | 80 | 45% | 50 | 28% | 24 | 13% | 18 | 10% | 15 | 8% |
| D14. Danecroft, Woodhill Road (242) | 215 | 89% | 183 | 76% | 126 | 52% | 123 | 51% | 56 | 23% | 55 | 23% | 1 | <1% |
| D10. Field South of Jubilee Rise (295) | 259 | 88% | 205 | 69% | 162 | 55% | 158 | 54% | 54 | 18% | 57 | 19% | 1 | <1% |
| D12. Bay Meadow (388) | 354 | 91% | 260 | 67% | 223 | 57% | 191 | 49% | 130 | 34% | 85 | 22% | 3 | 1% |
| D5. Sandpit Field, East of Little Fields (414) | 399 | 96% | 320 | 77% | 241 | 58% | 242 | 58% | 98 | 24% | 101 | 24% | - | - |
| D9. Land at Millfields & Mill Lane (373) | 347 | 93% | 273 | 73% | 202 | 54% | 205 | 55% | 62 | 17% | 57 | 15% | 2 | 1% |
| D21. Land at Copt Hill/Mayes Lane (394) | 351 | 89% | 277 | 70% | 183 | 46% | 188 | 48% | 92 | 23% | 73 | 19% | 1 | <1% |
| D8. Land at Tyndales, West (427) | 396 | 93% | 342 | 80% | 227 | 53% | 245 | 57% | 81 | 19% | 88 | 21% | - | - |
| D7. Land at Tyndales, East (444) | 408 | 92% | 366 | 82% | 249 | 56% | 256 | 58% | 85 | 19% | 90 | 20% | - | - |
| D20. Riffhams Lane (486) | 448 | 92% | 424 | 87% | 289 | 59% | 339 | 70% | 193 | 40% | 153 | 31% | 1 | <1% |
| D11. Play Area, Jubilee Rise (454) | 270 | 59% | 275 | 61% | 193 | 43% | 145 | 32% | 95 | 21% | 43 | 9% | 51 | 11% |
| D4. Land off Runsell Lane (577) | 545 | 94% | 489 | 85% | 321 | 56% | 351 | 61% | 175 | 30% | 172 | 30% | - | - |
| Base- in brackets (those who rated sites as unsuitable) | | | | | | | | | | | | | | |

Danbury Neighbourhood Plan Impact on Local Highway Network

Appendix 4

Introduction

Essex Highways categorise the Highway Network as follows:

- National Highways Road
- Priority 1 Road (PR1)
- Priority 2 Road (PR2)
- Local Road
- Private Road

The A414 is classified a PR1.

Woodhill Road, Well Lane, Bicknacre Road, Penny Royal Road, The Common, Mayes Lane, Little Baddow Road, and the B1418 are PR2s.

All other parts of the Highway Network other than private roads in Danbury are classified as Local Roads without differentiation.¹

All traffic from Danbury to Maldon, Chelmsford and the A12 must use Priority Roads 1 and/or 2 for the journey.

The local roads, footpaths and bridleways are very well liked and seen as forming an important part of the character of Danbury. This was identified from the results of the Adult Questionnaire August 2017 in response to the question 'What do you like about Danbury?' - 83% of respondents selected the Lanes/Footpaths/Bridleways - see attached Attachment.

Sites D8, D9, D10 and D20 are located on Danbury's Local Roads and any development will affect the Local Roads from the site to the Priority 1 Road A414 or Priority 2 Roads.

The purpose of this paper is to consider the impact on the local highway network from the increased traffic flows generated from each site to/from Chelmsford in the west and Maldon in the east. The routes available are described below.

Sites D8 & D9

Route to A414 and Maldon,



¹ ECC Highway Record <https://www.essexhighways.org/interactive-maps-and-live-travel-information/highways-information-map>

The proposed access of Site D8 is in Mill Lane (south on right). The journey will begin by turning right into Hyde Lane.



Site D9's proposed access is in Millfields. Photo above is of Hyde Lane looking south, with Mill Lane crossing horizontally from the right.

From D9, the direct route is to turn right into Mill Lane and then turn left (North) into Hyde Lane which is a dangerous blind junction shown on the right above.



Hyde Lane above is a very narrow single track road. It is often necessary to use a private drive to allow traffic to pass. The junction at Cherry Garden Lane to A414 has a very poor line of sight.

Route West to Danbury, Chelmsford and A12

Traffic from both sites will turn into Mill Lane (photo above).

Continue on Mill Lane turning right into The Avenue which has limited off-street parking, therefore cars are parked on both sides of the road leaving only a single lane for traffic (photo below).



The alternate route is to continue along Mill Lane, where the road narrows into a single lane with no pavements. (Photo below shows The Avenue junction on right and Mill Lane as it narrows).



Another photo of Mill Lane with a passing place. This part of Mill Lane has protected status.



Join Gay Bowers Lane, which is a blind junction, and turn right to join Copt Hill and turn left at the A414. This is the start of the Air Quality Management Area in Danbury.

Photo below shows Mill Lane on left joining Gay Bowers, which has protected status.



The Avenue is the likely preferred route for traffic to the A414 including delivery vehicles to and from the site.

The Danbury AQMA runs along the A414 from Butts Lane to Eves Corner. Additional traffic into and out of The Avenue will increase traffic congestion on the A414 causing traffic to queues on both roads with additional pollution in this already polluted area.

Site D10

Photo of Capons Lane (site access via gate).

Two access are under consideration.

Suggested access via Capons Lane

The favoured route to both Maldon and Chelmsford will be via Hyde Lane and Cherry Garden Lane to gain access to the A414, described above.

It should be noted that Gay Bowers Lane (where it runs past the site) is a protected Lane. Also, the area of Capons Lane south east of the site from Hawks Close to Hyde Lane also has protected status.

Capons Lane is a single track, with bends, poor visibility, narrow junctions and few passing areas.

Suggested access in Jubilee Rise

This is a residential area and the route to both Maldon and Chelmsford will be via Pedlars Path into Mill Lane using The Avenue to gain access to the A414, described above, described above.

Site D20

Photo of Elm Green Lane (site access on right - in sunlight).



Photo of Riffhams Lane towards A414.

Riffhams Lane from Graces Lane to Elm Green Lane has protected status.

Route West to Chelmsford

There are two options. Via Elm Green Lane to the A414. Elm Green Lane near the site access is particularly narrow. Elm Green Lane is impassable after snow due to the steep incline.

The second route is via Riffhams Lane to Main Road. There are no pavements from the site access on Elm Green Lane to Riffhams lane. Riffhams Lane is a very narrow single lane road with some passing places for one vehicle. Often vehicles are seen reversing or using private drives to allow passing. There are no pavements on Riffhams Lane.

Route East to Maldon

Via Elm Green Lane to the A414 as described above.

Conclusion

The narrative above provides details of the likely routes to Maldon, Chelmsford and the A12. Inevitably there will be increased traffic volumes on the local highway network if any of sites D8, D9, D10 or D20 are selected for development within the Danbury Neighbourhood Plan.

Such increase in traffic will lead to intensification of the local highway network causing these sites to score less well in the assessment against the Vision and Objectives of the draft Neighbourhood Plan, which seeks to preserve the character of Danbury.

The conclusion of the Steering Group is that purely on the highway consideration, the sites adjacent to the lanes will cause more harm than those having a direct access from the A414 or another main road.