

Danbury Neighbourhood Plan 2023 - 2036

Pre-Submission (Regulation 14) Consultation Version



January 23, 2023



DANBURY PARISH COUNCIL

Foreword

Dear Residents,

Danbury's Neighbourhood Plan has been produced by the Neighbourhood Plan Steering Group on behalf of Danbury Parish Council and is the culmination of several years of research, study and consultation with the village. It sets out the vision and objectives for the village over the next 15 years. When Chelmsford City Council drew up their Local Plan, subsequently adopted in May 2020, it allocated around 100 new homes to Danbury but uniquely did not specify where those new homes would be located – instead leaving this to the village to decide via the Neighbourhood Plan process.

The responses to the questionnaires overwhelmingly stated that residents wanted the village to remain as it is, valuing the countryside, open spaces, rural lanes and its rich heritage assets. These characteristics place significant restrictions on the site allocations. With these constraints in mind the sites allocated have been chosen to minimise their impact on the character of the village and its unique qualities.

We are very appreciative of the help and support of both the Parish Council, most especially our Co-ordinator who has kept us on the right road throughout the process and the officers at Chelmsford City Council who have helped us draw up this Plan. It is also important to recognise the hard work of every member, both past and present of the Steering Group. Without your input, knowledge and enthusiasm this Plan would not have become a reality. This is Community Planning at its best.

We believe that this Plan is robust and reflects the residents' wishes as expressed in the questionnaires and in the exhibitions which also received excellent local support. When formally adopted it will provide the necessary statutory guidance for Danbury until 2036 when planning applications are determined. It shapes the future of the village so that it remains a strong community within a pleasant place to live and work.

Sue Dobson

Chair, Danbury Neighbourhood Plan Steering Group

September 2022

Danbury Neighbourhood Plan

This Plan is accompanied by a series of supporting information including The Danbury Design Guide to which all applicants for any development are referred (Annex A). These documents can be viewed at www.danburyneighbourhoodplan.com and in paper form at the Danbury Parish Council Offices.

A list of Appendices giving evidence in support of the Plan is included and can be viewed at www.danburyneighbourhoodplan.com and in paper form at the Danbury Parish Council Offices.

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Aspirations

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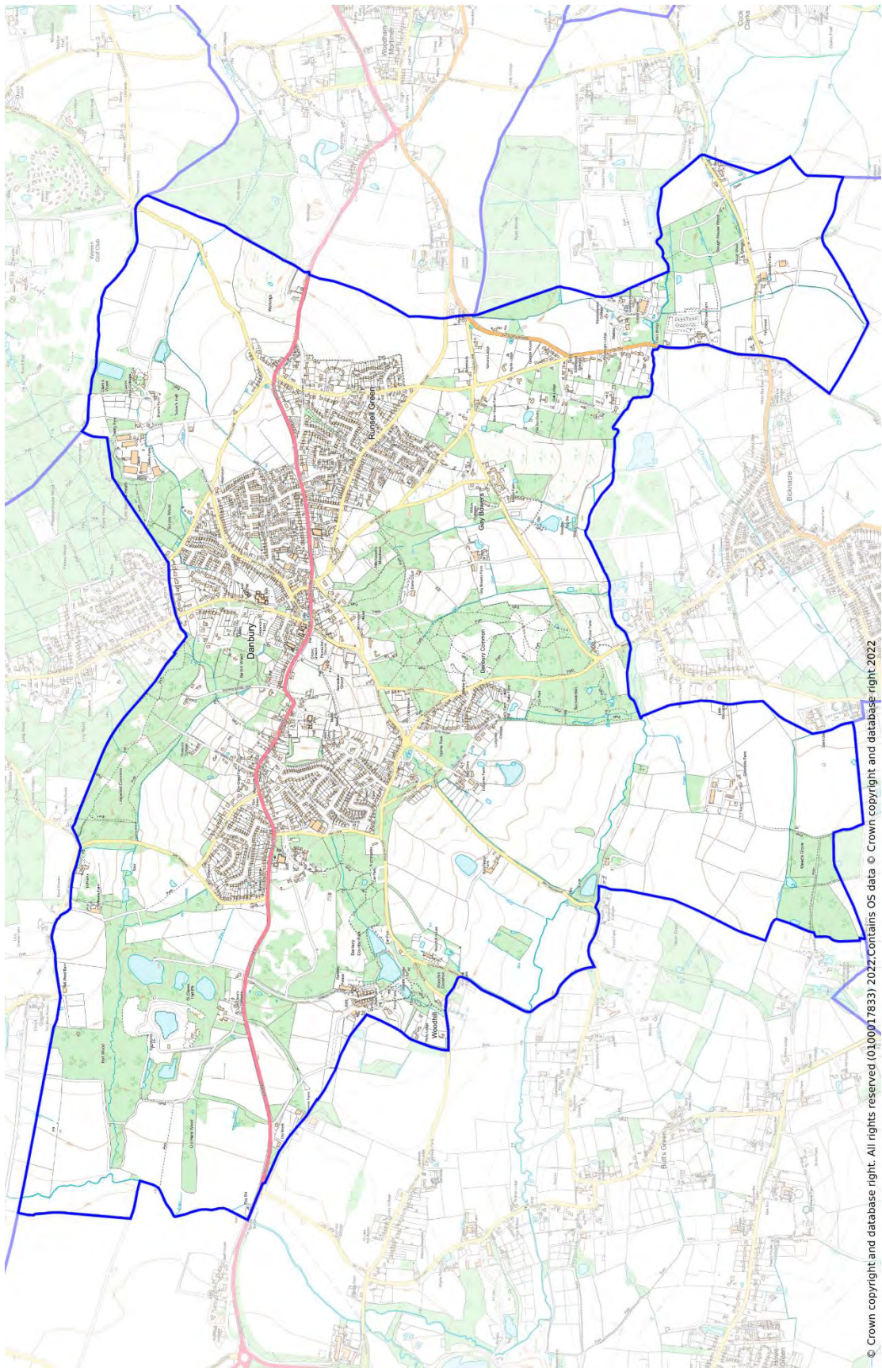
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1. Introduction

A new Plan for Danbury

- 1.1** This is the pre-submission Neighbourhood Plan for Danbury. It covers the entire Parish, as illustrated in Figure 1. It sets out the local community's aspirations for Danbury over the period to 2036 (aligning with the Chelmsford Local Plan) and establishes policies relating to land use and development which will influence future planning applications and decisions in the area.
- 1.2** The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places where they live and work 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.
- 1.3** Danbury is about to enter a period of growth, with the Chelmsford Local Plan requiring land to be allocated in Danbury to accommodate around 100 new homes. The Neighbourhood Plan provides us, the local community, with the opportunity to influence the location and form of new growth, such that it best responds to the qualities of Danbury and our local needs.
- 1.4** But the Neighbourhood Plan is much more than this. It represents the community's manifesto for the Parish, bringing together more than just traditional planning matters. Indeed, applicants for growth and development in Danbury are required to fund new infrastructure through payment of a Community Infrastructure Levy (CIL) [See Chapter 12 and Glossary]. As and when the Neighbourhood Plan is formally 'made' as a planning policy document, 25% of all monies payable under CIL will be passed to the Parish Council to spend on locally identified projects. The Neighbourhood Plan is thus a very powerful document for identifying those projects that can help deliver positive change and improvement at the local level.
- 1.5** Danbury was formally designated as an area for neighbourhood planning purposes in 2016 (under the Localism Act 2011). The Danbury Neighbourhood Plan Steering Group has surveyed, spoken with and listened to members of the community. Issues and opportunities raised during that process have informed production of the policies and projects now presented in this pre-submission Neighbourhood Plan.
- 1.6** A call for sites was issued to give all land holders and potential developers an opportunity to bring forward sites in the Neighbourhood Area for assessment through the Neighbourhood Plan process.
- 1.7** For the purpose of this Neighbourhood Plan a Danbury Design Guide has been prepared which presents a set of principles and codes. All applicants for new development are referred to this document before submitting proposals, in order to reflect Danbury's character and preferences (Annex A).

Figure 1: Danbury Parish Boundary



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Area designated for Neighbourhood Planning purposes in Danbury

Policies and Aspirations

- 1.8** The Neighbourhood Plan includes a combination of policies and aspirations. For the avoidance of doubt:

Policies

The Neighbourhood Plan establishes land use and development management policies for Danbury. These are contained in green shaded policy boxes. These will be used to help determine planning applications.

Aspirations

The Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Improvements that the community are seeking, but that cannot be delivered through planning policy, are identified, and contained in blue shaded boxes. 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 story.

- 1.9** Policies and Aspirations are supported by explanatory text. It is important that the Neighbourhood Plan is read as a whole document. All policies should be viewed together in the preparation and consideration of planning applications.

Context for the Plan

- 1.10** Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2011), the Neighbourhood Planning (General) Regulations (2012), the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF 2021) and National Planning Practice Guidance (NPPG).
- 1.11** Neighbourhood Plans must be in general conformity with the strategic policies of the development plan. The development plan for Danbury is the Chelmsford Local Plan, adopted in May 2020. This 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.
- 1.12** Particularly relevant to the Neighbourhood Plan are the following policies in the Local Plan:
- Spatial Strategy: Development Locations and Allocations – Danbury is identified as a Key Service Settlement in the Local Plan and located within 'Growth Area 3' (South and East Chelmsford). It is identified as one of three key locations for sustainable development within the area. The policy notes that the allocation in Danbury will help to support the village's services and facilities.
 - Strategic Growth Site Policy 13: Danbury – This policy requires land to be allocated in the Danbury Neighbourhood Plan to accommodate around 100 new homes. It is envisaged

that half of these will be delivered between 2025/6 – 2029/30, with the balance delivered between 2030/1 – 2034/5. In the reasoned justification section, it is acknowledged that there are a number of heritage assets, multiple SSSIs and several archaeological deposits in and around Danbury. These must be considered by future proposals. Furthermore, it is noted that future development could be restricted by significant landscape, ecology, and highway constraints. However, Danbury has a good range of local services and facilities and there is some limited capacity in the primary schools that serve the village.

- Strategic Policy S3: Conserving and Enhancing the Historic Environment – This policy acknowledges that the public parks in Danbury have an important role in the distinctiveness of the Chelmsford area. It also highlights the importance of the Iron Age hill fort at Danbury.

1.13 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. Other relevant policy documents at City Council level include the Essex Minerals Local Plan, 2014 - currently under review, and the Essex and Southend-on-Sea Waste Local Plan, 2017.

1.14 Furthermore, Danbury is within the ‘zone of influence’ of the Blackwater Estuary Special Protection Area and Ramsar Site. This is an area sensitive to increased visitor pressure from any new housing development, particularly from disturbance to birds and their habitats. An Essex-wide strategy (called the Recreational disturbance Avoidance and Mitigation Strategy, or RAMS) has been prepared, identifying the potential for disturbance and the types of mitigation that might be needed. This is supported by a Supplementary Planning Document adopted by Chelmsford City Council in May 2020. All new development in Danbury which results in a net increase in new homes, however small, will need to provide financial contributions towards the mitigation measures. Developers can also agree bespoke mitigation measures with Chelmsford City Council and Natural England.

Wider challenges

1.15 This Neighbourhood Plan is set in the context of the ‘Climate and Ecology Emergency’ declared by Chelmsford City Council in July 2019.

1.16 The City Council has pledged to reduce its own carbon emissions to Net Zero by 2030 and to encourage others to do the same. A raft of actions has been proposed by the City Council to support this, including the promotion of sustainable forms of development, promoting active travel, protecting and planting new woodland, and reviewing planning policies that encourage developers to build to zero-carbon standards.

1.17 This Neighbourhood Plan seeks to promote high quality, eco-friendly design that respects the environmental qualities and landscape setting of Danbury, as well as wider matters such as improved conditions for walking and cycling, protecting and enhancement of the network of green infrastructure that characterises Danbury.

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- 1.18** Any Plan for the future must also consider the implications raised by the Covid-19 pandemic. With social isolation and homeworking measures put in place during the pandemic the need to travel daily was reduced for many. This resulted in improvements to air quality as well as quieter and safer streets for walking and cycling. At the same time, it increased awareness of the importance of local shops and essential services, and the ability of people to be able to access those, with matters such as resilience about food supplies, for example, recognised. The measures also highlighted the importance of good quality broadband provision, the need for parks and spaces for people to exercise in, and the importance of well-designed homes and living spaces. Moreover, the importance of good social networks and community cohesion was highlighted, providing support to neighbours and those in need.
- 1.19** As part of this Neighbourhood Plan, we have sought to future proof growth and development, with the suite of policies and projects set out in the Plan responding to these challenges, including improved conditions for walking and cycling, retention of important local green spaces, community facilities and strengthening of local centres.
- 1.20** All development in Danbury, where feasible, will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change.

Ownership of the Plan

- 1.21** The Localism Act 2011 gave communities the power to develop neighbourhood plans, to be progressed by Town and Parish Councils or neighbourhood forums as opposed to the local authority.
- 1.22** Work on this Plan has been led by Danbury Parish Council who established a Steering Group of Council members and interested residents to consult upon and develop the Plan.
- 1.23** Through work on the Plan the Steering Group has endeavoured to engage, enthuse and energise Danbury residents and the wider community, including businesses and other stakeholders and organisations, to have their say on the parish's future and help shape the Neighbourhood Plan.
- 1.24** As and when the Plan is 'made' it will form part of the 'development plan' and will be used by officers at Chelmsford City Council to determine planning applications submitted for new development in Danbury.

Stages of the Plan

- 1.25** There are various elements involved in preparing a Neighbourhood Plan. Broadly, they include:
- a) Initial consultation to identify issues, concerns and areas of focus for the Neighbourhood Plan.
 - b) Collection of 'evidence' on the issues and potential options, ideas and strategies to be progressed through the Plan.

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- c) Production of and consultation on emerging policy ideas.
- d) Drafting of and formal consultation on the Neighbourhood Plan (known as the Regulation 14 Stage).
- e) Updating the Plan in response to consultation, submitting and testing it through an independent examination process.
- f) Subjecting the Neighbourhood Plan to a local referendum.
- g) Adopting ('making') the Neighbourhood Plan as a policy document – if more than 50% of people that turn out vote 'yes' at the referendum.

- 1.26** This is the 'Regulation 14' consultation version of the Neighbourhood Plan. Comments received during consultation will be reviewed and amendments made to the Plan as appropriate prior to submission for examination purposes. The submission version of the Plan will be accompanied by a suite of documents including a Consultation Statement and a Basic Conditions Statement which will, amongst other matters, demonstrate how the Neighbourhood Plan conforms to national policy as well as the strategic policies and objectives established in the Chelmsford Local Plan.

Reviewing the Plan

- 1.27** Following the 'making' (adoption) of the Neighbourhood Plan the Parish Council will monitor the effectiveness of the policies and use of CIL funds to help deliver aspirations identified in the Plan. In time, updates to the Plan may be consulted upon to ensure that it remains up to date and relevant. This includes a commitment to reviewing the Plan and updating it as necessary as and when a new Chelmsford Local Plan is adopted. A review may also be triggered by other matters, such as updates to national policy or actions emerging from the City Council climate change action plan.

2. Welcome to Danbury

Historic Context

- 2.1** The earliest evidence of human activity in Danbury Parish dates from the Mesolithic era (from c. 8,000 BC) with flint artefacts having been discovered in three areas in the village. In the Neolithic era (2,250 BC) pottery shards were found at Twitty Fee and partially worked flints along the Danbury Ridge at Lingwood Common. During the Iron Age (500 BC) oval earthworks were constructed at the high point of Danbury hill affording 360-degree views of the surrounding countryside, this was later succeeded by a Roman watchtower (55BC -43AD) and subsequently the Saxon Daeningis tribe (420 AD) built a hill fort there from which Danbury derives its name.
- 2.2** In 1050 AD the Saxon Lord of the Manor Arling, ruled the area and following the Norman Invasion in 1066 King William gave “Daeningaberia” to Geoffrey De Mandeville. Five centuries of administration under the feudal system of Manors followed.
- 2.3** The village of Danbury was centred around the church of St. John the Baptist which was built on the summit of Danbury hill (site of the hill fort) in 1233 AD, the oval Iron Age earthworks are still visible and salvaged Roman tiles can be seen in the arch in the North wall.
- 2.4** Medieval times saw the exploitation of the “brick earth” for tile and brick manufacture. Horne Row was named after a brick and tile maker who lived and worked there in 1368. Distinctive floor tiles from Danbury have been found in Kings Lodge, Windsor Great Park, as well as many churches in Essex. The brick kiln, which dates from the Medieval era at Eves Corner was in use until 1792, a complaint was raised at the Little Baddow court in 1698 regarding Danbury brick makers who were firing bricks in such great quantities that they were making the air unhealthy for their neighbours in Little Baddow. This easy availability of local materials has defined the style of many historic local buildings, Danbury Place, built for the Darcy family in the 15th Century was the first substantial, all brick house in Essex. Other houses previously constructed from timber and wattle and daub were given brick facades in 17th and 18th Centuries. The brick making industry has also impacted on the landscape with many of the ponds in the area, which were later used for watering animals, originally being formed when brick earth was extracted.
- 2.5** Danbury Place and its grounds fell into disrepair by the late 18th Century and were sold to John Round. He replaced the building and renamed it ‘Danbury Park’. Following the death of his wife, the property was sold to the Church Commissioners and it became the Seat of the Bishop of Rochester and therefore became ‘Danbury Palace’. During World War II under the ownership of General Wigan, part of the building was used as a maternity hospital and over 2000 ‘Palace Babies’ were born there. The Palace building is now part of a gated residential estate.
- 2.6** The strategic location of Danbury on the midpoint of the medieval (possibly earlier) road between Chelmsford and Maldon provided not only business opportunities along its route but also the same concerns that trouble current residents. Parliament was petitioned in 1765

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regarding the condition of the road which had “become very ruinous “and asked for two Acts to repair the road. Heavy broad wheeled wagons were transporting in excess of 3,000 loads mainly of coal from Maldon to Chelmsford. Danbury was also on the main coaching route from London to Maldon with several coaching inns catering for the needs of travellers.

- 2.7** The building of the Chelmer and Blackwater Navigation between Chelmsford and Heybridge Basin in 1797 took much of the heavy transport off the road and the opportunity was missed to divert the main road route away from the village centre and the steep hills. Later the difficult landscape meant that the railways in 1843 also bypassed the village. Even before the advent of the railways Danbury with its “broad commons” and enviable views was seen not only as a destination for day trippers but also a suitable country retirement retreat. The arrival of trains as far as Chelmsford and the steam buses in 1901 brought more tourists to the area and provided the opportunity to combine country living with commuting into Chelmsford and London.
- 2.8** The population of Danbury Parish, according to the 1801 census was 768, however this does not include the 14 regiments of troops that were stationed on the Commons from 1780-1815 as part of the defence against Napoleon. Remains of The Napoleonic Redoubt can be still seen by the junction of Well Lane and Woodhill Road. The population continued to grow until 1861 to 1113 but rural decline saw it drop to 841 by 1901.
- 2.9** The settlements in Danbury Parish were very scattered until the 20th Century, probably as a consequence of the poor soils in the area. The Ordnance Survey map of 1896 still shows distinct and separate hamlets, with open fields, common land, and woodlands between them. These “green spaces “continue to be an integral part of the character of Danbury Parish.
- 2.10** Mains water was supplied to the village in 1892, before this, homes had individual or communal wells which probably served to limit the expansion of the village. Horne Row was connected to the main water supply in 1896. The village water tank was fed by Buell Spring on Danbury Common and was supplying 13,109,700 gallons annually until it was replaced by Hanningfield reservoir.
- 2.11** Tarmac surfacing and granite kerbing of the main road in 1929 following the growth in privately owned motor vehicles led to increased building in the parish with the census of 1931 showing 1807 residents.
- 2.12** By 1951 there were 3,237 residents fuelled by its desirable location, the accessibility of Danbury to Chelmsford and London and the availability of land and local resources.
- 2.13** Between 1945 and 2000, the key character areas of Mildmays, Hopping Jacks, The Park, Runsell Green and the Lanes were all developed or expanded. There were also infill developments along and near Main Road leading to new people moving into the village and the population growing to between 5,000 to 6,000.

The Village Today

2.14 Danbury is a large village situated in the east of Chelmsford, at its border with Maldon. It lies along the route of the A414 which provides the main transport link between the City of Chelmsford, Maldon, the Dengie Peninsula and the A12.

2.15 Essex Highways categorise the roads in Danbury as follows:

- Priority 1 Road (PR1): the A414
- Priority 2 Road (PR2): Woodhill Road, Well Lane, Bicknacre Road, Penny Royal Road, The Common, Mayes Lane, Little Baddow Road.
- Local Road or Private Road: all other roads

The local roads, lanes, footpaths and bridleways are very well liked and seen as forming an important part of the character of Danbury (Appendices 7 and 11). Danbury residents understand a rural lane as one that is narrow and usually has no street lighting, pavements or road markings.

2.16 Covering an area of 5 square miles (1186 hectares), Danbury is set in wooded hills (Chelmsford City Council information). The highest point, Danbury Hill is 110 metres Above Ordnance Datum with the Church of St John the Baptist at its summit. Residents are afforded uninterrupted views across the Chelmer Valley in the North/Northwest, Blackwater Estuary in the East, and Woods and Farmland in the South. The surrounding countryside is mainly arable with some sheep farming. There are three key landmarks:



St John's Church spire



Pond at Eves Corner



War Memorial at Elm Green

2.17 At its heart, is the village green at Eves Corner with a large pond. This is just one of the many heritage and environmental assets that are highly valued by Danbury's residents. Others are:

- Several Sites of Special Scientific Interest (SSSIs) – Across Chelmsford there are eight SSSIs, three of which are in and around Danbury (Blake's Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI). See Figure 3
- 59 listed buildings
- 1 listed war memorial
- 3 scheduled monuments: An Iron Age hill fort, a tile kiln and an icehouse
- 2 registered parks and gardens: Danbury Park and Riffhams Park
- A Conservation Area
- Protected lanes

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- National Trust Land and Local Wildlife Sites: A large proportion of the mature woodland and heaths of the Danbury area are managed by the National and Essex Wildlife Trusts
- Several village greens and common land

2.18 There are six main residential localities which form the Defined Settlement Boundary (Figure. 2 below):

Figure 2: Danbury Locality Areas



The **Main Road** area bisects the village west to east: as an historic route, it has buildings (many listed) dating from the 13th to 21st centuries. Long front gardens, trees and hedges enhance the rural feel. The Eves Corner village green and duck pond are at the centre of the Conservation Area. The parish extends westwards to Sandon Brook, encompassing the Registered Riffhams and Danbury Parks, the Danbury Palace Estate, and various aged buildings including St Clare's Hall.

The **Hopping Jacks** area is bisected by the old road, Hopping Jacks Lane which contains a variety of piecemeal 20th century housing, many with long front gardens. There is a strong wooded presence to the east of this area. There is a small estate to the north with 1960s to 80s housing of uniform designs and another estate to the south with more densely built post war dwellings.

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Runsell Green and the Lanes area is a network of old narrow and winding lanes on both sides of the A414 lined with trees, hedges and banks leaving little space for pedestrians. Low density housing has been added over the years.

The Mildmays area includes largely 20th century two storey houses and bungalows. Elm Green Lane and Riffhams Lane are both narrow and winding with no pavements or street lighting.

The Park has later 20th century housing with good sized gardens, woodland edges and greensward which sustain the rural character.

Horne Rowe is an area of unmade and narrow single tracks with no pavements and no street lighting. Housing is largely 18th to 20th century bordering Danbury Common.

For more details see The Danbury Design Guide, (Annex A).

- 2.19** Danbury has amenities and facilities including toddler groups, nurseries, primary schools, shops, small businesses, health services (including a surgery and its pharmacy), places of worship, and recreation and leisure facilities. The village has a small supermarket incorporating a cashpoint and the Post Office which provides basic banking services. There are two smaller convenience stores, one of which has a cashpoint. There is also a pharmacy, estate agents, funeral directors and a petrol station. There is a telephone-based Danbury Citizens Advice Bureau.
- 2.20** There are numerous Community groups including Churches, the WEA (Adult Education), The WI, Scout and Guiding Groups, The Danbury Society, amateur dramatics, tennis, football, cricket, gym and exercise classes, snooker and bowling clubs, bridge, amateur radio, photography, First Responders and Neighbourhood Watch. Many of these take place at the Danbury Leisure Centre, the Village Hall and the Old Pavilion.

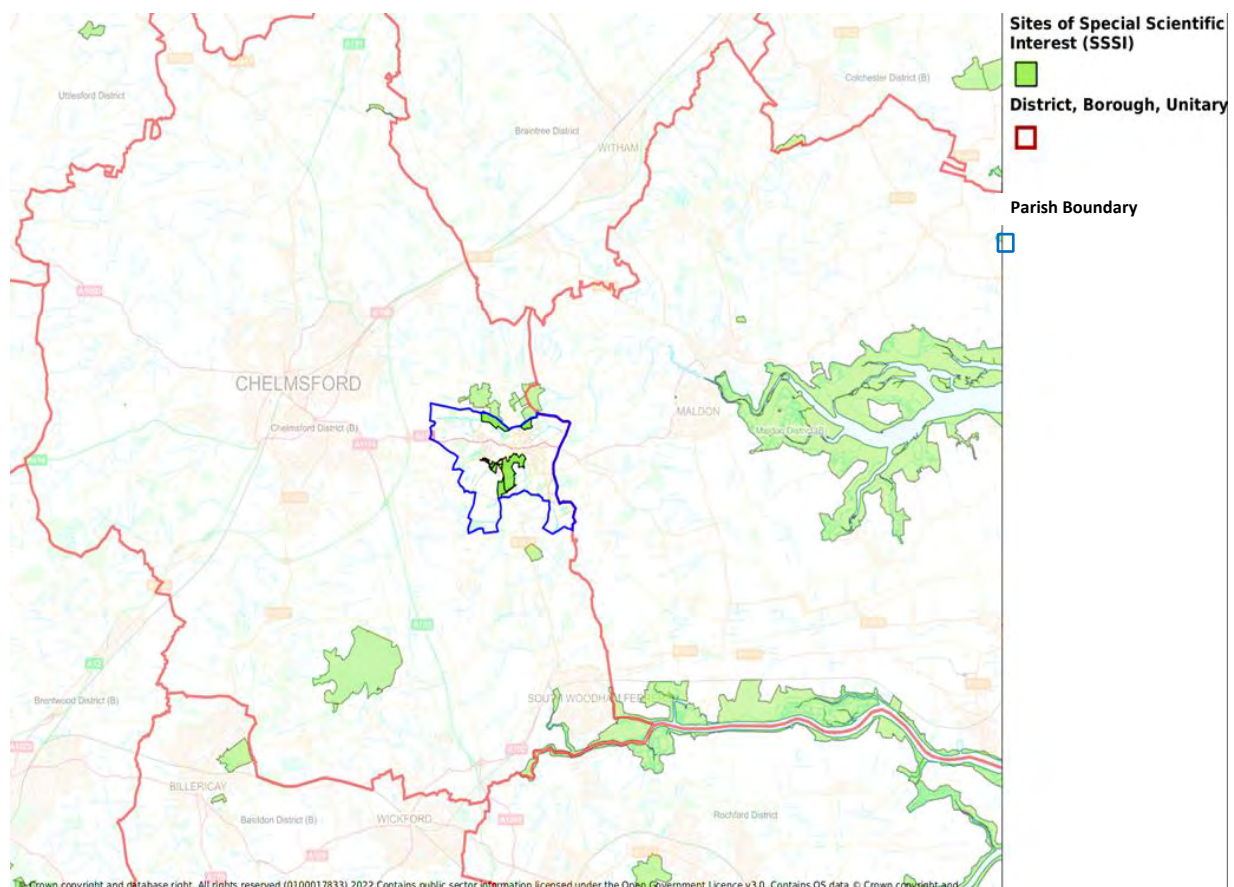
Regional Context

- 2.21** Situated along the A414, 5 miles to the East of Chelmsford and 5 miles from the West of Maldon, Danbury has good, albeit congested, road transport links to Maldon, Chelmsford, the Dengie Peninsula and the A12.
- 2.22** The A12 connects London to Lowestoft and destinations in between, including Colchester, Ipswich, the A120 (for Stansted Airport), the A130 (for Basildon, Braintree, and Southend and its airport).
- 2.23** There are direct rail transport links into London, Ipswich, Norwich and Clacton on Sea from Chelmsford Railway Station, and Danbury is conveniently located just 2.5 miles from a 'Park and Ride' that provides a service to the city Centre and bus and railway stations.
- 2.24** Danbury is identified as a 'Key Service Settlement' in the Chelmsford Local Plan 2020. As Key Service Settlements "provide a range of key services such as primary schools, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport", they are considered to be more sustainable locations for development.

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- 2.25** Danbury has around 100 businesses throughout the village, with a small, designated employment zone (Danbury Business Park) providing local employment opportunities and services for residents and those from outlying areas. In addition, an undesignated area (Well Lane) also providing local employment opportunities, services and facilities. A Timber Merchants off Runsell Lane is a substantial local employer, and there are sand and gravel workings at either end of the village. There are small retailers/businesses throughout the village spread along the A414. Local employment also includes arable and sheep farming.
- 2.26** Danbury contributes to the Environmental and Heritage assets of Chelmsford with Sites of Special Scientific Interest (SSSI), scheduled monuments, registered parks and gardens and 59 listed buildings. The SSSIs in Danbury and the neighbouring villages of Woodham Walter and Little Baddow form one of just two large SSSI areas in Chelmsford (Figure 3), the other being the water-based area of Hanningfield Reservoir.
- 2.27** Danbury is also within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

Figure 3: Sites of Special Scientific Interest in Danbury and area



Socioeconomics of Danbury

Information on local demographic information of relevance to Danbury is presented in the following (Census 2011) data:

- 2.28 Population:** The total population of Danbury at the time of the 2011 Census was 5087. This had increased to 5,162 at the time of the mid-2019 ONS population estimates. There is a higher proportion of residents within the 60+ age group in the Neighbourhood Plan area in comparison with the proportion in Chelmsford and considerably fewer within the 25-44 age group. There are marginally fewer residents within the 16-24 age group in the Neighbourhood Plan area in comparison to the regional and national trends (Appendix 21). In terms of changes to age structure over time, Census data shows that since 2001 the Danbury population has grown notably for both categories of 65 and above, while the 0-15 and 25-44 age groups have declined. In addition to a moderately ageing population, a further demographic challenge for Danbury is the lack of growth in those of childbearing age and consequently the younger replacement population.
- 2.29 Diversity:** The population of Danbury is 96% white, predominantly Christian with almost 94% having been born in the UK.
- 2.30 Health:** 85% of residents described their health as being good or very good, whereas 15% of the population said that they had a long-term health problem or disability.
- 2.31 Education:** Danbury has a well-educated and highly skilled population. Over one third of the workforce hold an NVQ4 level (degree or above). Like Chelmsford, Danbury has a significantly lower percentage of the population that have left education without any qualifications when compared with Essex and national averages.
- 2.32 Deprivation:** Deprivation in Danbury is predominantly low, with a range of the lowest 10% deprivation to the lowest 50% (Indices of Deprivation, see Glossary).
- 2.33 Housing:** At the time of the 2011 census, there were 2036 dwellings with an average of 2.5 people per dwelling. Between the 2011 Census and September 2019, 95 housing applications were approved (Information from Senior Planning Officer, Chelmsford City Council). The largest development was at Danbury Palace (45 dwellings) with smaller developments at the old Medical Centre (7 dwellings) and Butts Lane/Maldon Road (8 dwellings). The remainder are mainly replacements of existing dwellings and new infill housing.
- 2.34 Economy and Workforce:** Of the 2293 people of working age in Danbury at the time of the 2011 Census:
- Over 50% of residents were working in: Manufacturing, Wholesale and Retail trade, Financial and Insurance Industries, Education, and Health and Social Work
 - Around 10% of people worked from home
 - 12% were providing unpaid care

3. Summary of Key Issues

- 3.1** The Danbury Neighbourhood Plan has been informed by surveys conducted by the Neighbourhood Plan Steering Group and published sources of information, many of which were produced as a part of the Chelmsford City Council Local Plan process.
- 3.2** Extensive consultation undertaken through the Neighbourhood Plan, including a questionnaire delivered to every household in Danbury and which generated 639 responses (approximately 25% of all households in Danbury), helped identify key issues, challenges, and opportunities for consideration in the Plan.
- 3.3** Danbury's residents value its village character, natural and heritage assets: the countryside; open spaces; parks; woods; local lanes; public rights of way and listed buildings. These pose significant constraints to development, which should be sympathetic to and respect the natural and historic landscape if they are not to detract from the rural and historic character of the village.
- 3.4** A desire was expressed for more retail facilities in the Village, restaurants, and services such as a bank. The most popular additional recreational facility was a swimming pool.
- 3.5** The main concern expressed during the first stage of consultation was congestion on the A414 and increasing potential for rat running along the local lanes, many of which are narrow. The A414 is the main route between Maldon, Chelmsford, the A12 and beyond. With over 5,000 new homes planned in the Maldon District (see References), there is increasing concern about the impact on the A414 and local lanes. Whilst outside the scope of the Neighbourhood Plan, Danbury Parish Council continues to press for a solution to the volume of traffic on the A414.
- 3.6 Key issues identified for the Danbury Parish Area include:**
- Congestion along the A414, leading to concerns about rat running along the local lanes
 - Parking problems, both insufficient parking within the village, and street parking leading to tail backs and danger to pedestrians. Despite the parking problems, residents gave mixed opinions about providing additional car parking (Appendices 7 and 11)
 - Pollution: there is an Air Quality Management Area (AQMA) along a short stretch of the A414 (Appendix 8b) in the heart of the village
 - Pedestrian safety: pavements are often narrow or non-existent, and there are insufficient crossings
 - Cyclist Safety
 - Environmental and Heritage Constraints: desire for continued protection for the countryside, open spaces, parks, woodland, and rural and protected lanes
 - Undersupply of allotments, amenity green space, park, sports and recreation grounds and youth play space (Appendix 22). There is a particular shortage of play space in the East of the village
 - Balancing growth with the desire to maintain a village feel and protect the rural character of the village

Danbury Neighbourhood Plan

- Desire for more amenities: a bank; shops; restaurants; a swimming pool
- Undersupply of affordable housing

3.7 These key issues need to be considered alongside sustainability for the future and the need to:

- Find sites to accommodate around 100 homes as set out in the Chelmsford City Local Plan
- Respond to the lasting impacts of the Covid-19 pandemic
- Increase resilience and adapt to Climate Change, reducing our carbon footprint

4. Vision and Objectives

Vision

- 4.1 The vision for Danbury, which was strongly supported through consultation responses, is:

Danbury in 2036 will be a flourishing village, separate from Chelmsford, with a strong community spirit, where people of all ages will be able to enjoy Danbury's unique character and identity. Its countryside, woods and green spaces will be protected, as will its heritage and distinguishing features of local character.

Any development will be sympathetic to, and not detract from, the character of the village, will be sustainable and appropriate to its scale and nature and be integrated with the landscape and existing housing.

Opportunities will be taken to improve leisure, recreation, and retail facilities for residents. Danbury's geographical position within the area's road network is likely to continue to be a challenge and ways to improve this will be actively sought with other agencies over the plan period.

Objectives

- 4.2 The objectives presented below develop the vision and provide a framework for the policies within the Neighbourhood Plan, reflecting key themes. All objectives were strongly supported by the respondents to the second Residents' Questionnaire in 2018. Each of the following objectives will be explained and detailed over the next seven sections of the Plan (Sections 5 to 11).

Housing and Development

To ensure there is a high-quality housing provision for all ages, which responds to Danbury's needs. It will also be appropriate to the scale and nature of the Parish, with the distinct and separate identity of Danbury retained. Green energy in new developments will be encouraged.

Environment

To seek protection, conservation, and enhancement of this significant element of Danbury's character, open spaces, and local lanes.

Transport and Movement

To promote clean, safe streets and spaces, seeking creative solutions to the traffic issues that currently affect Danbury, encouraging sustainable transport, addressing parking issues and improvements to pavements where possible.

Recreation and Leisure

To improve Danbury's recreation and leisure facilities and increase provision where a shortfall exists.

Business and Economy

To maintain existing businesses and encourage new economic growth and local employment opportunities, including working from home, to meet and support village needs.

Heritage

Conserve and enhance Danbury's heritage assets and features which contribute to the village. Development should respond positively to and contribute to the special character and qualities that help define Danbury.

Amenities

To ensure that important amenities are retained and sufficient for the future needs of residents.

5. Housing and Development

Objective

To ensure there is a high-quality housing provision for all ages, which responds to Danbury's needs. It should be appropriate to the scale and nature of the Parish, with the distinct and separate identity of Danbury retained. Green energy in all developments will be encouraged.

Any future development should be sympathetic to the village character and respond to local needs. Properties for younger people and smaller properties for downsizers will be a priority. Suitable housing at less than market value will be included. It should be of high quality and design and fit well into the Village in terms of mix, scale, character, and tenure. Danbury's residents are keen that the existing identity of Danbury is maintained, and that any development proposed should not encroach on green spaces between Danbury and its neighbours.

New Housing Development

- 5.1** Danbury has been allocated around 100 new homes from the Chelmsford local plan 2020, to be accommodated within or adjoining the Defined Settlement Boundary. Proposals for new development in the Danbury Neighbourhood Plan area shall be based upon a design-led approach underpinned by good practice principles and reflecting a thorough site appraisal.
- 5.2** Danbury is a village with highway, environmental, heritage and landscape constraints. It also has an Air Quality Management Area (AQMA).

Site Selection and Allocation

- 5.3** The process followed is described in the Sites Selection and Allocation Report (Appendix 24).
- 5.4** A call for sites was issued by the Steering Group in July 2017 (Appendix 25) to give all land holders and potential developers an opportunity to bring forward sites in the Neighbourhood Area for assessment through the Neighbourhood Plan process. Chelmsford City Council had carried out a Strategic Land Availability Assessment (SLAA) to identify land that could be used for new developments as part of the new local plan. Danbury's call for sites asked whether there were any further sites in the Parish that could be considered for development. 21 sites were offered for assessment.
- a) The sites were assessed against the criteria in this paragraph and considered the findings in paragraphs b) to i) below:
- Be Sustainable, based on AECOM's assessments completed in April 2019, March 2020 and November 2021
 - Is within or adjacent to the Defined Settlement Boundary

- Available for development and meets Chelmsford City Council's housing need where appropriate
 - Consider use of previously developed and infill sites
 - Keep separation between settlements/parishes
 - Has satisfactory highway access
 - Has minimal impact on local highway network
 - Not cause harm to the setting of SSSIs, Heritage Assets and Conservation Area
 - Not cause harm to the environment, including important views, designated open green spaces, valued landscapes, residential amenities or habitats
 - Is well-connected to existing village amenities
 - Not at high risk of flooding
 - Over 500 metres from AQMA
 - Excluded from Minerals consultation
- b) The results of two surveys open to all parishioners commissioned by the Steering Group held in August 2017 and September 2018 (Appendices 7 and 11).
- c) Three separate site by site assessments by independent consultants, AECOM Infrastructure & Environment UK Limited, commissioned by the Steering Group and completed in April 2019, March 2020 and November 2021 (Appendix 5 - a, b, c and d).
- d) Essex County Council Minerals and Planning advice in March 2019 and April 2019 (Appendices 14a and 14b).
- e) Essex County Council Highways Access Technical Note August 2021 (Appendix 15).
- f) Chelmsford City Council Heritage and Conservation Officer advice in March 2020 (Appendices 23a and 23b).
- g) Chelmsford City Council, Landscape Sensitivity appraisal, Amec Foster Wheeler 2017 and Wood Environmental & Infrastructure Solutions UK Ltd September 2020 (Appendix 6a and 6b).
- h) Impact on Local Highway Network - March 2022 (Appendix 26)
- i) Assessment of selected sites against Plan Objectives – December 2022 (Appendix 27)

5.5 Development on sites having their access from a Local Road would lead to intensification of the local highway network causing greater harm to the character of Danbury than those sites that have a direct access from Priority 1 or Priority 2 Roads. The local roads, small lanes, footpaths and bridleways are very well liked and seen as forming an important part of the character of Danbury.

Housing Site Allocations DNP1

Policy DNP1: Housing Site Allocations

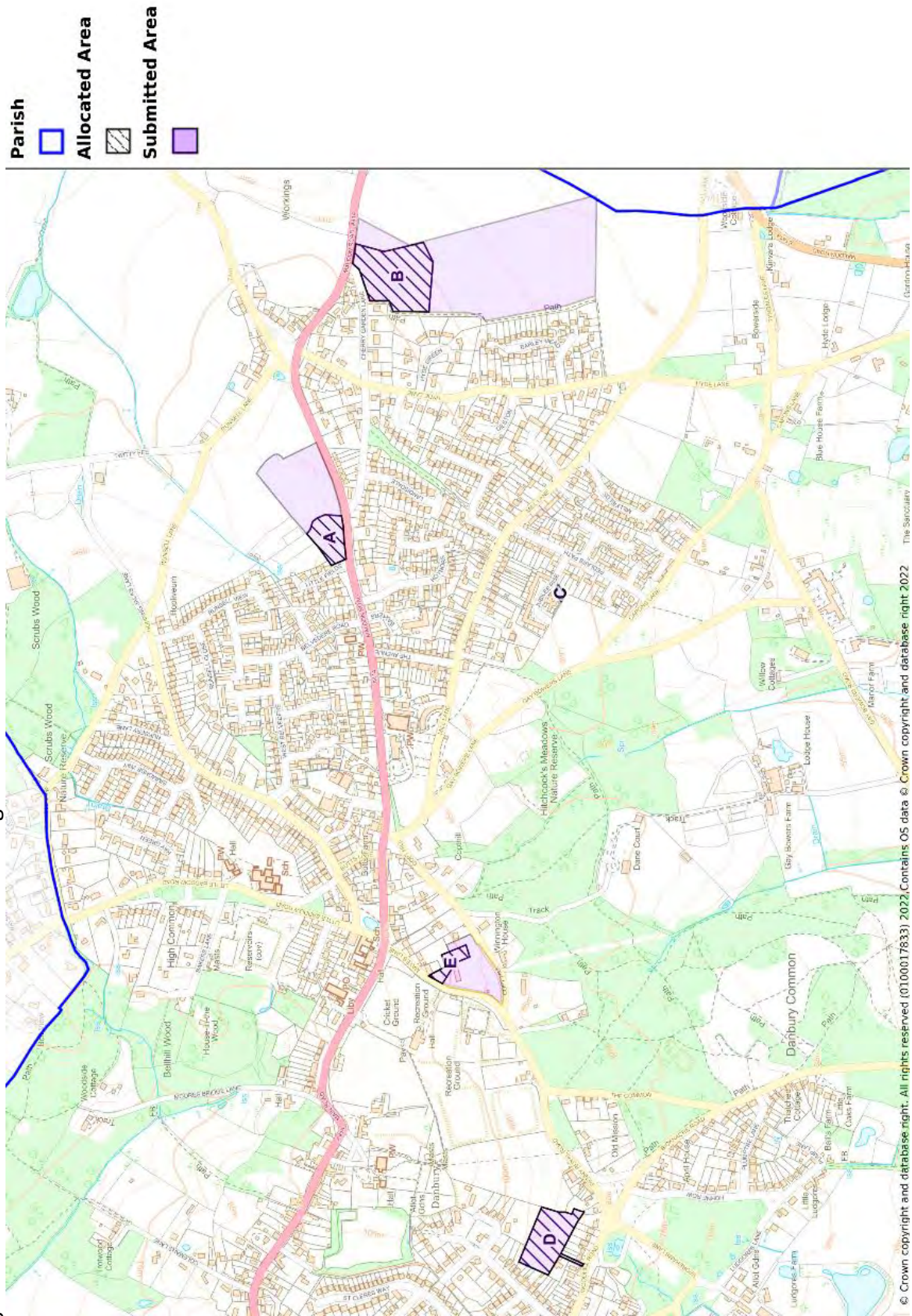
1. The following sites are proposed for housing development within the Neighbourhood Plan area (see Figure 4 below)

| Site Name | Approximate number of homes to be provided |
|--------------------------------------|--|
| Sandpit Field, East of Little Fields | 10 |
| Land at Tyndales Farm West | 65 |
| Ex Play Area. Jubilee Rise | 2 |
| Danecroft, Woodhill Road | 14 |
| Land at Copt Hill/Mayes Lane | 2 |
| Total development potential | 93 |

2. The balance of the Local Plan housing requirement may come forward as windfall development on smaller sites and will be determined against the policies in the development plan.
3. All proposals for new housing development shall have regard to the guidance contained in the Danbury Design Guide and satisfy all relevant policies in the Chelmsford Local Plan.

- 5.6** Whilst allocating smaller developments on a larger number of sites was the preferred option for residents identified in the Residents' Questionnaire 2018 (Appendix 11), the detrimental impact on the local roads and lanes would significantly damage these highly valued assets. Following examination of all the evidence, it is proposed that allocating a larger provision of homes on one site enabled Danbury's needs in terms of the required housing mix, affordable housing and provision of community facilities, whilst at the same time retaining the character of Danbury.

Figure 4: Submitted and Allocated Areas for Housing



- 5.7** AECOM have undertaken a Strategic Environmental Assessment (SEA) of the draft Neighbourhood Plan (Appendix 21). Paragraphs 5.8 to 5.12 below are the main conclusions of the SEA.
- 5.8** This appraisal considers that the only significant effects likely to arise in implementation of the DNP are positive in nature and relate to the SEA theme of population and communities. This reflects the main plan objective to coordinate the anticipated future growth in the neighbourhood area and maximise the potential benefits it can bring for both existing and future residents. This includes by delivering development that targets locally identified housing needs.
- 5.9** Residual neutral effects are concluded in relation to many of the SEA themes, reflecting the Plan's avoidance and mitigation measures which should ensure that new development integrates without causing significant deviations from the baseline situation.
- 5.10** Negative effects are predicted in relation to the SEA themes of biodiversity, landscape, historic environment, and land, soil, and water resources. This predominantly reflects greenfield development, particularly concentrated in the east of the settlement area, in sensitive heritage and biodiversity settings, and resulting in the permanent loss of high-quality agricultural land (likely best and most versatile). However, once mitigation is considered, residual negative effects are not likely to be of significance.
- 5.11** A recommendation is made in relation to biodiversity for masterplanning of the site under Policy DNP1 Site Specific Policy B to be undertaken to allow early consultation with Natural England. This will help to ensure that impacts in relation to nearby SSSIs are avoided/minimised.
- 5.12** A similar recommendation has also been made and incorporated in relation to the historic environment. Masterplanning of sites under Policy DNP1 Site Specific Policies A and D, in consultation with Historic England, could help to reduce the risk of development schemes resulting in negative effects on the setting of designated heritage settings.

Housing sites: Site Specific Policies

Site A: Land at Sand Pit Field

Site Specific Policy A: Land at Sand Pit Field, East of Littlefields (Area A on Figure 4)

Land at Sand Pit Field is allocated for around 10 new almshouses subject to applicable policies DNP1 to DNP23, with the following additional criteria being satisfied:

1. From the western end of Sandpit Field, (its boundary with Littlefields) extending eastwards will be approximately 100 metres. The area of the development including buildings, roads and green space is approximately 0.6 hectares.
2. Access will be a single point from Littlefields sited 23 metres north of the kerb line of the A414 with visibility splays based on current Manual for Streets guidance. Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority.
3. Pre-application advice should be sought from Historic England to reduce the risks and therefore preserve, protect and where appropriate enhance the setting of the adjacent Grade II listed Garlands Farm. The area of Sandpit Field to the east of the development will be retained as at present in agricultural use; on establishment of the site, an open boundary fence will be positioned and planted with locally originating hedgerow species.
4. Hedgerows and trees on the site and its margins should be retained; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are reprovided elsewhere on site. These should be supplemented with native species to ensure the residents are buffered from road noise and pollution, and to reduce the visual impact of the development. Incorporate street tree planting where appropriate, prioritising the use of native species.
5. Any fencing on this site to be of an open nature to preserve the rural character of this sensitive site.
6. Dwellings should be single storey with a maximum of 2 bedrooms.
7. Each dwelling will have an adjacent single dedicated parking space. Additional parking spaces will be available within the development for visitor or carer parking.
8. Residents will have access to a private garden space either individual or communal for health and wellbeing.
9. Defined Settlement Boundary to be tightly drawn around any built housing. Land beyond the built area to be allocated as open space and designated so it remains exempt from further development. This remaining open space to be allocated for tree planting, net gain- biodiversity factors, outdoor activities or allotments.

Reasoned Justification for Site A:

- Almshouses are allocated under specific criteria, the main one being that residents must be born in Danbury or have lived in the village for 10 years. They are let under a Licence to Occupy and at affordable rents, which will be 100% affordable housing for people of Danbury, who fulfil the charity's criteria.
- Development at the site could contribute to meeting some of the identified Danbury's housing needs to support minor long-term positive effects in relation to housing objectives.
- Close to village amenities and facilities, such health care provisions, schools and local shops and businesses. Close proximity to the local bus network which travels East into Maldon /Dengie areas and West into Chelmsford/South Woodham Ferrers and the Sandon Park & Ride.
- Access will be from a minor road, Littlefields, leading directly onto the A414. This has no impact on the rural characteristic lanes within Danbury which is valued by the residents as stated in the village questionnaire.
- Low form dwellings which protect the sensitive landscape setting of Garlands Farmhouse Grade II.
- Good access to the nearby recreational areas and Public Rights of Way (PRoW).
- Opportunity to create or enhance existing wildlife corridors within the area to achieve net gain biodiversity.

Site B: Land at Tyndales Farm West

Site Specific Policy B: Land at Tyndales Farm West (Area B on Figure 4)

Land at Tyndales Farm West is allocated for around 65 new homes subject to applicable policies DNP1 to DNP23, with the following additional criteria being satisfied:

1. Access will be designed in conjunction with Essex Highways, e.g. a new junction including a ghost junction turning from the A414 together with an associated diversion of Cherry Garden Lane east into the proposed access road, subject to detailed design including provision of bus stops and associated crossing points on the A414. These should be achieved through section 106 provisions. Consideration to discourage future rat-running on local lanes is required. This can be achieved with appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority.
2. Landscape buffers:
 - a. A strong landscape buffer is required to provide a new settlement edge on both the open eastern boundary immediately west of the PRoW and the southern boundary of the site, with provision of green infrastructure linking hedgerows and trees; and

- b. A strong landscape buffer is also required on the northern boundary alongside the A414 and diverted Cherry Garden Lane along with the retention and strengthening of existing roadside hedgerows and hedgerow trees; and
 - c. On the north western edge of the site, the rapid establishment of a landscape buffer is required to provide filtered views and soften the development edge; and
 - d. To reduce the impact on residents' views from the western edge of the site the existing landscape buffer should be reinforced by maximising the introduction of characteristic landscape, visual and habitat enhancements; and
 - e. Mitigation planting with appropriate root protection must be achieved before ground works commence.
3. Protect existing trees within the development site; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are reprovided elsewhere on site.
 4. Pre-application advice should be sought from Natural England to consider potential impacts on the nearby SSSIs (Danbury Common and Woodham Walter Common).
 5. Consultation is required with ECC Minerals and Waste Planning Authority early in the master-planning stage as the very northern portion of the site is within the 250 metres boundary of Royal Oak Quarry.
 6. New screening especially on the western and southern boundaries should be initiated before development and include native evergreen and deciduous whip and semi-mature specimens. Refer to planting guide in the Design Guide (Annex A).
 7. Dwelling boundaries within the site should include natural hedging where appropriate to allow free flow for existing wildlife corridors. Incorporate street tree planting where appropriate, prioritising the use of native species.
 8. Street lighting should be kept to a minimum consistent with road and pedestrian safety and be at a low height and with low light levels, as must other external lighting on the development; this site falls within an SSSI impact zone.
 9. Defined Settlement Boundary to be tightly drawn around any built housing. Land beyond the built area to be allocated as open space and designated so it remains exempt from further development. This remaining open space to be allocated for tree planting, net gain- biodiversity factors, outdoor activities or allotments.
 10. Housing Mix: in addition to DNP2 (tenure) a provision of bungalows is desirable.

Reasoned Justification for Site B:

- With a proposal of 65 dwellings this site offers a good mix of housing as identified in Danbury's Housing Needs Assessment. In terms 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. The growth of 65 dwellings has greater potential to deliver benefits to new and existing residents.

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- A short distance to key village amenities and facilities, such as health care provisions, schools, shops and businesses. Close proximity to the local bus network, which travels East into Maldon/Dengie areas and West into Chelmsford /South Woodham Ferrers and the Sandon Park & Ride.
- Access to the site will be directly onto the A414. Cherry Garden Lane east will be diverted onto the proposed access Road. There will be provision of bus stops and crossing points on the A414. There will be very little impact on the rural characteristic lanes which is valued by the residents as stated in the village questionnaire.
- Provision for Open Space was identified as a 'need' for Danbury (Appendix 22) and this site can offer recreational space to a larger scale. Opportunity to create or enhance existing wildlife corridors within the area to achieve net gain biodiversity.
- Providing recreation/open space will relieve pressure of the surrounding SSSI's.

Site C: Ex Play Area. South of Jubilee Rise

Site Specific Policy C: Ex Play Area. South of Jubilee Rise (Area C on Figure 4)

Land at Ex Play Area, South of Jubilee Rise is allocated for around one building accommodating either 2 new homes or 4 one-bedroom apartments subject to applicable policies DNP1 to DNP23, with the following additional criteria being satisfied:

1. Access will be from Jubilee Rise.
2. Consideration must be given to the siting of the sub-station and also the protected oak tree on the boundary to the site.
3. Existing planting of boundaries to be reinstated once access point has been established.
4. Protect viable existing trees and hedges within the development site; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are reprovided elsewhere on site.

Reasoned Justification for Site C:

- As a very small brownfield site, there is an estimated capacity for one to two dwellings (AECOM July 2022). This also supports Danbury's Housing Needs Assessment, providing some starter homes for residents that have the identified need.
- Access will be from Jubilee Rise, the impact on the local lanes will be minimal.
- The site has a low potential for significant effects and is not likely to form part of any future growth strategy (Appendix 21).

Site D: Danecroft, Woodhill Road

Site Specific Policy D: Danecroft, Woodhill Road (Area D on Figure 4)

Land at Danecroft, Woodhill Road is allocated for around 14 new homes subject to applicable policies DNP1 to DNP23, with the following additional criteria being satisfied:

1. a) Access will be from Woodhill Road with improvements to allow visibility splays based on current Manual for Streets guidance and subject to detailed design. Appropriate improvements, as necessary, to the local and strategic road network as required by the local Highways Authority; and
b) Parking for Lyndhurst will be moved to the rear of this property to facilitate the new access.
2. Pre-application advice should be sought from Historic England to reduce the risks and therefore preserve and where appropriate enhance the setting of the neighbouring listed buildings and adjacent Conservation area.
3. Protect existing trees within the development site; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are reprovided elsewhere on site, including some semi-mature.
4. Tree planting to act as visual buffers in all directions surrounding the existing house, including some evergreens and semi-mature trees. Incorporate street tree planting where appropriate prioritising the use of native species.
5. Development should respect the immediate surroundings having regard to scale and siting. New houses will be maximum 2 storeys high to match the surrounding street scene and in consideration of the site's slope.
6. Housing and windows should be positioned with regard to the slope of the site to avoid overlooking neighbouring gardens and windows, especially to the South along the Woodhill Road.
7. Dwelling boundaries within the site should be native hedging to facilitate wildlife movements in this formerly biodiverse area.
8. Housing mix as DNP2 (tenure).

Reasoned Justification for Site D:

- 14 dwellings allow the site to contribute to meeting Danbury's housing needs to support long term positive effects in relation to housing objectives.
- A short walk to the centre of the village to gain key facilities that the village offer including public transport and medical/educational services.
- Access will be from Woodhill Road with very little impact on the characteristic local lanes which the residents value.

- Strong mitigation will protect any adverse effects to the grade II listed Cricketers Arms and Poplars through high quality design & layout including biodiversity enhancement.
- Development could also provide an opportunity to create or enhance existing habitats and contribute to the vitality of wider habitat corridors in the area in order to achieve a net gain in biodiversity.
- Close proximity to Dawson Memorial field and Danbury Leisure Centre which offers a variety of activities for adults and children.

Site E: Land at Mayes Lane/Copt Hill

Site Specific Policy E: Land at Mayes Lane/Copt Hill (Area E on Figure 4)

Land at Mayes Lane/Copt Hill is allocated for around 2 new 3 bedroomed dwellings subject to applicable policies DNP1 to DNP23, with the following additional criteria being satisfied:

1. Vehicle access to be at the south of the site from Mayes Lane to achieve the required visibility splays, constructed in accordance with current standards. The existing access point will be closed. The site will be served by a safe access from Mayes Lane, in accordance with the requirements of the Highway Authority.
2. The design and materials should be sympathetic to the host house Mayesfield.
3. Protect existing trees within the development site; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are reprovided elsewhere on site.
4. Existing natural screen between the site and house, Mayesfield, should be retained to protect the spacious character of the existing building.
5. Hedging along the Copt Hill boundary should be increased to minimise the visual impact of the development.
6. Hedging affected by changes to access must be replaced with suitable native planting on the boundary.

Reasoned Justification for Site E:

- Centrally located for all amenities within the centre of the village.
- Excellent location for public transport links.
- Access onto a priority 2 road.
- No impact on the character of the local lanes.
- Part of the required allocation of housing for Danbury.

Housing type, mix and tenure DNP2

Policy DNP2: Housing type, mix and tenure

1. On developments of ten or more homes 35% of those homes should comprise affordable housing. This provision of affordable housing should be split such that 64% are offered as social or affordable rent, with 36% comprising affordable routes to home ownership, including housing at less than market value for first time buyers/young people.
2. All qualifying developments in Danbury are required to provide First Homes at a discount of 40%. Proposals that offer a higher discount may be supported.
3. Subject to viability, new development should contribute towards delivery of the following mix of housing sizes:
 - a) 1-bedroom homes: 21%
 - b) 2-bedroom homes: 28%
 - c) 3-bedroom homes: 51%
 - d) 4-bedroom homes: 0-10% (with adjustments to above percentages as appropriate).
4. Proposals for homes of 4 bedrooms or more will need to be supported by information that demonstrates how this is meeting local need.
5. A mix of housing should be delivered, for rental, shared or full ownership which would include, for example, homes for young families.
6. Proposals for development of bungalows in the Plan area will be supported.
7. Provision for workspace for working from home/home schooling will be supported.

- 5.13** A Housing Needs Assessment (HNA) has been prepared as supporting evidence to the Neighbourhood Plan (Appendix 20).

The 2011 Census data reveals the plan area has a much higher proportion of people in the 45-64 and 65-84 age categories than seen at the Borough or national level. These are groups that are for the most part likely to reach retirement age over the Plan period to 2034 and will become the largest source of demand for housing. At the same time there is a lack of smaller and affordable properties for younger families.

- 5.14** The HNA highlights how Danbury has an unusually high proportion of large homes, with almost half of all homes having four or more bedrooms. For comparison purposes, across Chelmsford as a whole, around a quarter of all homes have four or more bedrooms, and nationally, the figure is lower still, at around a fifth of all homes. Large properties in Danbury also experienced the greatest level of growth between 2001 and 2011 among all home sizes.

The HNA advises that the supply of smaller or mid-sized dwellings should be prioritised. Engagement with the community on this topic showed a broadly similar preference for two- and three-bedroom homes. The HNA states that 21% of need is for one-bed homes, 27.9%

for two-bed homes and 51.1% for three-bed homes. However, flexibility should be considered to enable space for working from home or for home schooling as this need became evident since the impact of Covid-19.

- 5.15** Bungalows also represent a higher proportion of all housing in Danbury in comparison to the housing stock across Chelmsford as a whole, as well as nationally. As bungalows hold wide appeal to the existing population and can also be expected to meet the needs of many individuals whose mobility is limited, it is recommended that a proportion of bungalows be promoted in new housing where possible.
- 5.16** The lack of social or affordable rented dwellings is the principal affordability challenge for Danbury residents. Community engagement shows most Danbury residents would agree that open-market housing is widely unaffordable.

Sustainable Housing Design DNP3

Policy DNP3: Sustainable Housing Design

1. The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions.
2. Subject to the development being found to be acceptable when judged against other policies in the Development Plan, innovative approaches to the construction of low carbon homes, including construction to Passivhaus standards, and which demonstrate sustainable use of resources and high energy efficiency levels, will be supported. All Homes should be 'Future Homes Standard' ready and be informed by the Net Zero Carbon Toolkit (or any guidance to be published by Chelmsford City Council at a later date), including:
 - a) Subject to topography, layout and good urban design principles, buildings should be orientated to maximise solar gain and use design features that also provide for solar-shading, whilst also creating a consistent building frontage to the street; and
 - b) Creation of airtight buildings that benefit from dual aspects and include cross-ventilation, and which allow for efficient heating and cooling of buildings; and
 - c) Integrate efficient, renewable energy technologies within the development, including, as appropriate, ground source and air source heat pumps, photovoltaics, and solar panels.
3. Alterations to existing buildings must be designed with energy reduction in mind following guidance set out in the Net Zero Carbon Toolkit (see section 5.14 of this document for more details).
4. Proposals for new development should be capable of receiving high speed and reliable mobile and broadband connections. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections.

- 5.17** Future growth and development in Danbury represent an opportunity to secure reduced emissions, potentially through the construction of highly energy efficient homes, the provision of decentralised energy networks and the retrofitting of existing homes to reduce their energy use and fuel bills. Buildings should be designed to maximise solar gain and incorporate technologies that maximise the use of energy from renewable sources.
- 5.18** All development in Danbury will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change.
- 5.19** For new homes, the Home Quality Mark developed by BREEAM is intended to provide an indication of the quality and environmental performance of those homes. Housebuilders are encouraged to use this assessment method. The government has also been consulting on a new 'Future Homes Standard' in recent years. The Future Homes Standard is set to be adopted in 2025, and amongst other criteria, looks set to require all new homes built to produce 75-80% less carbon emissions than homes delivered under current regulations, require homes to be fitted with low carbon forms of heating, and become Net Zero.

The Parish Council will particularly support proposals for new buildings that are 'Future Homes standard' ready and/or which achieve zero or near zero net energy consumption in line with the Passivhaus Standard (see References). The Net Zero Toolkit is a good practice guide that presents a set of key design features that should be reflected in new developments and include but are not limited to:

- Using simple and compact building forms, avoiding or limiting features such as stepped roofs, terraces, overhangs and balconies, all of which increase the surface area of the building and decrease the energy efficiency of the building.
- Orientating buildings to optimise solar gain and prevent overshadowing. Elevations facing $\pm 30^\circ$ south will benefit from solar gains all year round. Vertical and horizontal shading, such as brise-soleil, should be used to help control solar shading and gains at different times of the year.
- Minimising heat loss from north facing facades through the use of smaller windows, offset by larger windows on south facing facades to allow for solar heat gain. This should be reflected in the internal layout of the building and location of habitable rooms.
- Designing airtight buildings and ventilation systems that maintain good air quality whilst reducing heat loss. Mechanical Ventilation and Heat Recovery units should be installed in new buildings. Dual aspect buildings are favoured, allowing for cross ventilation.
- Install and use heat pumps as a low carbon way of heating the property. Solar Photovoltaic panels can also be utilised. Roof tiles and panels should be designed such that they are sensitive to the setting and views due to Danbury's elevated position.

Built Form DNP4

Policy DNP4: Built Form

1. Proposals shall respond positively to guidance and principles established in the Danbury Design Guide, Annex A in respect of building heights, materials, development frontages and boundary treatments. Proposals that depart from this will need justification.
2. New building should complement the local palette in Danbury, typically:
 - Brick (traditionally red)
 - Roofing with grey slates or red tiles
 - Rendering in light, natural colours
 - Weatherboarding in black, white, or cream
3. There should be a variety of housing styles (within a development) that follows a general coherent theme and complements the village character whilst allowing for sympathetic innovation. 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. A range of property sizes and design should be included to create an inclusive community.
5. Buildings should not be above two storeys to reflect the local vernacular unless the slope of the ground allows a lower storey.
6. New buildings should employ Essex vernacular forms and dimensions of roofing e.g. rectangular rather than square plan forms, with pitched roofs spanning the narrower plan dimension. (See References: Essex Design Guide).
7. Dwellings should cater for different needs at various stages in life e.g. bungalows as well as two storey houses.
8. Roof pitches should mirror the surrounding vernacular and flat roofs are to be avoided.
9. Orientation of individual dwellings should make the best use of natural light.

5.20 Danbury has been influenced by its topography, geography and development character. All new dwellings should respect the uniqueness of Danbury.

5.21 The Danbury Design Guide, Annex A and photographs throughout the Danbury Neighbourhood Plan and the Danbury Design Guide provide the evidence base for DNP 4: Built Form, and applicants are requested to regard these closely.

5.22 To clarify expectations and reconcile local interest, consideration should be given to engage the local community by offering workshops at an early stage in the development process.

Street Scene DNP5

Policy DNP5: Street Scene

1. New housing should be set back from the road with provision for a front garden to maintain Danbury's existing spacious and open character. Opportunities should be taken to encourage some planting in front gardens.
2. Where properties are terraced, rear access should be provided to allow residents to access their garden without having to walk through their homes.
3. Utilities/services should be sympathetically designed and camouflaged/underground where possible.
4. Sensitively integrate cycle parking, waste and recycling storage, preferably to the side of the property, to limit the visual impact on the appearance of the street.
5. Street furniture needs to be appropriate to the local environment and non-intrusive to the street scene.
6. Gaps between buildings should be kept or created in newly built areas of housing to frame views, so retaining Danbury's general openness.
7. Splitting of gardens and back land developments should be avoided as both destroy the open contribution these make in all 6 of Danbury's main residential localities.

5.23 One of Danbury's characteristic features that is highly valued by residents is the sense of openness and green space in the street scene. The Danbury Design Guide (Annex A) illustrates this aspect in its Section 2.

5.24 Planting in front gardens also helps to prevent run off and flooding risks associated with climate change.

5.25 Applicants are invited to pay close regard to the photographic evidence for DNP5: Street Scene provided in this document and in the Danbury Design Guide, Annex A.

Defined Settlement Boundary (DSB) DNP6

Policy DNP6: Defined Settlement Boundary (DSB)

1. DSB to be tightly drawn around any new built housing beyond the current DSB (2022).
2. Land within the development site, beyond the built area to be designated as open space so it remains exempt from further development.
3. Any development proposals outside the Defined Settlement Boundary should comply with the relevant Local Plan policies relating to the rural area.

5.26 Land within the development site should be designated as Public Open Space, should be visually pleasing and useful to the users. This can be achieved as play areas, wild gardens or allotments, dog walking area or cycle paths and determined early in the planning stage.

Restorations, Conversions and Extensions DNP7

| Policy DNP7: Restorations, Conversions and Extensions |
|--|
| <ol style="list-style-type: none">1. The external appearance of existing buildings, where significant, should be retained and enhanced whilst they are put to viable uses consistent with their conservation.2. In respect of extensions, including garages, porches, and dormers, sloping tiled roofs would be supported as opposed to flat roofs throughout the Parish, but particularly to retain the appearance of the conservation area. |

5.27 Danbury has many building styles dating from the 13th to 21st century.

5.28 The Net Zero Toolkit makes clear that the embodied carbon of existing buildings also requires awareness and good design, with the refurbishment and retrofit of existing buildings preferred over demolition and redevelopment. The Publicly Available Specification (PAS) 2035 is the UK's first retrofit standard. This favours a 'fabric first' approach to reduce heat demand, ensure homes are well ventilated and issues in respect of damp and humidity are avoided. To support the transition to low carbon, low energy buildings, the refurbishment of existing buildings should consider replacing gas or electric boilers with heat pumps wherever feasible.

6. Environment

Objective

To seek protection, conservation, and enhancement of this significant element of Danbury's character, open spaces, and local lanes.

Danbury residents place a very high priority on the importance of the countryside, wildlife areas, open spaces, conservation area(s) and protected lanes, together with the network of public rights of way and commons.

Therefore, these will be protected and enhanced where possible, and ways sought to mitigate the potential recreational pressure on the Sites of Scientific Interest, Country Parks and Local Wildlife Sites and nearby RAMSAR sites (Crouch and Roach 721 and the Colne 665).

Opportunities will be taken to enhance the existing accessible open spaces and rectify any shortfalls in provision. Strong efforts will be made to protect the character of Danbury's lanes.

Environment and Biodiversity DNP8

Policy DNP8: Environment and Biodiversity

1. Development proposals should conserve or enhance biodiversity in the Neighbourhood Plan area and aim to secure a minimum biodiversity net gain of 10%, as demonstrated through use of the most up-to-date version of the Natural England / Defra Biodiversity metric at the time of application.
2. Biodiversity net gain should be delivered on-site wherever possible unless undeliverable, in which case proposals for net gain will be sought off-site within the Neighbourhood Plan area. It must be demonstrated that proposals for off-site net gain are deliverable.

- 6.1** Mitigation will be sought to protect and enhance the Sites of Scientific Interest, Country Parks and Local Wildlife Sites to reduce recreational pressure. Opportunities will be taken to enhance existing accessible open spaces and off-road routes and to rectify any shortfalls in both provision and accessibility for all vulnerable user groups. Protection of the character of Danbury's lanes will be paramount.

Wildlife habitats, green infrastructure and biodiversity

- 6.2** A summary of Danbury's Open Countryside and Protected Areas is in Appendix 1.
- 6.3** The Neighbourhood Plan area is 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.

- 6.4** As many areas within and adjacent to the Danbury Neighbourhood Plan Area are subject to national environmental designations such as SSSI and Ancient Woodland, they are given significant protection under the NPPF and Standing Advice from Natural England and the Forestry Commission (See References for the NPPF 2021, chapter 15) and also (Appendix 2).
- 6.5** These sites contribute significantly to Danbury's biodiversity, green infrastructure and rural and landscape character as do locally designated Wildlife sites, Nature Reserves and areas on the Natural England Priority Habitat Inventory. Local Wildlife Sites help to connect protected habitats providing a corridor for wildlife and plant species to travel between them (Appendix 3). This would also be true of Priority Habitats.
- 6.6** Planning applicants should have regard to the Design Guide for strategies which maintain and increase the benefits of the Green Infrastructure.
- 6.7** The Environment Act 2021, coupled with the declaration of a Climate Emergency, has raised the importance of biodiversity and natural habitats. Planning applicants are strongly encouraged to submit a biodiversity net gain plan as part of development proposals. Net gain should ideally be achieved through on-site measures and be demonstrated through use of the Natural England / Defra Biodiversity Metric (see References). 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. The Wildlife Trusts envisage creation of a Nature Recovery network, with greenery integrated into all development and resulting in a net gain for wildlife. It is proposed that nature is brought back into the places where people live their lives, also having a positive impact on health and wellbeing.
- 6.8** Danbury and its neighbouring villages are rural areas with green infrastructure in abundance. By incorporating green infrastructure into their plans and integrating it with existing green infrastructure within and adjoining the village, developments can make a positive contribution to Danbury'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.

Wildlife Corridors DNP9

Policy DNP9: Wildlife Corridors (See Figure 5 and Glossary)

All development proposals should:

Conserve and enhance the network of habitats and species associated with these corridors:

Waterhall Meadows, Little Baddow to Danbury Central Reserves (in red on map).

Danbury Central Reserves to Thrift Wood, Runsell Green (in navy blue on map).

Thrift Wood, Runsell Green to Thrift Wood EWT, Bicknacre (in purple on map).

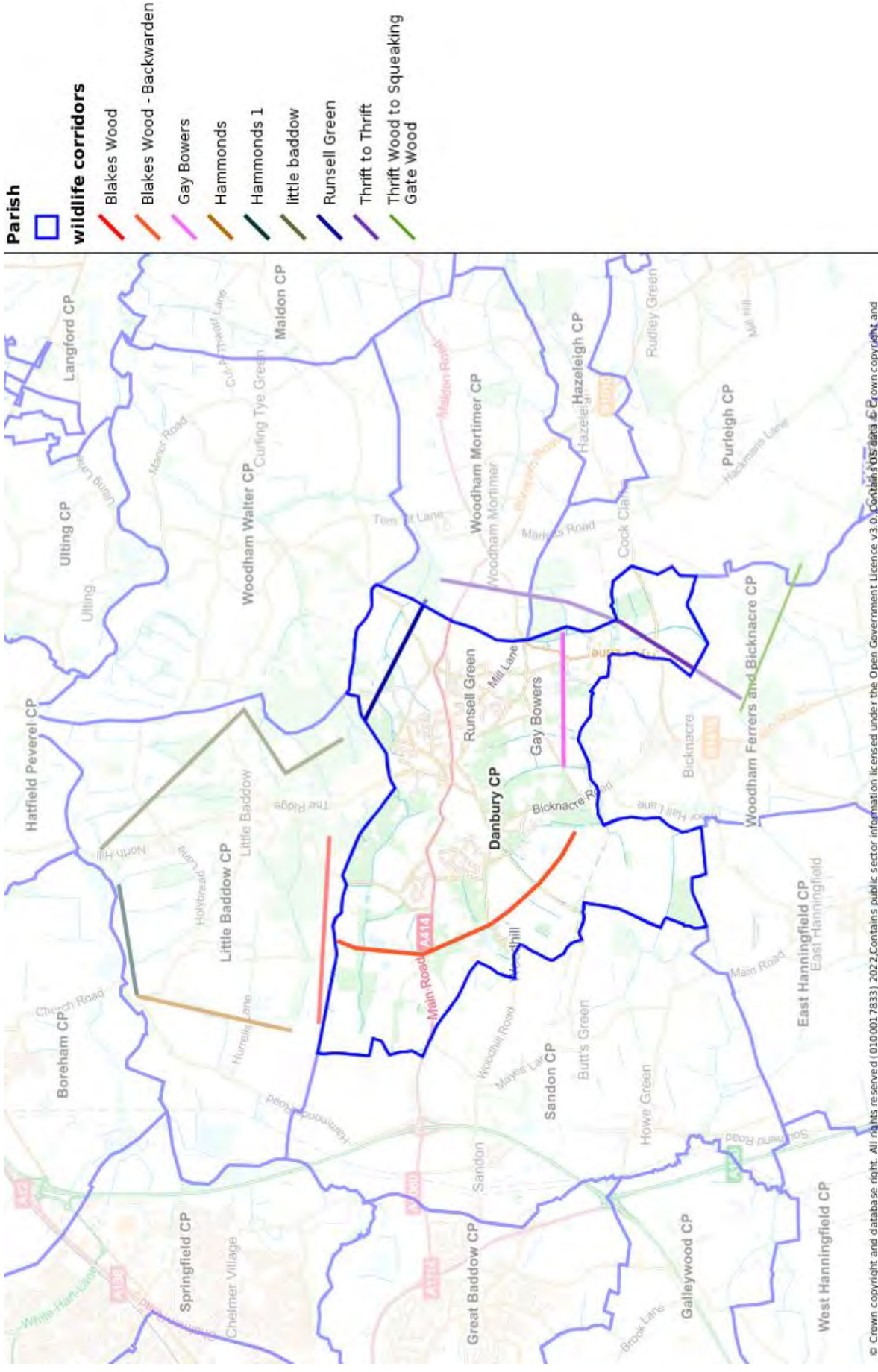
Hyde Woods to Danbury Common (in pink on map).

Blakes Wood to Backwarden (in orange on map).

- 6.9** The Essex Wildlife Trust has proposed nine significant Wildlife Corridors within Danbury and the surrounding areas.
- 6.10** Five of the identified corridors are either partially, or fully, within the Danbury Neighbourhood Plan area (see Figure 5). These corridors are listed in DNP9.
- 6.11** The purpose of corridors 1, 2 and 3 would be to develop the Central Ridge reserves encouraging connection between the North West and the South Eastern extents of the parish as part of a living landscape area. This would specifically benefit bats and dormice. Corridor 4 would encourage an expansion of hedgerow and woodland species across the farmland and encourage species such as farmland birds, grassland butterflies, bats and dormice. Corridor 5 would maintain the wildlife 'stepping stones' between Blakes Wood and Backwarden.

Danbury Neighbourhood Plan

Figure 5: Essex Wildlife Corridors



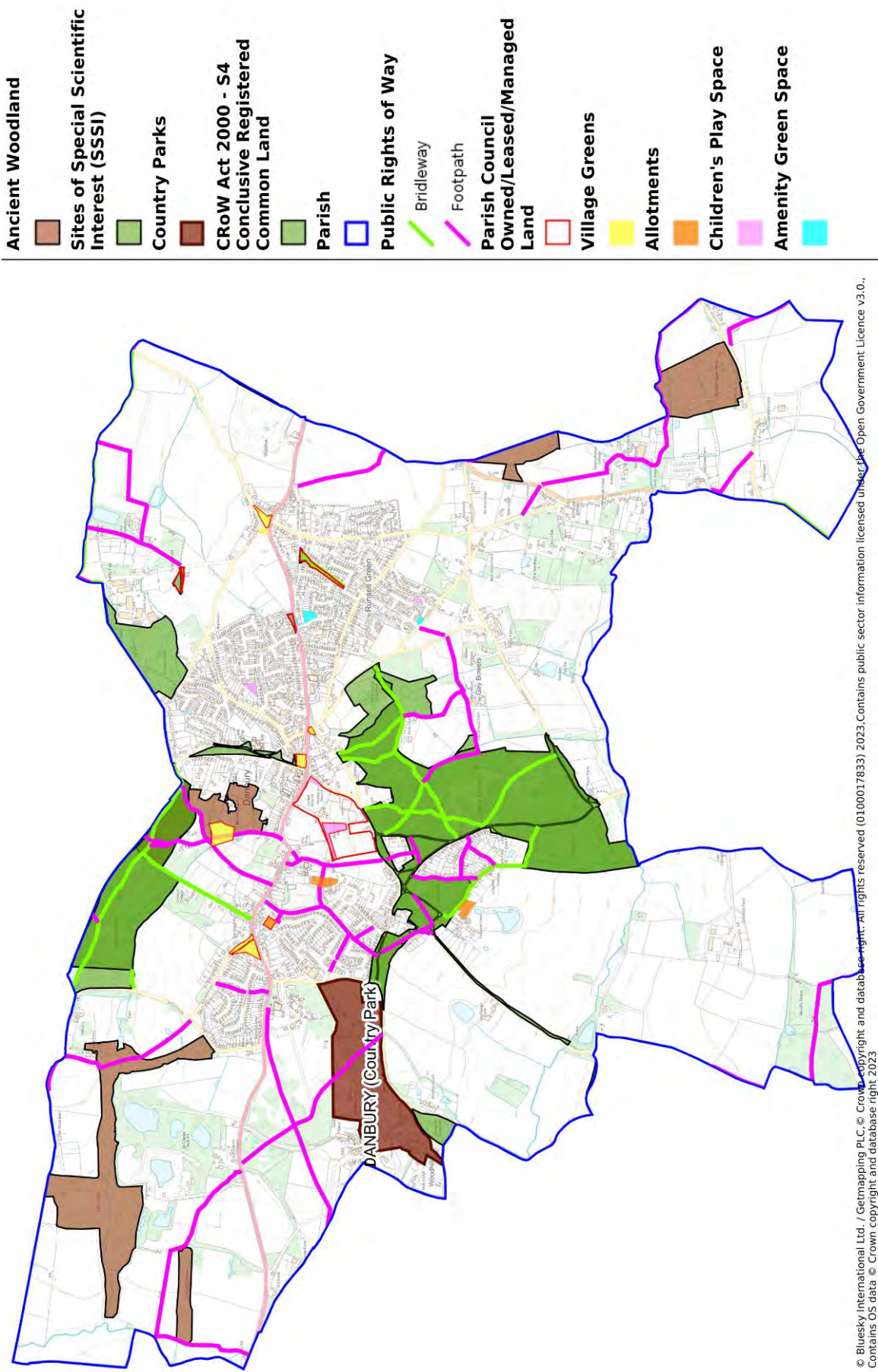
Open Spaces DNP10

Policy DNP10: Open Spaces (See Glossary)

Developers creating a site that triggers provision of new green space should:

1. Follow the standards established in the Local Plan, 2020. The design of this space will be required to reflect good design principles:
 - a) Avoid creation of left-over space that lacks purpose; and
 - b) Integrate open space within the development rather than pushing this to the periphery; and
 - c) Locate new green space within walking distance of as many residents as possible; and
 - d) Link green spaces through a network of green routes, accessible to all user groups wherever possible, including public rights of way and tree-lined or landscaped streets; and
 - e) Provide a range of open space types, including areas of play, opportunities for growing food, and quieter areas for relaxation; and
 - f) Ensure that play areas and public spaces are well overlooked wherever possible, providing natural surveillance of the space. Hidden spots must be avoided; and
 - g) Enable play spaces to be accessible for all children and incorporate elements relating to nature and landscape as well as play equipment; and
 - h) Provide a connected network of green spaces that incorporates measures that minimise surface water run-off and which help extend the range of insect pollinators.
2. Green spaces and any associated play equipment provided must be designed in line with the principles of inclusiveness and be accessible to people of all ages and abilities.
3. Where new green spaces are to be provided this should, where possible, be designed to provide permeability for wildlife through and around development. This must be functional as wildlife habitat in its own right not just as a link between habitats. The width of wildlife corridors should be proportionate to the requirements of target species. These should allow for movement of nocturnal wildlife, with the impact of lighting and glare minimised. Where landscaping is to be provided, native species appropriate to the area must be used wherever possible.
4. Proposals for enhancements to the biodiversity of existing green spaces are welcome.
5. Development proposals resulting in the loss of green space which would cause harm to the character of the village will not be permitted.

Figure 6: Accessible Open Spaces in Danbury



- 6.12** Danbury's open spaces are highly valued and contribute to the rural character and village feel (Appendix 7).
- 6.13** On developments of 30 or more dwellings, it is expected that the open space is provided on site, although exceptions may be made under specific circumstances. In Danbury, it would be preferable for Open Space to be provided on site to prevent unnecessary car journeys to access open space elsewhere and reduce recreational pressure on nearby designated sites. This could include more allotments and recreational space for all ages.
- 6.14** In its Statement of Common Ground with Natural England in May 2018, Chelmsford City Council identified that Natural England had advised the need to include protection of designated sites from increased recreational pressure (Appendix 4, p3). The provision of open space should seek to divert recreational pressure from sensitive, designated sites, providing recreational opportunities elsewhere and/or contribute to the management of local sites making them more resilient to recreational pressure.
- 6.15** Connecting open spaces and the village amenities by public rights of way, accessible to as many user groups as possible, can assist in reducing vehicular traffic and bring residents closer to nature. Danbury has several SSSIs, woodlands and local wildlife sites which are interconnected and connected to the village amenities by a network of public rights of way. They are used and valued by the residents of Danbury (Appendix 7).
- 6.16** Figure 6 shows the play space, amenity green space, accessible natural green space, allotments, parks, Village Greens and Common Land, and sports and recreation grounds in Danbury and its parish Boundary. Public rights of way are included to demonstrate connectivity.

Sustainable Urban Drainage Systems (SuDS) DNP11

Policy DNP11: Sustainable Urban Drainage Systems (SuDS, see Glossary)

1. Planning applications for developments which are located within an area at risk from flooding must include mitigation measures giving priority to the use of sustainable drainage systems (SuDS):
 - a) To ensure that surface water run-off will not be increased and if possible, will be reduced; and
 - b) To ensure that the development will not increase the risk of flooding elsewhere. Sustainable Drainage System, or other appropriate mitigation measures identified in relevant Flood Risk Assessments, should be satisfactorily integrated into the design and layout of the development; and
 - c) To ensure that all development proposals are safe and flood resilient over their lifetime.

2. Where practicable, sustainable urban drainage systems should be designed to be multi-functional and deliver benefits for wildlife, amenity, and landscape.
3. The design of SUDS should reflect best practice guidance established in the 'Sustainable Drainage Systems Design Guide' for Essex.

6.17 As part of the Essex Design Guide, the County has published good practice design guidance in respect of sustainable drainage systems. This should be referred to in all proposals for development, including both major and minor applications. Guidance and design expectation in respect of a variety of different approaches to sustainable drainage are established, including rainwater and stormwater harvesting, soakaways, filter strips, swales, bioretention areas, infiltration basins, detention basins, ponds, and pervious/permeable materials. Solutions appropriate to the site and context should be designed and consulted upon with the County Council as the lead local flood authority.

The requirements for minor applications are slightly less stringent than for major applications, though still need consulting upon and, where there is a potential flood risk, then sustainable drainage systems should be provided and designed in line with the guidance. The use of hard surfaces (including, for example, the paving over of gardens) should be minimised. Where necessary, hard surfaces should take the form of unlined permeable paving.

It is also recognised that the value of SuDS is not limited to flood mitigation. Their value in improving water quality, amenity improvements and contributing towards biodiversity net gain on sites mean they are strongly supported by Danbury and can be a way of helping to deliver biodiversity net-gain.

6.18 The Ponds at Eves Corner and Runsell Green are fed solely by run off from the surrounding roads and in the case of Runsell Green, the neighbouring fields, and therefore act as Sustainable Drainage Systems. Both are good examples of how sustainable drainage systems can enhance the biodiversity in an area and in the case of Eves Corner, provide an amenity for residents and a focal point for the Village.



Pond at Runsell Green



Pond at Eves Corner

Light Pollution and Night Skies DNP12

Policy DNP12: Light Pollution and Night Skies

1. Development proposals shall include provisions for conserving dark skies, which is a highly valued feature of the village.
2. Proposals for development will be supported where it is demonstrated that, if external lighting is required, it protects the night sky from light pollution through:
 - a) The number, design, specification and position of lamps and
 - b) Full shielding (at the horizontal and above) of any outdoor lighting fixture exceeding 500 initial (=peak) lumens and evidence of limited impact of unshielded lighting through use of adaptive controls; and limiting the correlated colour temperature of lamps to 3000 Kelvins or less.
3. Any lighting scheme must not impact negatively on local residents and on areas of ecological value including woodland and green spaces – specifically near habitats used by bats and other light-sensitive protected species.

- 6.19** In Danbury, the CPRE Night Blight Map (see References) indicates that the areas with highest level of radiance are those alongside the Maldon Road corridor, with radiance falling beyond this, reflecting the rural character of the Parish. It is therefore important that future development proposals within the neighbourhood area are mindful of the impact lighting has on the surrounding environment.
- 6.20** In the Residents' Questionnaire in 2018, 62% of respondents were against new street lighting being installed in the rural or outlying areas of the Parish. Furthermore, 75% of respondents wanted new or replacement external property lighting to be controlled to reduce light pollution.

The Parish Council supports measures to protect and enhance the dark night sky throughout the Neighbourhood Plan Area, recognising the benefits it brings in terms of health and well-being for residents and wildlife. Meanwhile, excessive lighting (security lights, floodlights, streetlights) wastes energy whilst disrupting the behaviour patterns of people and wildlife.

High Kelvin rated lighting can create a harsh glare, disrupt sleep, and disturb nocturnal wildlife and their habitats. The International Dark-sky Association (IDA) advises that outdoor lighting should not exceed a rating of 3000 Kelvins. Equally, the IDA recommends that any light fixtures with an output above 500 lumens should be fully shielded and pointing downward to minimise glare and skyglow. Further information has been produced by the Institute of Lighting Professionals (see References) or later relevant regulations.

Trees and Hedges DNP13

Policy DNP13: Trees and Hedges

1. Existing viable trees and hedges should be protected from development wherever possible.
2. Incorporate street tree planting where appropriate, prioritising the use of native species.
3. Where appropriate, proposals for development should demonstrate that opportunities for providing and integrating landscape into the development have been maximised. Development that includes street, garden and boundary tree and hedge planting will be supported. These should be species appropriate to local character, habitats and the location in which they are to be planted to ensure that they will thrive long term.

- 6.21** A key feature of Danbury's village character is its arboreal cover that contributes to the rural feel and includes woodlands (some ancient), SSSIs, open spaces and gardens. There are numerous TPO trees in the village and gardens with mature trees and hedges.



Boundary treatments contributing to the rural character of the village.

- 6.22** 'Tree Species Selection for Green Infrastructure, A Guide for Specifiers' (See references: Hirons and Sjoman, 2019) explains the benefits of trees and the importance of selecting species to benefit the local environment and community, as opposed to merely their aesthetic. Trees should be selected for their ability to thrive in the local environment, provide biodiversity, climate change and aesthetic benefits; resistance to pests and disease; and **not** provide a disservice for example, root systems damaging property and pavements; rapid hedge growth obstructing pavements; or producing copious amounts of pollen near residential areas.
- 6.23** Tree species should also complement naturally occurring species in the area and enhance the biodiversity of the local SSSIs, Woodlands and Local Wildlife Sites. Advice can be sought from the Essex Wildlife Trust and National Trust who manage these designated sites.

Landscape Character and Setting

- 6.24** Danbury is set on a hill and enjoys uninterrupted views across the Chelmer Valley, the Blackwater River and Estuary, woodland and farmland. These views are particularly prominent from two landmarks in the Village, St John's Church from the top of the spire, and from the War Memorial. In addition, there are expansive views across Dawson Memorial Field and from Runsell Lane.
- 6.25** The Landscape Sensitivity and Capacity Assessment Report, 2017 (Appendix 6a) suggests that Chelmsford City Council planning guidelines conserve the views across each of these landscapes and that new development on the hillsides be sited so as not to intrude on the views.

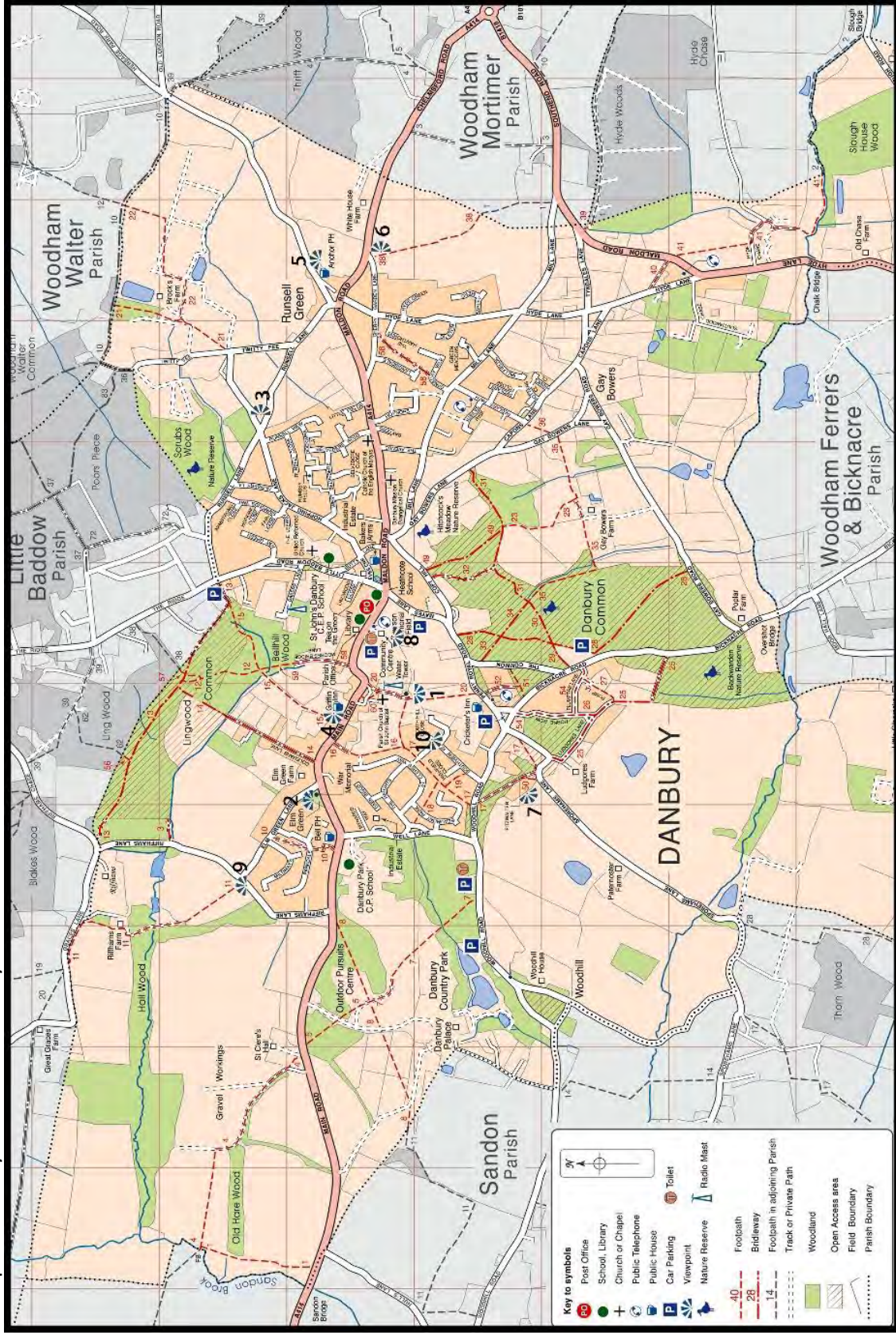
Danbury Key Views DNP14

Policy DNP14: Danbury Key Views (Figure 7)

1. The following key views are designated for protection:
 - a) St Johns Church, South of the Water Tower, over Hanningfield Reservoir
 - b) From the War Memorial towards Chelmsford
 - c) From Runsell Lane over Blackwater
 - d) From Griffin Hill (A414) looking West towards Chelmsford and beyond
 - e) From the Anchor over The Warren
 - f) From Footpath 38 towards Bradwell Power Station
 - g) Fitzwalter Lane Footpath to Paternoster Farm
2. Development proposals falling within these views will be expected to be accompanied by a Visual Impact Assessment demonstrating how the benefits of the proposal outweigh the harm caused or that the harm can be suitably mitigated.

- 6.26** Responses to the Residents' Questionnaire (Appendix 11) supported the protection of the seven key views listed below in Policy DNP14. A further 4 views were identified as valued but are either already protected or are less sensitive to development (further details below). The overall importance of the key views is that they show the character of Danbury as a hilltop village with views in all directions. They give a sense of place, space, and wellbeing.

Figure 7: Map of the Key Views of Danbury



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Identification numbers 1 to 11 are itemised below.

Key Views Designated for Protection (Numbers 1 to 7)

1. St John's Church, south of Water Tower, and overlooking Hanningfield Reservoir



Panoramic views from the elevated position of the water tower extend as far as Kent and London with Hanningfield Reservoir in the middle distance. This has been an important vantage point since a hill fort was established here during the Iron Age (scheduled monument). Church Field is a hay field with trees and hedges at the boundary. 80% of Danbury residents requested that this view be protected. It is sensitive as it would be irreplaceable if obscured and could be susceptible to change due to development or planting of trees on the hay field.

2. From the War Memorial towards Chelmsford

Extensive distant views towards Chelmsford and beyond, falling away towards the flood plain of the river Chelmer. This was an important vantage point during Napoleonic Times right up to World War II. The Listed War Memorial is the focus of Armistice Day activities. Elm Green continues to remain a village green. 77% of Danbury Residents requested that this view be protected. The open aspect of this view is sensitive to change, such as an increase in height of any future development including extensions, and any further planting of trees. Both these issues would need to be carefully considered.



3. From Runsell Lane towards the Blackwater



Wide views over arable land, towards the Grade II Listed building, Garlands Farm, and distant views over the Blackwater Estuary and towards Bradwell. The arable land provides a defined border signalling the rural edge of Danbury Parish before the start of the district of Maldon. 66% of residents requested that this view be protected. The views could be obscured by housing on the nearby fields and this land is

potentially susceptible to future development.

4. View at Griffin Hill (A414) looking West towards Chelmsford and beyond

The photograph is taken within the original settlement of Danbury with the Griffin Public House on the opposite side of the road. A valued view that requires planning applications to be carefully considered. 65% of residents would like to see this view protected. The view would be susceptible to any proposed infill.



5. From the Anchor over the Warren



Extensive panoramic views across the rural curtilage of the Listed Garland's Farm towards the Warren Estate. The arable land provides a defined border signalling the rural edge of Danbury Parish. This view is sensitive to any change other than arable use of the fields. 56% of residents would like to see this view protected. Furthermore, it is potentially susceptible to future development.

6. View from footpath 38 on the east side of the village



A broad rural landscape with uninterrupted views over arable fields towards Bradwell and the Blackwater Estuary. 49% of residents would like to see this view protected. The view is sensitive to change and susceptible to development in the future, particularly since the nearby fields are partly in Danbury Parish and partly in Woodham Mortimer Parish (Maldon District Council).

7. Fitzwalter Lane Footpath (nearby) to Paternoster Farm

Wide landscape views to the Southwest towards Sandon Parish providing a rural separation between the villages. This view is sensitive to change (45% of residents would like the view protected) and susceptible to development including any in neighbouring Sandon Parish.



Key Views identified as Valued although not needing protection

(Numbers 8 to 11)

8. Dawson Field towards the south



Wide open views towards the Crouch River, the distant Hockley Woods and Hanningfield Reservoir to the South. Dawson Playing Fields are an important feature of village community activities. The open green space and views establishes the rural centre of the village. This is an important and valued view (66% of residents would like it to be protected) which already has this protection by Deed of Trust to Danbury Parish Council. The view may be subject to change in the future in order to fulfil its function as a public space and would be susceptible to either loss or increase in tree cover.

9. Riffhams Lane towards Riffhams House



Beautiful view across the Humphrey Repton designed Registered Park of Riffhams towards the Grade II Listed building of Riffhams House. 64% of residents would like to see this important and valued view protected. It already has this designation of protection by its status as a Registered Park.

10. From Southview Road towards Hanningfield Reservoir

A horizon view glimpsed through a residential area on the rise of the hill. A valued view that 45% of residents would like to see this view protected which would be sensitive, but not particularly susceptible to change due to the elevation.



11. From Hammonds Lane, Sandon near the A414 (west) looking up hill towards Danbury



This view shows the extensive tree cover characteristic of Danbury with St John's Church at its highest point. This is a valued view that 49% of residents would like to see protected, but this should occur naturally due to the elevation. Planning applications need to be mindful of the sensitivity of this view to change e.g. permission for a solar farm nearby required extensive screening.

Table 1: Aspirations for Environment

1. Support will be given to organisations working to enhance the Wildlife Corridors and improve connectivity between them.
2. Proposals for Biodiversity net gain that contribute towards enhancement of the Danbury Ridge wildlife corridors will be supported. Any enhancements should reflect the character, role and function of that corridor.
3. Within the wildlife corridors:
 - a) Existing areas of heathland should be conserved, and pockets of heathland elsewhere joined up wherever possible; and
 - b) Traditionally managed areas of woodland will be supported; and
 - c) Support should be given to increasing the number of 'wildlife-friendly' gardens in the area.

7. Transport and Movement

Objective

To promote clean, safe streets and spaces, seeking creative solutions to the traffic issues that currently affect Danbury, encouraging sustainable transport, addressing parking issues and improvements to pavements where possible.

Connection to Sustainable Transport and Village Amenities DNP15

Policy DNP15: Connection to Sustainable Transport and Village Amenities

1. New developments should integrate with the green infrastructure network and provide access to public and community transport and connect with the social, community, retail, and employment areas of the village.
2. Wherever appropriate to the scale of development proposed, provision of infrastructure to enable access by foot or by bicycle will be supported. This includes but is not limited to:
 - a) The provision of new footpaths into and alongside the development site, connecting with existing routes; and
 - b) New crossing points that provide for safe walking routes.
3. New or extended Public Rights of Way (PRoW), pavements, and cycle infrastructure should be sensitively designed to reflect and, wherever possible, enhance the character of local lanes, roads and existing verges.
4. Where new walking and cycling routes extend into a development site, they should be well overlooked by development frontages to benefit from natural surveillance and increase the sense of security. Routes should not be located to the rear of development plots.
5. The pavements and footpaths that are provided should include permissive cycling provision, off road where possible. Any new off-road path should, as far as practicable, be accessible to all vulnerable road users including pedestrians, cyclists and equestrians, and provide safe routes to Danbury's facilities, amenities, schools, public transport network and green spaces.
6. Pavements that are provided should be wide enough to give a feeling of separation between vehicles and pedestrians. Where possible off-road cycle paths should be provided.
7. All footpaths should be adequately signposted to encourage use and not only serve the new development, but also be planned for connectivity to the existing network.

- 7.1** Danbury's geographical position, being midway between the City of Chelmsford and Maldon and the Dengie Peninsula, which is subject to significant growth, means that the A414 carries the bulk of the traffic (including increasing levels of HGVs/service vehicles) between these areas, with a noticeable effect on the village. This can be seen in the intensification of rat running via the local lanes and gridlock on the A414.
- 7.2** Danbury's residents very much want to see improvements to this situation. A range of questionnaire results relating to transport and movement is available in Appendix 7 and 11.

Parking DNP16

| Policy DNP16: Parking |
|---|
| <ol style="list-style-type: none">1. Residential and visitor parking provision to be sufficient within future developments, with no reliance on nearby street parking due to the many narrow lanes of the village, and the main link roads taking heavy volumes of traffic.2. Provide parking on plot where possible and set back from the main building line to reduce the visual dominance of parking. |

- 7.3** Adequate parking and improvements to pavements are also a priority and opportunities to address these will be taken. Where provision is made for facilities that are likely to be accessed by car, adequate off-road parking space should be provided.

The Road Network: the A414

- 7.4** The A414 is a major trunk route that connects Chelmsford and the A12 with Maldon and the Dengie, providing direct access to local businesses, Heybridge and Maldon's retail parks, tourist attractions and residents. Much of the traffic volume is caused by through traffic as it is a road well used by cars for commuting, shopping, educational and recreational purposes. In addition, HGVs serve businesses, LGVs make home deliveries and there are public transport and emergency vehicles. It also serves two quarries, one at either end of the village.
- 7.5** The nearest train station offering direct, frequent links into London, for residents of Danbury, Maldon, and the Dengie Peninsula, is Chelmsford, although a new station is planned at Beaulieu Park. There is a Park and Ride facility at Sandon for which the most direct route is along the A414 through Danbury. Regular bus services operate through the village.
- 7.6** The biggest issue for Danbury, identified by Residents Questionnaire, 2017 (Appendix 7) was heavy traffic along the A414 which bisects the village separating the North and South areas. Significant housing and economic growth at both Maldon and Chelmsford have increased traffic and HGV volumes along the A414. The resulting traffic flows through Danbury cause long tail backs with pinch points at Well Lane and Eves Corner. Consequently, rat running along the local lanes is a further concern for residents.
- 7.7** There is an Air Quality Management Area (AQMA) along the A414 between Eves Corner and Butts Lane (Appendix 8b) where the National Air Quality Objective was exceeded (Figure 8).

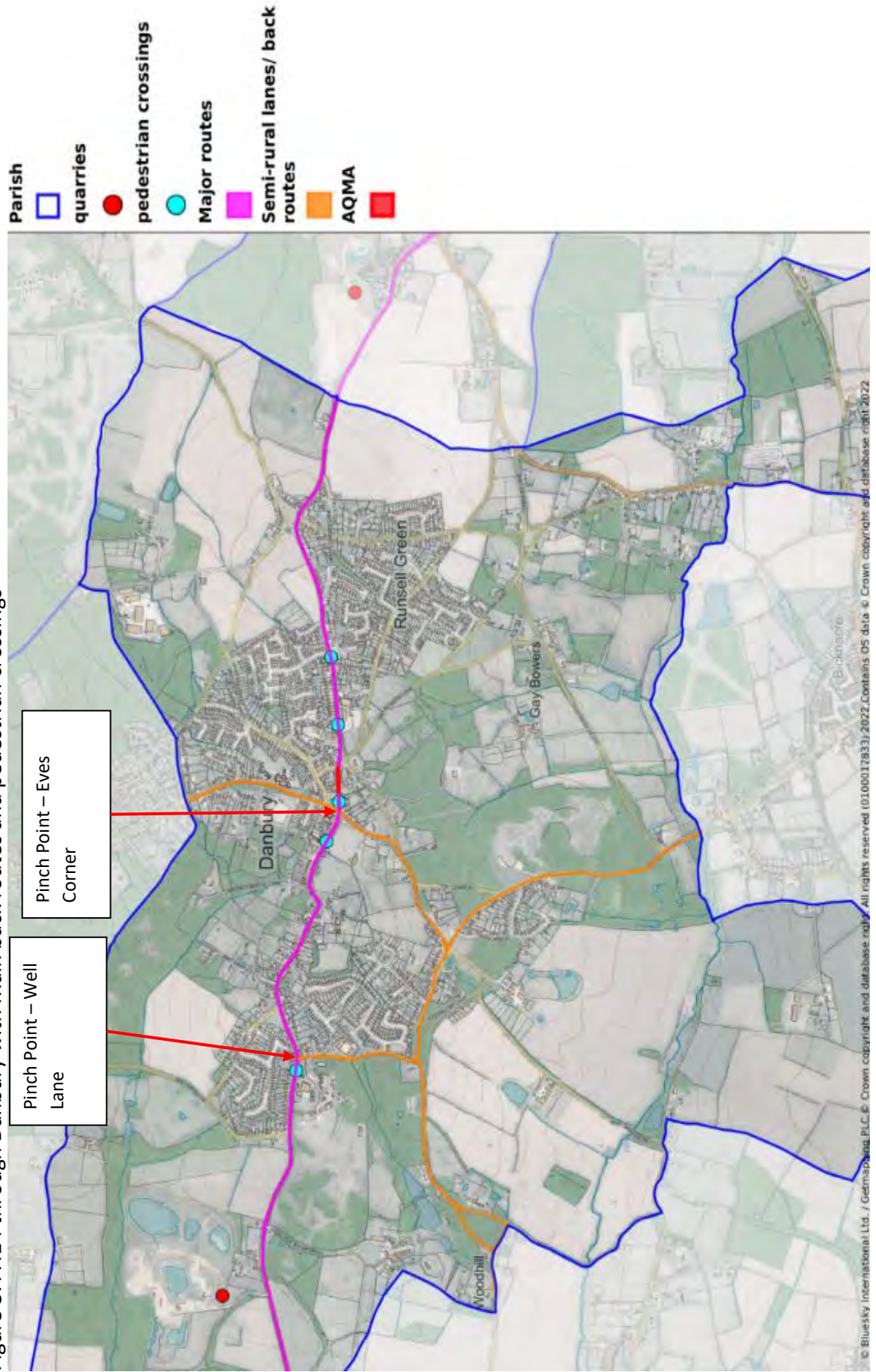
This is caused by the canyoning effect of tall buildings set close to the road, the prevailing wind direction and vehicles queuing up the hill towards Eves Corner (Appendix 19).

- 7.8** The impact of planned growth in Maldon was studied through the Duty to Cooperate between Chelmsford City and Maldon District Councils. The need for additional mitigation was agreed in an A414 Danbury Statement between Essex Highways and Chelmsford City Council (Appendix 9). Two schemes were recommended to improve traffic flow, only one (part time traffic lights at Eves Corner) was implemented. However, the Position Statement between Chelmsford CC, Essex CC and Maldon DC concluded that “The development of pre-signals at Eves Corner would reduce current levels of congestion, however following proposed growth allocated in the (Maldon) LDP, queuing along the A414 during peak periods would be significantly worse”. (Appendix 10). The recommended signalisation of the Main Road/Well Lane junction was not installed.

Impact of traffic flows on Air Quality

- 7.9** All along the A414 throughout Danbury, residents are subjected to levels of air pollution (Including Nitrogen Dioxide) which are often not far below the National Air Quality Objectives and which are exceeded at the Air Quality Management Area (Appendix 8a and 8b). The air pollution is worse the nearer people live and walk along the A414 as illustrated in Appendix 8a.
- 7.10** Air pollution increases illness from many respiratory diseases, including asthma, as well as stroke and heart disease. In 2019, 5.6% of mortality for the Chelmsford area was found to be due to man-made fine particulate air pollution, with road traffic accounting for the great majority of the problem (Public Health England, 2019, see References).
- 7.11** Residents expressed the need for more places to cross the A414 safely. However, this has to be balanced with the need to maintain the free flow of traffic through the village, which in itself would aid air quality problems.

Figure 8: A414 through Danbury with Main back routes and pedestrian crossings



Connectivity

- 7.12** The A414 splits the village into two and yet there are just five pedestrian crossing places along its 2.5 mile length (approximately) between St Clare's Hall and Runsell Lane. Between Well Lane and the western limit of the village, there are stretches with either no pavement or pavement only one side and there are no safe crossing places. Likewise, the last safe crossing place to the East is adjacent to Belvedere Road (Figure 9).
- 7.13** Away from the A414 Main/Maldon Road, Danbury is characterised by a number of local lanes and other roads that do not have pavements. With the speed limits on these lanes varying between 40 and 60 mph, the proximity to traffic may deter residents from walking, opting to use the car instead for local journeys. Residents' Questionnaire 2018, (Appendix 11) highlighted the need for additional pavements when walking along busy roads. However, the provision/extension of new pavements needs to be balanced with residents' desire to protect the character of the local lanes.
- 7.14** There are 52 Public Rights of Way of various lengths and including Bridleways linking Main Road to areas North, South, East and West. Residents valued these but felt that more maintenance was required. In and around Danbury Common, an area popular with Mountain Bikers, there is anecdotal evidence of conflict between cyclists, horse riders and pedestrians.
- 7.15** There is just one cycle route running to the North of Danbury between Maldon and Chelmsford – a section of Sustrans Route 1 (Appendix 12). Since this is an indirect route, it is more suitable for recreation than commuting.

Figure 9: Connectivity showing Rural and Protected Lanes and Pedestrian Crossings

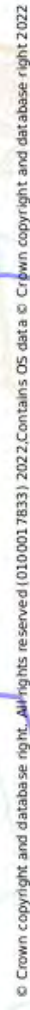


Table 2: Aspirations for Connectivity

1. To Increase Sustainable Modes of Transport and reduce traffic flows by:
 - a) An offroad cycleway and footpath to the Sandon Park and Ride from Danbury.
 - b) A Park and Ride from Maldon through Danbury linking with the Park and Ride at Sandon to reduce single occupancy commuter traffic.
 - c) A combined cycle/footpath on the south side of the A414 within Danbury Park between Danbury Palace Drive and Well Lane to facilitate safe access to Danbury Park School and avoid cyclists slowing traffic on the steep hill.
 - d) The Parish Council will seek to find strategies, in collaboration with other agencies, to improve public transport, cycling provision and safer pedestrian routes. This will encourage less dependence upon private cars, within the village and surrounding areas.
 - e) Greater connectivity between existing bridleways and cycleways should be encouraged with creation of new routes; currently a high proportion lead to footpaths where illegal cycling is a danger to pedestrians.
 - f) Seek to protect the current permissive path from the water tower to the Danbury Leisure Centre.
2. Aspirations for the A414:
 - a) The Parish Council continues to press for a solution to the A414 congestion and air quality problem, although it is accepted that this is beyond the scope of the Neighbourhood Plan.
 - b) 30 mph speed limit is needed along the entire A414 through the parish.
 - c) Vehicle Activated Sign needed when entering Danbury from Chelmsford.

8. Recreation and Leisure

Objective

To improve Danbury's recreation and leisure facilities and increase provision where a shortfall exists.

Danbury's leisure facilities and community groups are well used and are a priority for residents (Appendices 7 and 11). New facilities that residents might like to see provided in Danbury include more outdoor exercise equipment for all ages. Some equipment has recently been installed to meet the request from residents, but more could be provided throughout the village. The existing play areas could be improved where required.

Provision of Recreational Facilities DNP17

Policy DNP17: Provision of Recreational Facilities

- Existing community facilities will be protected from loss. Important local facilities in Danbury are:

| | |
|------------------------|--------------------------------------|
| Community Woodland | Football Pitches |
| Cricket Ground | Recreation Area and Basketball Court |
| Tennis Club | Bowls Club |
| Danbury Leisure Centre | Old Pavilion |
| Village Hall | Library |
| Scout Hut | Gym and exercise classes |
| Children's Play Space | Allotments |
| Church Facilities | Public Footpaths |
| Bridleways | Public Houses |

- Proposals that involve the loss of any space used for community purposes will only be supported where an equivalent replacement for alternative provision is made for that use, and or where the application is supported by material which demonstrates the benefits to the community which outweigh the harm created by loss of that facility.
- Proposals for new or improved community facilities in Danbury will be supported. These include:
 - Provision of additional play space, youth play space or a community garden/orchard/allotment in the east of the village.
 - Provision of a cycling facility to reduce recreational pressures on Danbury Common and reducing conflicts with other uses.
- Proposals for new community facilities will be supported where:
 - The proposed development would not have a significant negative impact on the surrounding amenity nor local environment; and

- b) The proposed development should be accessible to all and be designed with flexibility in mind such that it can be adapted for multiple use and activity over time; and
- c) The proposed development would preserve the significance of any affected heritage assets.

5. Where provision is made for facilities that are likely to be accessed by car, adequate off-road parking spaces should be provided.

8.1 Responses to Residents' Questionnaires (Appendices 7 and 11) told us:

- a) That 90% of respondents agreed with the objective for Recreation and Leisure.
- b) That 90% of respondents would support the provision of activities for young people aged 6-12 and more than 90% for young people aged 12+.
- c) Almost half of respondents would use outdoor gym equipment.
- d) That more than 70% of respondents would support the reduction of recreational damage caused by inappropriate use, such as at Danbury Common and Blakes Wood. It is suggested that the need for a separate facility for cyclists should be considered.

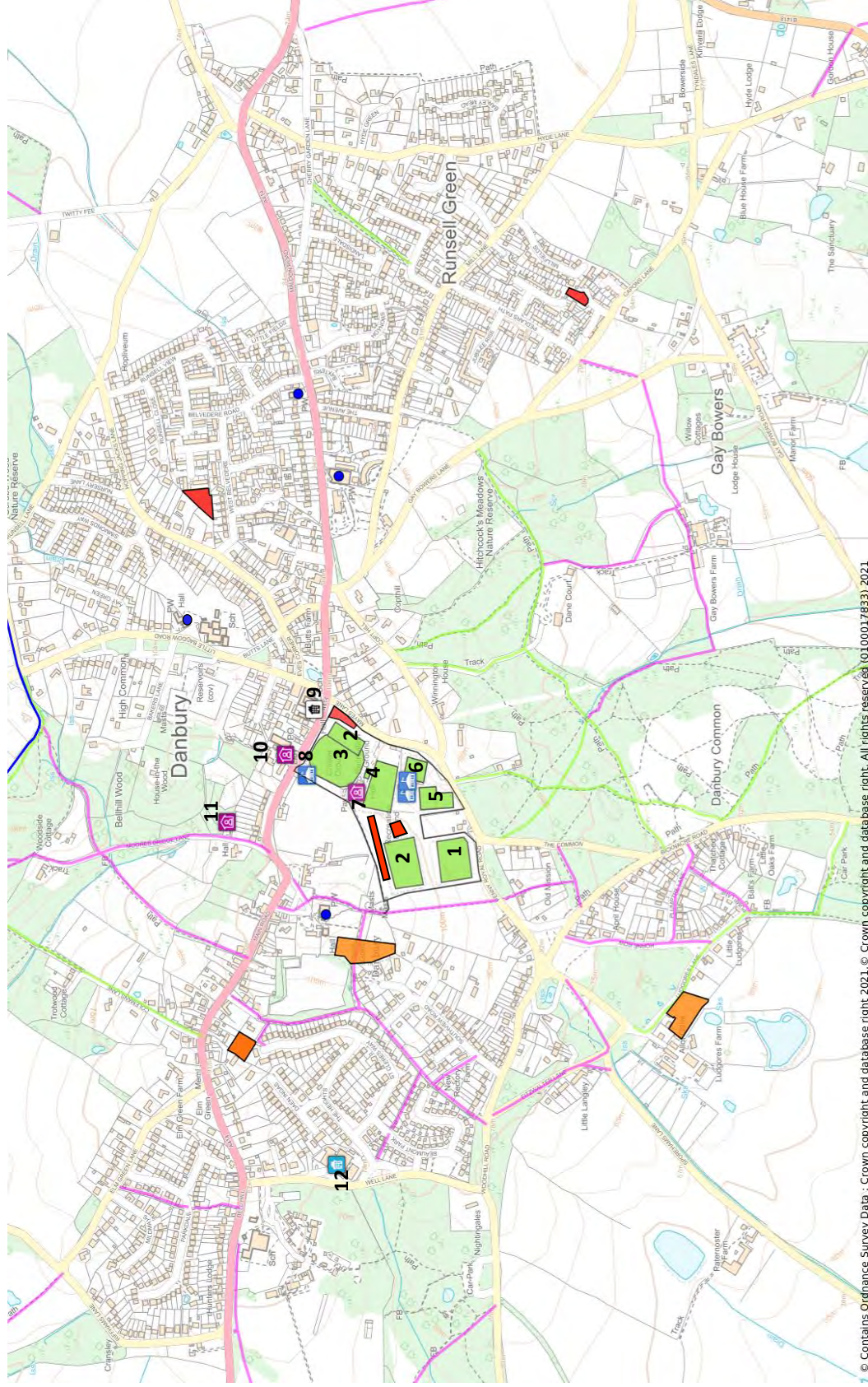
8.2 In a 2017 questionnaire with children from St John's School, they told us that:

- a) Most of them use the Dawson Field and that they enjoy a range of outdoor activities including biking, football, playing with friends, visiting the parks, walking the dog and tennis. Indoor activities include trampolining, reading, gym, dancing, art, music, and baking (Appendix 13). Many of these activities can be undertaken in Danbury.
- b) When asked what would improve the parks, the children told us that they would like more facilities including slides, a zip line, net swing, handstand wall, gym equipment and a taller climbing frame (See section 8.3 below). They would also like to see a bike track and swimming pool.

8.3 Shortfalls in provision in Danbury, identified in the Chelmsford Open Space study were youth play space and sports and recreation grounds (Appendix 22). Older children's recreational facilities have been installed at the Dawson Memorial Field in 2022. Some areas were underutilised, and by providing more facilities for a wider range of residents (particularly children, teenagers and young adults) increasing footfall to those areas, it could reduce the occurrence of anti-social behaviour.

Danbury Neighbourhood Plan

Figure 10: Leisure and Recreational Facilities in Danbury



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- 8.4** There is a variety of clubs and activities available for residents of all ages including indoor activities such as Bridge, photography, amateur radio, snooker, darts, Scouts and Guiding, Badminton and a variety of gym classes. Outdoor activities include football, cricket, basketball, tennis and bowls.
- 8.5** The Dawson Memorial Fields are centrally located in the village and are accessible both on foot, bicycle and in the car, with cycle and parking provision.
- 8.6** Whilst the children's play space at Rumsey Fields has recently been upgraded by Chelmsford City Council, the space at Potters Close would benefit from being improved and will be, in time, by Chelmsford City Council.
- 8.7** Danbury Common, at the end closest to Copt Hill, has become a destination for Mountain Bikers. As Danbury Common is an SSSI and there is limited parking, the Parish Council does receive complaints concerning street parking and conflict between cyclists, equestrians and pedestrians using the public rights of way throughout the woods.

Table 3: Aspirations for Recreation and Leisure

1. Recreational pressure on Danbury's SSSI's and surrounding ancient woodlands from pedestrians and cyclists enjoying the open spaces has increased since the 2020 Pandemic. Suggestions to relieve the pressure could include:
 - a) Safe area for children to learn to cycle / Pump track for bicycles.
 - b) Mountain biking / BMX track to be built in a Danbury quarry when gravel extraction is finished.
2. There is no allotment provision in the East of the village and so if a shortfall were confirmed and a new facility provided, then this would be ideally situated in the east of the village.

9. Business and Economy

Objective

To maintain existing businesses and encourage new economic growth and local employment opportunities, including working from home, to meet and support village needs.

Encouraging new economic growth must not cause any demonstrable harm to the character of the area, nor lead to an increase in congestion. Future requirements need to include at least superfast broadband, reliable mobile phone connectivity, and effective transport links.

Opportunities to increase green energy will be sought, provided projects are in keeping with, and not detrimental to the character of the area.

Commercial developments should be sympathetic to the existing street scene.

Parking provision should be sufficient within a commercial development and allow for extra demand needed for service industries.

Business and retail windows and doors should be sympathetic to or enhance the building's design and that of neighbouring properties; this is particularly relevant in the conservation area.

Business signs and adverts should be restrained in size and brightness.

New Employment Development DNP18

Policy DNP18: New Employment Development

1. Further small-scale businesses will be supported, as will those that entail working at home.
2. Proposals that provide new employment opportunities will be supported where they do not result in a material increase in large and heavy traffic on non-strategic routes within Danbury.
3. Proposals for new employment development should be well integrated with and complement existing businesses. Their size and design should respect the character of the immediately surrounding area and reflect principles outlined in the Danbury Design Code.
4. Proposals for development should not have a significant impact on the local living environment nor the amenity of any adjacent residential properties or other land users.

5. Within the employment areas designated in Figure 11, proposal for employment activity (e.g. classes B2 and B8, see Use Classes, Glossary) will be supported subject to criteria outlined above.
6. The retrofitting of existing employment uses to include renewable energy technology will be supported.
7. Proposals for new development should be capable of receiving high speed and reliable mobile and broadband connections. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections.

9.1 There are at least 98 businesses operating throughout the village which have led to Danbury being a Key Service Settlement. Danbury provides a range of key services, for example:

- Primary schools
- Local employment opportunities
- Convenience shopping facilities
- Community facilities
- Good public transport links
- Danbury Medical Centre

9.2 There is one designated employment area – Danbury Business Park (formally, the British Legion Industrial Estate) which accommodates local businesses. There is also a non-designated area at Well Lane, accommodating several local businesses. Across the two sites, local businesses provide services/products that are of benefit to Danbury Residents (Figure 11).

Main Business Areas (coloured red on Figure 11)

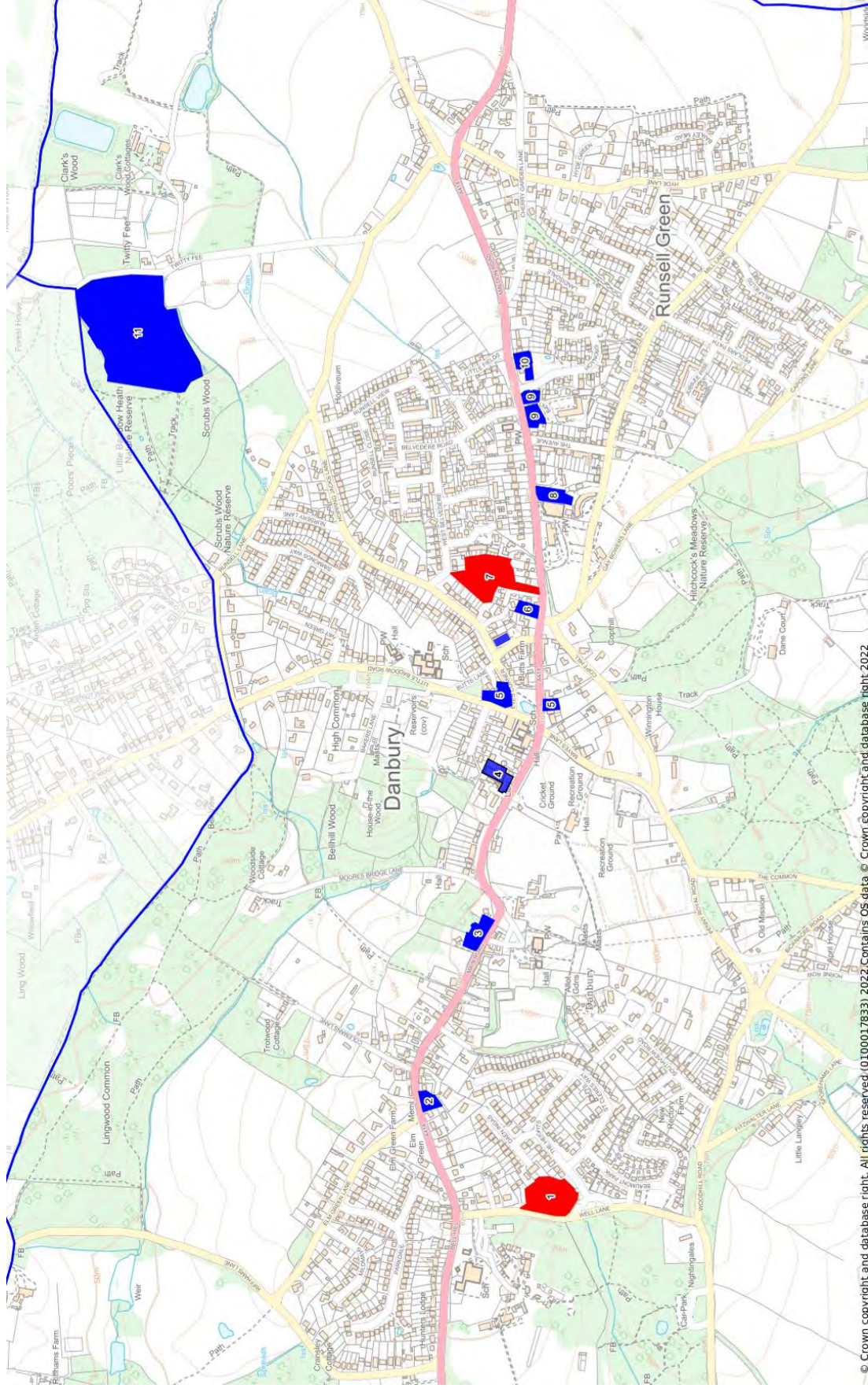
Bell Works, Well Lane, CM3 4AB (marked as 1 on map)

Bell Works has several industrial units, each of which provides employment opportunities and facilities that are of benefit to residents. There are about 80 employees at this location in a varied range of services. Since it provides local employment opportunities and facilities towards the centre of the village, it is considered that it could be designated as an employment zone rather than for residential use.

Danbury Business Park, Maldon Road, Danbury, CM3 4QJ [previously Royal Legion Business Park] (marked as 7 on map)

The Danbury Business Park has several industrial units, each of which provides employment opportunities and facilities that are of benefit to residents.

Figure 11: Main Retail and Business areas



Retail and Small Business Areas (coloured blue on Figure 11)

The Spinney, 121 Main Road, CM3 4DH (marked as 2 on map)

It houses 8 businesses including a café, hair care and medical treatments. It has parking provision.

Eves Corner, Main Road, Danbury, CM3 4QF (marked as 5 on map)

Eves Corner lies at the heart of village and houses a wide range of businesses and services such as a pharmacy, café, estate agents. Bakers of Danbury (builders) have been in business since 1878.

Maldon Road and Main Road, A414 (Main retailers areas marked as 3, 4, 6, 8, 9 and 10 on map)

There are four public houses and a wide variety of shops and businesses along the A414 route throughout Danbury.

Additional Business Areas

Timber merchants (marked 11 on the map)

Fuel and farming supplies on Hyde Lane (not in map boundary).

Telecommunications on Butts Lane (blue on map).

Table 4: Aspirations for Business and Economy

1. The Parish is keen to identify opportunities for small scale, community led and owned green energy projects to support local residents and businesses.
2. Designation process ongoing for Bell Works, Well Lane industrial estate as a business zone.
3. A Business Hub for Danbury. 75% respondents to Questionnaire number 2 supported the creation of a Business Hub in Danbury. Danbury Library provides access to the internet and a photocopier. A business hub for Danbury could provide meeting space, shared workspace and photocopying/printing services for small, local businesses and residents.

10. Heritage

Objective

Conserve and enhance Danbury's heritage assets and features which contribute to the village. Development should respond positively to and contribute to the special character and qualities that help define Danbury.

Danbury has (to date) 59 listed buildings, 3 scheduled monuments, 2 registered parks and a Conservation Area. These designated heritage assets will be protected and enhanced (Chelmsford Local Plan) because they contribute considerably to the character of Danbury and any development negatively impacting on these assets will not be supported (See figure 12).

Respondents to the questionnaires identified a number of heritage and non-heritage assets and rural features which they felt should be protected.

Non-Designated Heritage Assets DNP19

Policy DNP19: Non-Designated Heritage Assets

1. Non-Designated Heritage Assets listed below also contribute significantly with designated Heritage Assets to define the character of Danbury. Co-operation with Chelmsford City Council will be given to prepare a local list based on Chelmsford City Council's criteria.

- 10.1** The NPPF defines heritage assets as: '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. It includes designated heritage assets and assets identified by the local planning authority (including local listing).' Chelmsford City Council uses the criteria detailed in Appendix 16 when preparing its local list.

The Neighbourhood Plan suggestions for Non-Designated assets are:

- The Library
- Parish Council Office and nursery school
- Block of shops on Griffin Hill
- Village hall
- Dawson Memorial Field
- The Bakers' Arms, 18th century
- Heathcote, 1 Eves Corner
- Wickham House
- Pensioner's Box
- Furzelea

Danbury Neighbourhood Plan

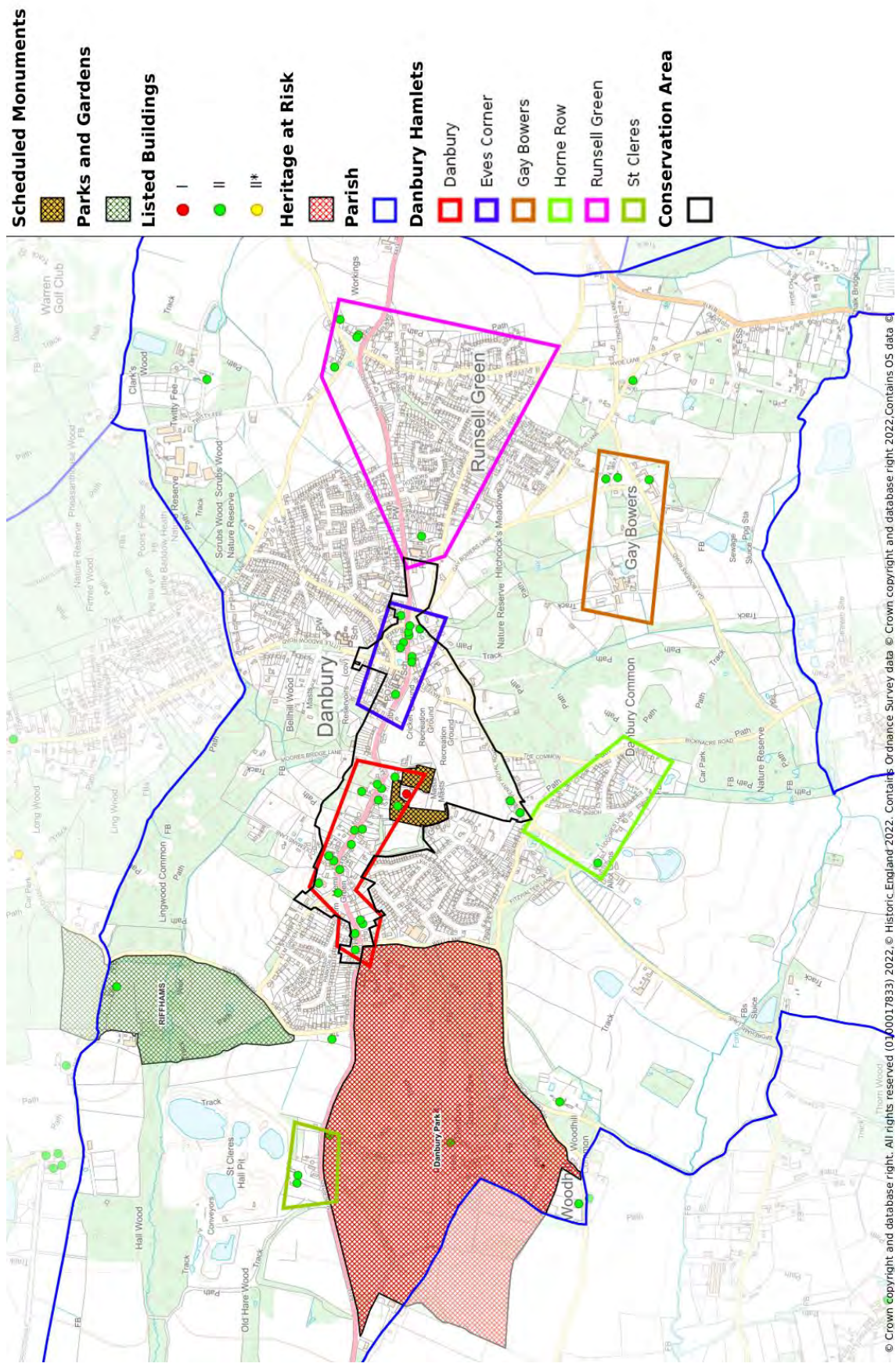
- 18th century boarded cottages Plumptre Lane and Horne Row
- Boarded Well Cottages, south side of Woodhill Road
- Old House, south side of Woodhill Road
- 18/19th century workers' cottages on the north side of Woodhill Road
- Blackmore House
- The vernacular brick cottages south of The Cricketers
- The houses built by Bakers of Danbury along Woodhill Road and Fitzwalter Lane
- Mayesfield
- Griffin Meadow



Photos showing Griffin Meadow from the Main Road - looking west, then east

- 10.2** Together with Danbury's listed buildings and Conservation Area there are old buildings that whilst not listed, contribute to the character of the village. Danbury also has Scheduled Monuments, protected lanes and two registered Parks and Gardens, all of which contribute towards the character of the village and provide clues to its history.
- 10.3** The distribution of Listed Buildings, primarily along the Main/Maldon Road through Danbury hints at the locations of the once separate Hamlets that make up Danbury Parish today.
- 10.4** The historic core of the Parish has been designated as a Conservation Area from The Bell in the west to Bay Meadow in the east.
- 10.5** Remnants of the open spaces that separated each of the three original hamlets (St John's Church area, Eves Corner and Runsell Green) are still in existence today and are an integral part of the historic and landscape character of the village.
- 10.6** The open space at Eves Corner and Frettons House is what remains of the separation between the settlements at Eves Corner and the St John the Baptist Church and provides a buffer from more modern developments to the Southwest. The open space at Bay Meadow provides a buffer between the more modern developments from Runsell Green and the Historic Core at Eves Corner.

Figure 12: Heritage Assets and Historic Settlements

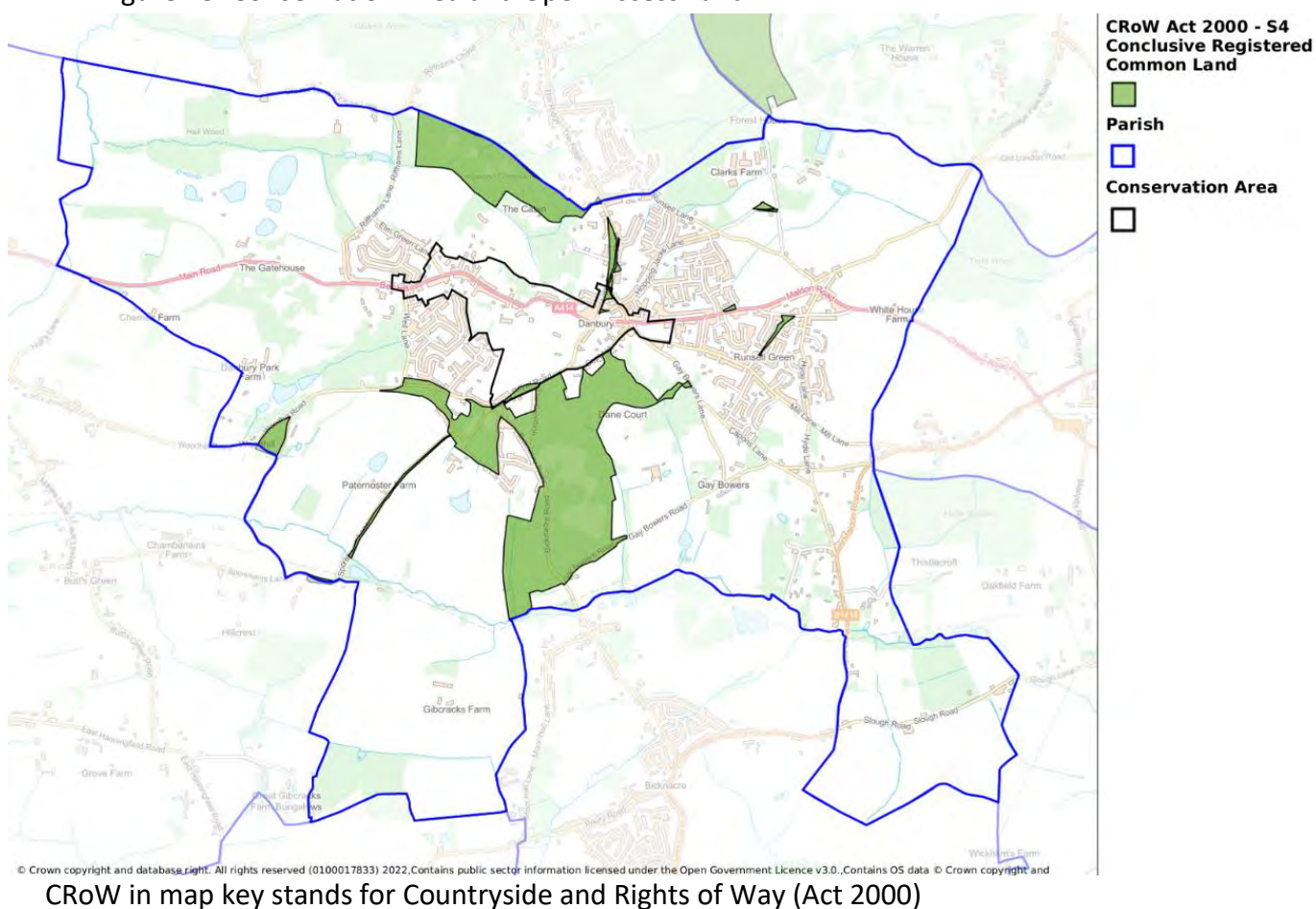


Landscape Character and Setting DNP20

Policy DNP20: Landscape Character and Setting

1. Development proposals resulting in the loss of open space, especially within or adjoining the Conservation Area which would cause harm to the character of and their significance to the village will not be permitted.
2. Development proposals should seek to positively contribute towards and improve the historic and rural character of the village and should have regard to the provisions made within the Danbury Neighbourhood Plan Design Guide.

Figure 13: Conservation Area and Open Access Land



- 10.7** Information about Danbury's historic landscape character can be found in Appendix 17. An integral part of the character of the village are the green spaces, common land and village greens. Views from the high point of the Iron Age Fort give Danbury the benefit of highly regarded vistas. These are a valued part of the Historic and Landscape Character of the Village (See Key Views).
- 10.8** Danbury has the largest area of common land in Essex apart from Epping Forest. Owned by the National Trust since 1953, these 214 acres of woodland and heathland include Danbury

and Lingwood Common also the High Common of Bell Hill Wood which formed part of the ancient woodland along Danbury Ridge (See figure 13).

- 10.9** Many of the green spaces evident along the roadsides are formed from privately owned land, with numerous long front gardens presenting a soft margin of trees and hedges, which significantly contribute to the green environment and character of the village. Larger plots date from earlier village greens, remnants from medieval manors, notably Eves Corner, Russell Green and Elm Green. Griffin Meadow is owned by the Church Authorities.
- 10.10** The parish still retains much of its rural aspect with arable fields and some sheep farming at its perimeter which contributes to the local economy and its valuable wildlife resources.

Rural and Protected Lanes DNP21

Policy DNP21: Rural and Protected Lanes

1. Development proposals affecting Protected and non-designated local lanes will not be supported if this:
 - a) Will detrimentally affect the character of a Protected Lane through changes to trees, hedgerows, banks, ditches, or verges; and
 - b) Will give rise to intensification of traffic using a Protected Lane.
2. Safety of pedestrians on these often narrow lanes without pavements must be a criterion when considering planning applications.

- 10.10** The Protected Lanes in Danbury are:

| | |
|--------------------------|---------------|
| Slough Lane | Sporhams Lane |
| Gay Bowers Road | Woodhill |
| Capons Lane | Common Road |
| Mill Lane (northern end) | Riffhams Lane |
| Twitty Fee | |

(Appendices 18a, 18b and see map Figure. 9).

- 10.11** Danbury evolved from a group of separate small settlements: round St John's church, Eves Corner, Horne Row etc. The lanes linked these with the common land, farmland, grazing and pubs. They remained as further buildings slowly linked the settlement areas; they are both a reminder of Danbury's evolution and an important part of its rural character beyond the A414. Many are narrow, sometimes single lane, and most have no pavements or lights. The questionnaires showed support for these lanes to be protected and not widened, straightened or lit.
- 10.12** Respondents to the Residents' Questionnaire 2017 (Appendix 7) were keen to protect both protected and non-designated local lanes. Narrow local lanes, that although not given protected status, contribute to the rural character of the Parish.

Table 5: Aspirations for Heritage Assets

1. Lanes that should be considered for protection:
Hyde Lane South, the rest of Capons Lane, the North East end of Gay Bowers Road, Runsell Lane, the South East end of Mill Lane east of Hyde Lane, and Woodhill Common Road by Woodhill Road and the rest of the triangle.
2. Formal recognition for Non-designated Heritage assets identified in the list above will be requested from Chelmsford City Council.
3. To have Griffin Meadow designated as a Local Open Space working with appropriate agencies.
4. Explore adding new conservation areas at:
 - a) Woodhill house triangle and cottages
 - b) Gay Bowers House and converted barn
 - c) Fitzwalter Lane

11. Amenities

Objective

To ensure important amenities are retained and sufficient for the future needs of residents.

Community Amenities DNP22

Policy DNP22: Community amenities

1. Subject to the satisfactory consideration of viability issues, existing community amenities should be protected from loss.

- 11.1** Important amenities include public open spaces, fragile wildlife sites, community facilities such as the Medical Centre, library, places of worship, schools, village halls and retail opportunities.
- 11.2** The presence and provision of social and community infrastructure is critical to sustaining and meeting the day-to-day needs of local residents, providing access to essential services and facilities, and helping to maintain a high quality of life. Facilities, which include schools, healthcare, churches, sports, and community centres, also have an important role to play in strengthening social networks, sense of community and identity.
- 11.3** Danbury currently thrives socially because of its range of community facilities and services, which should be preserved. However, consultation feedback indicates concern in respect of the capacity of the Medical Centre and schools to cater for its existing residents, and which may be exacerbated through new housing development, although amelioration could be explored.

Proposals for New or Improved Amenities DNP23

Policy DNP23: Proposals for new or improved amenities

These will be supported subject to the following criteria:

1. The proposal would not have a significant negative impact on the surrounding amenity nor local environment.
2. The proposal should be accessible to all and be designed with flexibility in mind such that it can be adapted for multiple use and activity over time.
3. The proposal would preserve the significance of any affected designated and non-designated heritage assets.
4. Proposals for new development should be capable of receiving high speed and reliable mobile and broadband connections. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections.

11.4 Amenities that are assets of community value

- A large majority of respondents supported the selection of essential facilities being nominated as Assets of Community Value in the Residents' Questionnaire, 2018 (Appendix 11)
- Existing designated Assets of Community Value
- The Old School House (home to the Parish Council) and the library

11.5 Other buildings/facilities that are of value to the community are:

- The Village Hall
- Post Office
- Griffin Meadow
- Listed Village Public Houses

Table 6: Aspirations for Amenities

To make formal application to Chelmsford City Council towards the following to be designated as Assets of Community Value:

Village Hall
Post Office
Griffin Meadow
Listed Village Public Houses

12. Projects and Next Steps

Projects, aspirations and the Community Infrastructure Levy

- 12.1** 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 City Council administrative area that help address the demands placed on it resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces and sports facilities.
- 12.2** A portion of CIL is payable to the Danbury 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 in respect of qualifying development within the Neighbourhood Plan area. In regard to what this money can be spent on, advice (My Community, Locality 2017) suggests:
- “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.”*
- 12.3** The Chelmsford City Council CIL Charging Schedule was approved in February 2014 and took effect on 1 June 2014 (see CIL in references). 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. CIL Charging Authorities have published Annual Infrastructure Funding Statements which set out the infrastructure projects or types of infrastructure which the Council intends to fund by CIL wholly or partly.
- 12.4** Through consultation and work on the Neighbourhood Plan a series of projects have been identified towards which the Parish Council intends to direct the neighbourhood portion of CIL. These are referred to through the Neighbourhood Plan. These projects will be kept under review by the Parish Council.
- 12.5** 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. The Essex County Council’s (ECC) Developers Guide to Infrastructure Contributions details the scope and range of infrastructure towards which ECC may seek from developers and landowners in order to make development acceptable in planning terms. Contributions will also be secured towards mitigation measures in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

Next Steps

- 12.6** This is the pre-submission version Neighbourhood Plan for Danbury. It will be subject to a period of formal consultation lasting for six-weeks (known as ‘Regulation 14’ consultation) and any necessary amendment made following review of feedback before it is submitted to Chelmsford City Council who will start the ‘examination process’.
- 12.7** Chelmsford City Council will formally consult on the submission version of the Neighbourhood Plan and appoint an independent examiner to review the Plan and any comments made in response to it. Following this, the examiner will issue a report to the City Council advising whether:
- The Plan should proceed to referendum; or
 - The Plan should proceed to referendum subject to modification; or
 - The Plan should not proceed to referendum.
- 12.8** For the examiner to advise that the Plan proceed to referendum it will need to be demonstrated that the Plan meets what are called the ‘Basic Conditions’. These include showing that the Plan is in general conformity with the strategic objectives of the Local Development Plan (i.e. the Chelmsford Local Plan).
- 12.9** Chelmsford City Council will organise the referendum. All people of voting age in Danbury are eligible to vote on whether the Plan should be brought into force (‘made’) or not. If more than 50% of all people who turn out, vote in favour of making the Plan, then it will become part of the suite of planning policies used by Chelmsford City Council to help shape and determine planning applications in Danbury.

Supporting information

Appendices

A full list of appendices providing background and supporting evidence to the Danbury Neighbourhood Plan is listed below. The documents can be viewed using the link below. www.danburyneighbourhoodplan.com and in paper form at the Danbury Parish Council Office.

| Appendix | Title | Source |
|----------|--|---------|
| 1 | Open Countryside and Protected Areas | Danbury |
| 2 | Standing Advice/Guidance from Natural England – Ancient Woodland etc https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions | |
| 3 | Local Wildlife Sites - Wildlife Trusts https://www.wildlifetrusts.org/cy/node/19383 | |
| 4 | Natural England/Chelmsford CC Statement of Common Ground https://www.chelmsford.gov.uk/media/qnahgebq/socg-02-statement-of-common-ground-natural-england.pdf | |
| 5a | Site Options and Assessment Report, April 2019. AECOM | Danbury |
| 5b | Appendix A – Individual Site Pro-formas, May 2019. AECOM | Danbury |
| 5c | Site Options and Assessment Report, March 2020. AECOM | Danbury |
| 5d | Site Options and Assessment Report, November 2021. AECOM | Danbury |
| 6a | Extract from Landscape Sensitivity and Capacity Assessment Report, Amec Foster Wheeler, 2017 relating only to Danbury. | Danbury |
| 6b | Addendum to the Landscape Sensitivity and Capacity Addendum, Wood. September 2020. | Danbury |
| 7 | Residents' Questionnaire No 1, 2017 | Danbury |
| 8a | 2020 Air Quality Annual Status Report https://essexair.org.uk/Reports/Chelmsford-City%20-Council2020-ASR.pdf | |
| 8b | AQMA order, 2018 https://uk-air.defra.gov.uk/aqma/details?aqma_ref=1758#1395 | |
| 9 | ECC Position Statement Traffic on A414, 2015 https://www.maldon.gov.uk/info/7050/planning_policy/9164/pre-submission-local-development-plan-evidence-base | |
| 10 | Maldon Position Statement on strategic highways issues, 2015 https://www.maldon.gov.uk/publications/LDP/supporting_documents/3%20Statement%20of%20Common%20Ground/DOC119.pdf | |
| 11 | Residents' Questionnaire No.2. QA Research Report, 2018 | Danbury |
| 12 | Sustrans Route 1 https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-1/ | |
| 13 | St Johns School Questionnaires Report, 2017 | Danbury |
| 14a | ECC Minerals and Waste Planning Authority Response, March 2019 | Danbury |
| 14b | ECC Minerals and Waste Planning Authority Response, April 2019 | Danbury |
| 15 | Essex County Council Highways Access Technical Note, August 2021 | Danbury |
| 16 | Register of buildings of local value https://www.chelmsford.gov.uk/media/hh5b5zzv/guide-to-the-register.pdf | |

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| 17 | Historic Environment Characterisation Project, p25 | Danbury |
| 18a | Protected Lanes – Assessment Update, 2017 https://www.chelmsford.gov.uk/media/2d1hoxm2/eb-088-protected-lane-assessment-additional-lanes.pdf | |
| 18b | Protected Lanes Study – Summary Report, 2009 https://www.chelmsford.gov.uk/media/hmal4vel/eb-086-protected-lanes-study-summary-report.pdf | |
| 19 | BBC Canyon Effect https://www.bbc.co.uk/pressoffice/pressreleases/stories/2009/10_october/30/pollution.shtml | |
| 20 | Danbury Housing Needs Assessment (HNA), 2020 | Danbury |
| 21 | Strategic Environmental Assessment for the Danbury Neighbourhood Plan, July 2022 | Danbury |
| 22 | Open Space Study, Green Space Area Profiles, 2016-2036, part 2 of 2 https://www.chelmsford.gov.uk/media/od0lfcoh/eb-101d-open-space-green-space-area-profiles-part-2-of-2.pdf | |
| 23a | Chelmsford Local Plan Heritage Assessments, Technical Note, March 17 and Addendum 2 – for Danbury, April 2019 | Danbury |
| 23b | Chelmsford City Council Heritage and Conservation Officer advice, March 2020 | Danbury |
| 24 | Sites Selection and Allocation Report, March 2022 | Danbury |
| 25 | Call for Sites Report, November 2018 | Danbury |
| 26 | Impact on Local Highways Network, March 2022 | Danbury |
| 27 | Assessment of Selected Sites against Plan Objectives, December 2022 | Danbury |

Glossary

Above Ordnance Datum (AOD): height relative to the average sea level at Newlyn, Cornwall.

Affordable Housing: 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.

Air Quality Management Area (AQMA): Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Amenity Green Space: Open land, often landscaped, that makes a positive contribution to the appearance of an area or improves the quality of the lives of people living or working within the locality. It often provides opportunities for activities such as sports and can serve other purposes such as reducing the noise from a busy road or providing shelter from prevailing winds.

Ancient Woodland: Any area that has been wooded since at least 1600AD. This includes ancient wood pastures and historic parkland. <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

Biodiversity Net Gain: Biodiversity net gain requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. They must assess the type of habitat and its condition before submitting plans, and then demonstrate how they are improving biodiversity. (DEFRA March (2019). <https://deframedia.blog.gov.uk/2019/03/13/government-to-mandate-biodiversity-net-gain/>

Brownfield Site: See Previously Developed Land

Community Infrastructure Levy (CIL): See Section 12 for explanation. Also, <https://www.chelmsford.gov.uk/planning-and-building-control/community-infrastructure-levy/>

Canyoning Effect: A narrow street with tall buildings close to the road. Polluted air is trapped in the canyon, leading to sometimes dangerously high levels of nitrogen dioxide and particulate matter from vehicle exhausts. (BBC, 2009, Inside Out: “canyon” effect, See Appendix 19).

Conservation Area: Local authorities have the power to designate as Conservation Areas, any area of special architectural or historic interest. This means the planning authority has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area.

Defined Settlement Boundary (DSB): This defines the limits of a town or village and determines where specific planning policies apply. It is a recognised policy tool used to contain a settlement and protect it from unplanned expansion into the countryside.

Department for Levelling Up, Housing and Communities: Government department with responsibility for planning, housing, urban regeneration, and local government.

Greenfield Site: Land (or a defined site) usually farmland, that has not previously been developed.

Green Infrastructure: 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.

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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 asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Key Service Settlement: A larger settlement which provides a range of key services such as primary schools, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport (See Chelmsford Local Plan).

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 interior as well as the exterior of the building, and any buildings or permanent structures.

Living Landscapes: The Wildlife Trust's vision is to bring people close to nature and land and seas rich in wildlife. Living Landscapes are wildlife habitats that are bigger, better managed and more joined up. <https://www.wildlifetrusts.org/about-us/vision-and-mission/living-landscapes>

Localism Act, 2011: gave communities the power to develop neighbourhood plans, to be progressed by Town and Parish councils, or neighbourhood forums, as opposed to the local authority. <http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

NPPF: The National Planning Policy Framework: sets out the government's planning policies for England and how these are expected to be applied – most recent update July 2021 <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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.

Open Spaces: Open Spaces are mainly places that people use for recreation, whether formal or informal. In addition, open spaces may have social, environmental, educational and economic benefits and so contribute to the health and well-being of communities. <https://www.oss.org.uk/frequently-asked-questions-open-spaces/>

Public Realm: Those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.

Public Right of Way (PRoW): A public right of way is a highway over which the public have a right of access along the route.

Section 106 Agreement: Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal.

Strategic Environmental Assessment (SEA): A Report that must be published for consultation alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations. The Report "identifies, describes and evaluates" the likely significant effects of "the plan, and reasonable alternatives".

Site of Special Scientific Interest (SSSI): A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).

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Standing advice: “a ‘material planning consideration’. This means you should take it into account when making decisions on planning applications. It replaces the need for each agency to give an individual response to planning consultations. It has the same authority as an individual response.”

Sustainable Urban Drainage Systems: Sustainable drainage systems slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of “flash-flooding” which occurs when rainwater rapidly flows into the public sewerage and drainage systems.

Use Classes: The Town and Country Planning (Use Classes) (Amendment) (England) regulations 2020 puts uses of land and buildings into various categories known as ‘Use Classes’. Use class B2 refers to general industry and Use class B8 refers to storage and distribution, for example.

Wildlife Corridors: Areas of habitat that enable the movement of species between habitats and prevent them from becoming isolated within protected areas.

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<https://mycommunity.org.uk/locality>

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Net-Zero Toolkit: <https://www.westoxon.gov.uk/media/2ddb125k/net-zero-carbon-toolkit.pdf>

NPPF 2021, Ch. 15, Conserving and enhancing the natural environment:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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Danbury Parish Council

Neighbourhood Plan 2023-2036

Pre-Submission (Regulation 14) Consultation Version



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