

Danbury Neighbourhood Plan

Site Options and Assessment Report Addendum

Danbury Neighbourhood Plan Steering Group

March 2020

Quality information

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This document is intended to aid the preparation of the Neighbourhood Development Plan (NP) and can be used to guide decision making and as evidence to support NP policies, if the Qualifying Body (QB) so chooses. It is not a neighbourhood plan policy document. It is a 'snapshot' in time and may become superseded by more recent information. The QB is not bound to accept its conclusions. If landowners or any other party can demonstrate that any of the evidence presented herein is inaccurate or out of date, such evidence can be presented to the QB at the consultation stage. Where evidence from elsewhere conflicts with this report, the QB should decide what policy position to take in the NP and that judgement should be documented so that it can be defended at the Examination stage.

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Danbury Site Options and Assessment Report Addendum

1. Executive summary

- 1.1 Danbury Neighbourhood Steering Group (SG), a Sub-Committee of the Planning Committee of Danbury Parish Council has asked AECOM to write an addendum to a previous Site Options and Assessment written in May 2019. This follows a call for landowner proposals on sites, in some cases with site boundary changes, and new information on access from Essex Highways.
- 1.2 AECOM has reviewed the site assessments in regards to new boundaries and highways access. Otherwise, the previous assessment of sites can be regarded as the evidence base for this document. Changes have only been made to our assessment where a new site boundary or new access information has been received.
- 1.3 The SG asked landowners to submit sites for 30 dwellings or under and have stated that this is justified by consultation responses from local residents, and that Chelmsford City Council have supported this approach. However, AECOM does not necessarily consider this the right approach for a Site Options and Assessment. In order to make allocations in the Neighbourhood Plan, it is more helpful to receive sites regardless of the size of development proposed or land area of the site. AECOM considers that small sites are not necessarily the right choice for the Danbury settlement to make strategic housing allocations.
- 1.4 The previous SOA report assessed 12 sites. This addendum report revisits the conclusions of the previous assessment in light of new site boundaries received from landowners and new access information from Essex Highways. There are new site boundaries in the case of 7 sites. Where site boundaries have changed, it has in some cases considerably changed the impact of development on their landscape and environmental context. Sites are given green, amber or red ratings according to whether they are suitable, available and achievable for development. A green rating is given if the site performs well against these criteria and have only minor constraints to development. An amber rating is given where allocation could be possible if identified constraints could be mitigated or resolved. A red rating is given if there are insurmountable constraints which would mean development is not possible. In the previous SOA report, of the 12 sites, 8 received amber ratings and 4 received red ratings. In this reviewed SOA report, 7 received amber ratings and 5 received red ratings.
- 1.5 Danbury has been allocated around 100 homes in Chelmsford City Council's emerging Local Plan. This addendum concludes that there are a number of potentially suitable sites within the NP area to accommodate this level of growth, although no sites are free of constraints. However, while the assessment shows it would be possible to accommodate the required level of growth, it is recommended that the decision to limit development to 30 units per site allocation in the neighbourhood plan is reviewed and possibly reconsidered. Applying a degree of flexibility to the numbers could allow more housing to be accommodated where it would have less impact on the existing settlement and the surrounding landscape, rather than allocating a larger number of smaller sites in less suitable locations which could have a detrimental effect on the character of the settlement.
- 1.6 This report can be used by Danbury Parish Council to guide decision-making on site selection and to use as evidence to support site allocations in the NP if they choose to do so. It is strongly advised that DPC discuss the emerging site allocations with Chelmsford City Council to understand whether they would be supported, as well as taking into account the findings of the Strategic Environmental Assessment and other evidence.

2. Introduction

- 2.1 This addendum report follows a previous Site Options and Assessment (SOA) report produced by AECOM for the Danbury Neighbourhood Plan in May 2019. The purpose of the SOA was to establish which of the sites that had been identified as available for new housing in the Parish would be appropriate to allocate for housing use in the Neighbourhood Plan. As of December 2019, there have been a number of changes requiring a review of some of the sites included in the previous SOA report. These include:
- Revised site boundaries for 7 of the sites, as a result of a request for proposals for up to 30 homes per site from the SG¹. Explanations of how identified constraints would be mitigated were also requested;
 - Detailed advice on site access from the Highways Authority (Essex Highways).
 - The planning policy context had also changed since the previous SOA which needed to be reviewed to establish whether it would change the previous conclusions.
- 2.2 The previous SOA report assessed 12 sites. This addendum report revisits the conclusions of the previous assessment in light of new information received from landowners. There are new site boundaries in the case of 7 sites. Where site boundaries have changed, it has in some cases considerably changed the impact of development on their landscape and environmental context. Sites are given green, amber or red ratings according to whether they are suitable, available and achievable for development. A green rating is given if the site performs well against these criteria and have only minor constraints to development. An amber rating is given where allocation could be possible if identified constraints could be mitigated or resolved. A red rating is given if there are insurmountable constraints which would mean development is not possible. In the previous SOA report, of the 12 sites, 8 received amber ratings and 4 received red ratings. In this reviewed SOA report, 7 received amber ratings and 5 received red ratings.
- 2.3 The information is intended to guide decision making on potential site allocations in the Neighbourhood Plan, to allow the Neighbourhood Plan to meet the housing requirement in line with the emerging Chelmsford Local Plan. The current housing requirement is around 100 homes for the Parish over the Local Plan period.

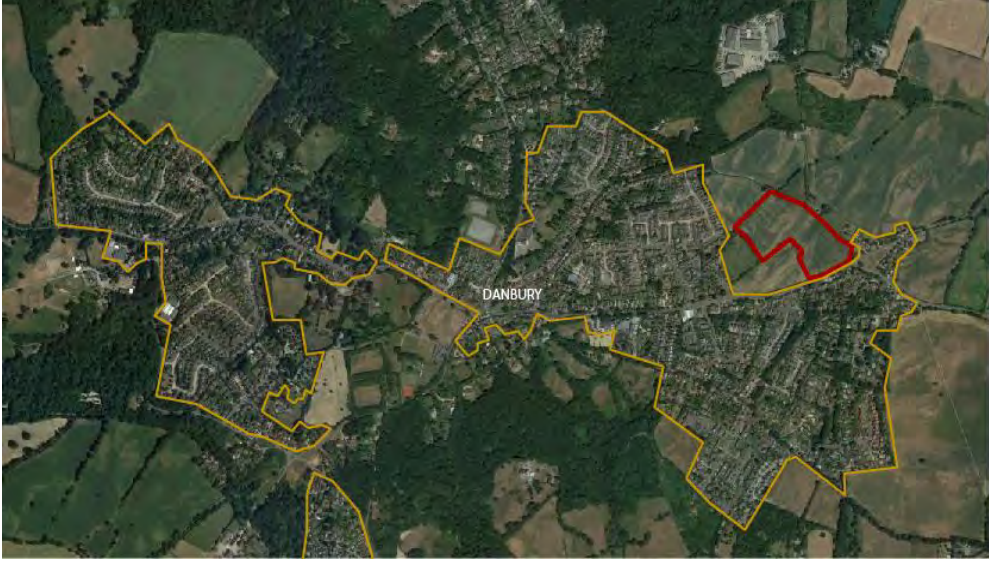


3. Policy Review

- 3.1 The draft Local Plan was submitted for examination in January 2018, and as part of the examination a schedule of proposed modifications was subject to consultation in summer 2019. None of the changes would affect the suitability of sites being considered as allocations in the neighbourhood plan.
- 3.2 The changes relevant to Danbury are summarised below.
- Policy SGS9 – Strategic Growth Site 9 – Danbury
 - Amended to state an allocation of 'around 100 new homes' rather than '100 new homes'
 - Emphasis that these should be accommodated within or adjoining the Defined Settlement Boundary of Danbury in accordance with established policy

¹ This was as a result of consultation responses from local residents demonstrating a preference for smaller developments. Danbury Parish Council has reported that this approach is supported by Chelmsford City Council.
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- A new subsection: sites should conserve and enhance the SSSIs in and around Danbury ensuring that any new development avoids direct impacts and mitigates indirect impacts as a priority and provides any required mitigation measures where necessary
 - Contributions from developments will be secured towards mitigation measures identified in the Essex Recreational Disturbance Avoidance and Mitigation Strategy which will be completed by time of Local Plan adoption
 - Developments will be required to fund mitigation measures to protect the European designated sites along the Essex coast, Ramsar sites, SSSIs and the Essex Estuaries Special Protection Area of Conservation
- Map 10 Danbury
 - A new Air Quality Management Area on Maldon Road in Danbury
 - Amendment of Danbury Nature Reserves boundaries to align with Essex Wildlife Trust notation

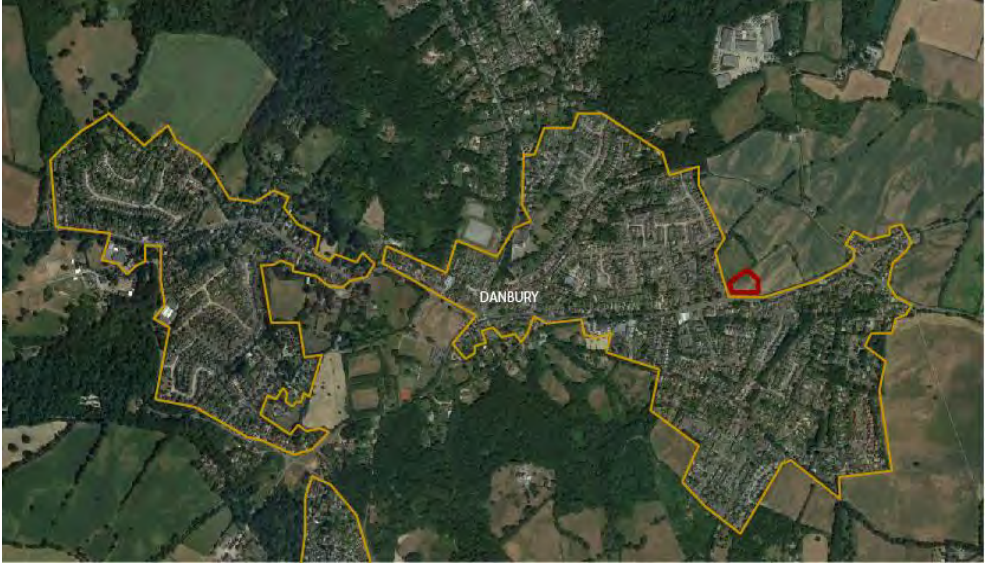


4. Site Assessments

Site name:	D4
Address:	Land north of A414 Maldon Road, and south west of Runsell Lane, Danbury Essex. CM3 4QZ
Danbury context map:	
Site boundary map – changed? Yes	  <p>Original boundary Revised boundary</p>
Ownership:	Individual owner, promoted by Gladman Land
SLAA reference/ conclusions	CFS58 / 15SLAA49 - Site faces some suitability constraints; Site performs well against availability criteria; Site performs well against achievability criteria. Suitability constraints include TPO/2004/016 on western boundary of site. Site falls within buffer zone of Woodham Walter Common SSSI.
Site Area (Hectares)	4.6 Ha (previously 6.7 Ha)
Planning applications	16/01810/OUT: Outline planning application for up to 140 residential dwellings. Status: Application refused, appeal dismissed. Planning appeal (decision issued on 5th March 2018) dismissed on the following grounds: <ul style="list-style-type: none"> - failure to accord with the spatial strategy of the development plan, - adverse impact on the intrinsic character and beauty of the countryside, - harm to a heritage asset (Garlands Farmhouse, Grade II listed building) which outweighed the benefits of the scheme, and - adverse impact on nearby SSSIs which outweighed the benefits of the scheme.
Previous conclusion	The site has significant constraints. The site is unsuitable for development ('reject'). <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities - Existing access will need upgrading but this is likely to be achievable

	<ul style="list-style-type: none"> - Site is of high landscape sensitivity - Site has low potential for protected species - Site is adjacent to a designated heritage asset - Site is in Flood Zone 1
Summary of change	Site has been reduced in size by removing field to north-west from boundary. The changed boundary touches the Defined Settlement Boundary (DSB) at the eastern boundary where the DSB crosses Runsell Lane.
Landowner proposal	50 dwellings with open space, single point of access, retention of trees and hedgerows and landscape buffers
Additional Highways advice²	Highways advice is that access is possible from southern end of Runsell Lane or via A414 Maldon Road.
How do the new proposals change the findings of the site assessment?	<p>The location of the site to the east of Danbury with a gap along Maldon Road between the edge of the settlement and the site (although it is adjoining the settlement boundary) means that, if developed, there is a risk of further ‘infill’ development between the site and the settlement edge (Runsell view/Little Fields) in future.</p> <p>The proposal has positive aspects including retention of trees and hedgerows; some mitigation of impact on Grade II listed Garlands Farm House; retention of Runsell Lane as rural lane without access and landscape buffers.</p> <p>However, the previous SOA conclusions relating to landscape capacity and impact on SSSI indicate the site remains unsuitable for development.</p>
New rating	<p>The site has significant constraints. The site is unsuitable for allocation.</p> <p>The previous SOA found the site had good access (green), low to medium landscape capacity (red) and medium potential for habitat loss (amber). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site had a number of significant constraints and that the site was unsuitable for development (‘reject’). The new access rating is unchanged (green).</p> <p>Access from Maldon Road has been deemed achievable by Essex Highways.</p> <p>In terms of the revised site area and proposal that has been submitted, it is wholly in the sub-area DLP1b which has low to medium landscape capacity and would be difficult to accommodate change, as found in Chelmsford City Council Landscape Sensitivity and Capacity Assessment 2017. Whilst the proposed design indicates retention of existing tree and hedges, the proposed level of development on the site will impact the open character of the site.</p> <p>The proposal could potentially harm the significance of the Grade II listed Garlands Farmhouse. This issue is considered in APP/W1525/W17/3176978, where the Inspector dismissed the appeal against a refusal of 16/01810/OUT and found that the appeal proposal (140 dwellings) would lead to harm to the heritage and significance of Garlands Farmhouse to an extent to which approval would contradict national planning policy, particularly paragraph 134 of the NPPF. The Inspector considered that ‘the agricultural land to the front the farmhouse is important to the appreciation of the heritage asset within its rural context [24]’. The inspector also stated that ‘the proximity of suburban development would considerably diminish the present sense of rural isolation, which is important to appreciating the historic value of the heritage asset. The legibility of the former farmhouse sited within its agricultural setting and the way that it would be</p>

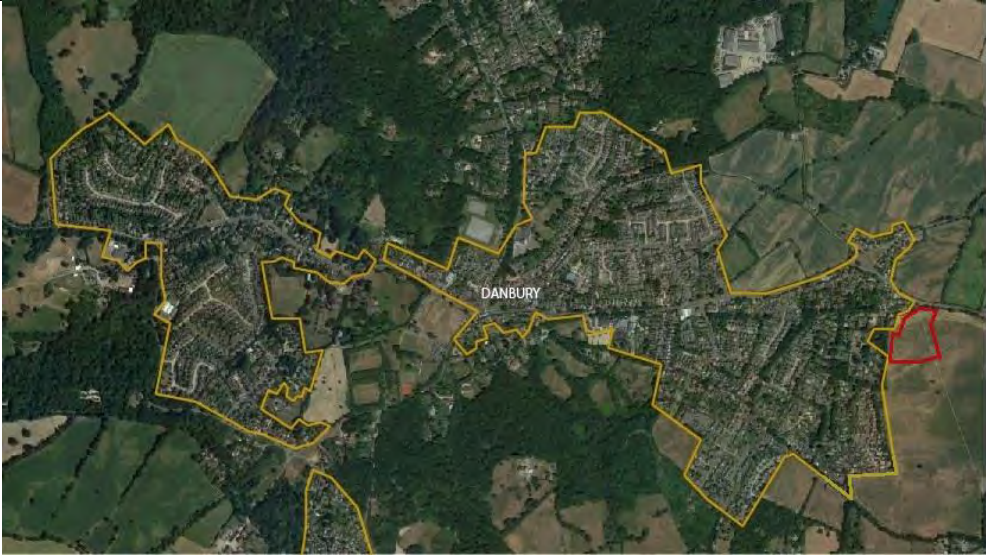


² Received from Essex County Council 15/1/2020
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experienced would be considerably diminished [23]'. These constraints have not been resolved in the revised proposal and the site therefore remains unsuitable for development.

Site name:	D5	
Address:	Sand Pit Field (East of Little Fields, North of Maldon Road, Danbury, Essex. CM3 4UR)	
Danbury context map:		
Site boundary map – changed? Yes	 <p>Original boundary</p>	 <p>Revised boundary</p>
Ownership:	The Danbury Landisdale Almshouse Charity, promoted by The Danbury Landisdale Almshouse Charity	
SLAA reference/ conclusions	N/A – site identified by Danbury Call for Sites	
Area	0.35 Ha (previously 2.27 Ha)	
Planning applications	None.	
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities - Existing access will need upgrading but this is likely to be achievable - Site is of medium landscape sensitivity - Site has low-medium potential for protected species - Site is 150m from the nearest designated heritage asset - Site is in Flood Zone 1 	

Summary of change	Site has been reduced in size to the far west where it is closest to developed land.
Landowner proposal	10 almshouse dwellings with communal garden, single point of access
Additional Highways advice³	Access not acceptable via Littlefields. Possible access via A414 Maldon Road.
How do the new proposals change the findings of the site assessment?	The new site boundary is smaller therefore reducing impact on landscape and ecology constraints. However there is no natural defensible boundary to the edge of the site which could risk additional development at planning application stage or in future. Access is proposed very close to an existing T-junction between Maldon Road and Little Fields.
New rating	The site is potentially suitable for allocation. The site is available. The site has minor constraints including landscape impact and access. The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The new access rating is unchanged (green). If the site is allocated the following should be considered: The new site boundary means that the area proposed for development will have less impact on the landscape, as it will be adjacent to existing dwellings. However, there is a lack of detail on how constraints will be mitigated. Essex Highways has deemed access via Little Fields unacceptable, but access is achievable from Maldon Road. The scheme currently proposes access from Little Fields and will therefore require revised access from Maldon Road. As of January 2020, Essex Highways have stated that D5 should use an access on Maldon Road. This will require further liaison with Essex Highways.

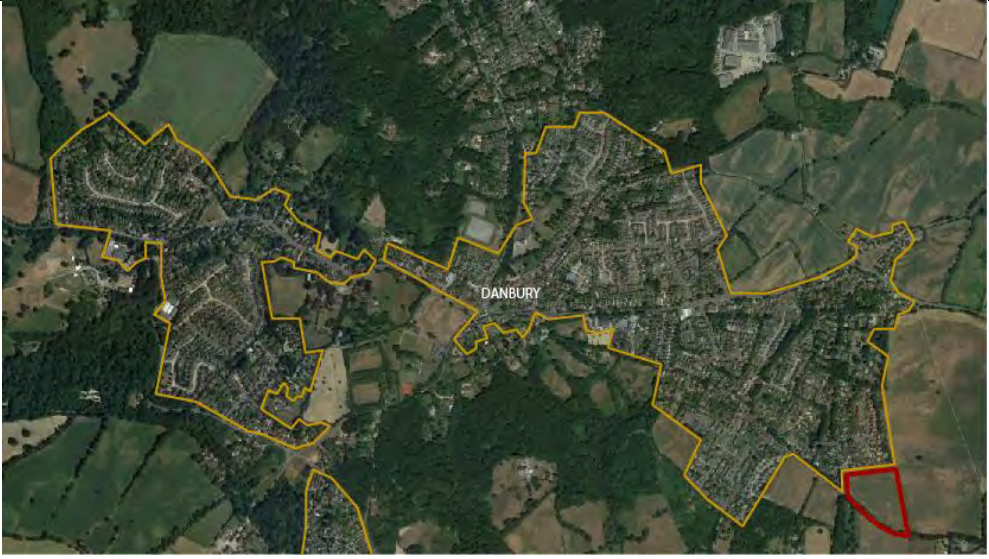

³ Received from Essex County Council 15/1/2020 See Appendix A
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Site name:	D7
Address:	Land at Tyndales Farm West
Danbury context map:	
Site boundary map – changed? Yes	  <p>Original boundary Revised boundary</p>
Ownership:	Richborough Estates, promoted by Richborough Estates
SLAA reference/ conclusions	N/A – site identified by Danbury Call for Sites
Area	1.84 Ha (previously 9.0 Ha)
Planning applications	<p>Site subject to previous planning application (planning application site is approximately the same area and location of revised site boundary).</p> <p>17/00089/OUT: Outline planning application for up to 100 dwellings with public open space, drainage and landscaping with all matters reserved except access into the site⁴.</p> <p>Status: Application refused</p> <p>Reasons for refusal: Outside the defined settlement of Danbury, adverse effect on intrinsic character of the area, failed to meet satisfaction of local Highway Authority, substantial distance from Secondary School, site located in risk impact zone of SSSIs.</p>
Previous conclusion	<p>The site has significant constraints. The site is unsuitable for development / no evidence of availability ('reject').</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities - A new access on to Maldon Road is required and likely to be achievable - Site is of high landscape sensitivity - Site has low-medium potential for protected species - Site is not located near any designated heritage assets

⁴ <https://publicaccess.chelmsford.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=OJQ78NBRKN100>

	<p>- Site is in Flood Zone 1</p> <p>- 11,000-volt powerlines are near the site (within or adjacent to the boundary)</p>
Summary of change	New site boundary represents a smaller northern portion of the original site, with more space for provision of access on Maldon Road. The proposal diverts Cherry Garden Lane.
Landowner proposal	The landowner proposes 30 dwellings with a new access on Maldon Road. Cherry Garden Lane is proposed for diversion, with a T junction into the main site access road. The current junction of Cherry Garden Lane would be converted into a shared cycle/footpath and closed to vehicular traffic. The proposal includes open space and a play area/nature trail along the public right of way, alongside tree planting on site peripheries.
Additional Highways advice⁵	No access via Cherry Garden Lane. To gain access via A414 Maldon road would require reconfiguration of existing layout with possible realignment of Cherry Garden Lane into the site. Intensification of this junction would not be possible due to lack of visibility from current location and 60mph to the east. New access from site onto the A414 not possible with current site boundaries as would require 3rd party land. Should this adjacent land belong to the same landowner this could be reconsidered as long as 30 metre distance from the existing junction and if 125 metre visibility splay can be met.
How do the new proposals change the findings of the site assessment?	The previous site assessment was of a larger site which was deemed to have high landscape sensitivity. The smaller site area reduces the amount of open countryside impacted by development. In addition, an Essex Highways report had deemed that the site with its previous boundaries was unable to provide suitable access because there is already an existing T junction between Cherry Garden Lane and Maldon Road which could not be intensified. The landowner has subsequently proposed a rerouting of Cherry Garden Lane into the site and a new T junction with Maldon Road, and have moved the site boundary to the east to accommodate access. Essex Highways have deemed as of January 2020 that new access on Maldon Road is possible, although they maintained that access would need to be located on land adjacent to the east of previous site boundary at Maldon Road. Essex Highways also stated that a reconfiguration of Cherry Garden Lane was possible. The new landowner proposal suggests diverting Cherry Garden Lane into the site, with a T junction on the main site access road. There would therefore be one vehicular T junction on Maldon Road, potentially meaning that suitable access could be provided. Essex Highways have not yet reviewed the new proposed access but is considered possible that the proposed access will be deemed suitable as it has met their previous concerns.
New rating	<p>The site is unsuitable for allocation. The site is available. The site has significant constraints including landscape impact.</p> <p>The previous SOA found the site had good access (green), low to medium landscape capacity (red) and some potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site had a number of significant constraints and that the site was unsuitable for development ('reject'). The new access rating is unchanged (green).</p> <p>The new proposed site boundary is smaller; however development would still elongate the settlement form, encroach into open countryside and is in an area of low/medium landscape capacity. The site is currently open without any landscape buffering to its east or south, and it is crossed by a public right of way. The site is therefore considered to remain unsuitable for development.</p>



⁵ Received from Essex County Council 15/1/2020 See Appendix A
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Site name:	D8
Address:	Land at Tyndaes Farm East
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Richborough Estates, promoted by Richborough Estates
SLAA reference/ conclusions	CFS56 / CFS57 / 15SLAA45 – Site performs well against availability criteria; Site performs well against achievability criteria. Site falls within buffer zone of Woodham Walter Common SSSI, Blake’s Wood SSSI and Lingwood Common SSSI.
Area	2.5 Ha
Planning applications	None
Previous conclusion	<p>The site has significant constraints. The site is unsuitable for development ('reject').</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities from a pedestrian perspective - New access would be required to the site, but it is considered unlikely that a suitable access could be created - Site is of high landscape sensitivity - Site has low potential for protected species - Site is not located near any designated heritage assets - Site is in Flood Zone 1 - Site is located within 750m of a SSSI

Summary of change	Site boundary has not changed, however, the landowner proposes to allocate a large 1.17 Ha area of open space to the southern end of the site.
Landowner proposal	30 dwellings, 1.17 Ha of open space, single point of access, retention of hedgerows and new planting of hedgerows and trees, provision of surface draining area
Additional Highways advice⁶	No access acceptable off Hyde Lane North or Mill lane east to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.
How do the new proposals change the findings of the site assessment?	Proposal contains large areas of landscape buffers, planting and open space; Housing has been situated to northern side near existing dwellings; Landscape visual impact substantially mitigated.
New rating	<p>The site has significant constraints. The site is unsuitable for allocation.</p> <p>The previous SOA found the site had poor access (red), low to medium landscape capacity (red) and low to medium potential for habitat loss (amber). It also received a good score of 13 (green) for its impact on nearby SSSIs. This justified a conclusion that the site had significant constraints and it was unsuitable for development ('reject'). The access rating is unchanged (red).</p> <p>Essex Highways has deemed access to be unacceptable from both Hyde Lane and Mill Lane as these are narrow, rural lanes which cannot be intensified. The lanes are single track roads with few formal passing places and have safety and capacity issues. The site is of low to medium landscape capacity due to its open character. Therefore the site is unsuitable for allocation.</p>

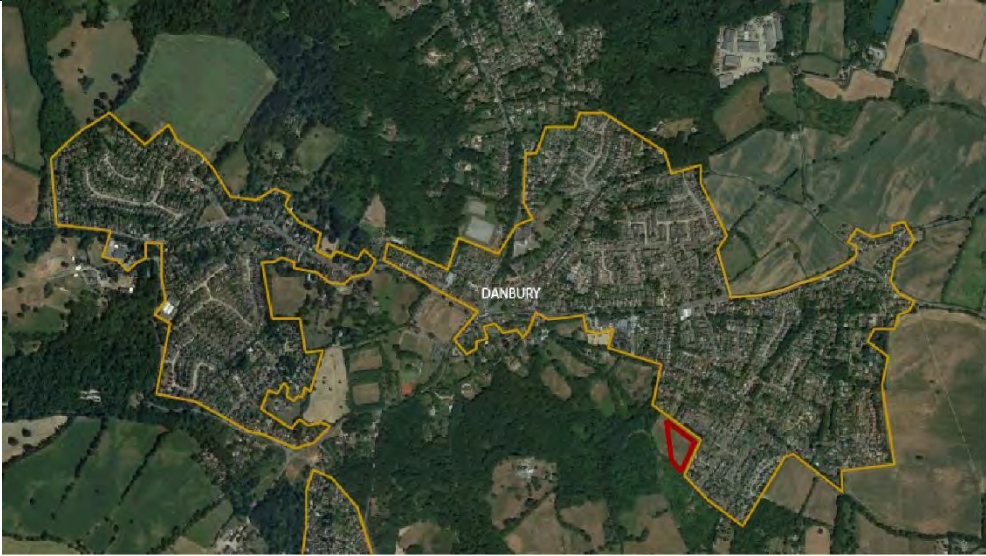


Site name:	D9
Address:	Land on the south west side of Mill Lane, Danbury, Chelmsford, Essex, CM3 4LF
Danbury context map:	<p>The map shows an aerial view of the Danbury area in Essex. A yellow outline delineates the town boundary. The word 'DANBURY' is printed in the center of the town. A small red square in the south-western part of the town indicates the location of the site D9.</p>

⁶ Received from Essex County Council 15/1/2020 See Appendix A
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<p>Site boundary map – changed? Yes</p>	 <p>Original boundary</p>	 <p>Revised boundary</p>
<p>Ownership:</p>	<p>Hill Residential Limited, promoted by Hill Residential Limited</p>	
<p>SLAA reference/ conclusions</p>	<p>CFS116 / CFS190 - Site performs well against suitability, availability and achievability criteria. Site falls within buffer zone of Woodham Walter Common SSSI, Blake’s Wood SSSI and Lingwood Common SSSI.</p>	
<p>Area</p>	<p>1.55 Ha (previously 3.35 Ha)</p>	
<p>Planning applications</p>	<p>None.</p>	
<p>Previous conclusion</p>	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities from a pedestrian perspective - New accesses would be required but it is considered this could be provided - Site is of medium landscape sensitivity - Site has medium potential for protected species - Site is not located near any designated heritage assets - Site is in Flood Zone 1 - Site is located within 500m of a SSSI 	
<p>Summary of change</p>	<p>Eastern and southern site boundaries have been shifted towards existing settlement footprint, reducing impact on woodland to south.</p>	
<p>Landowner proposal</p>	<p>30 dwellings, 0.477 Ha of open space, single point of access, retention of hedgerows and trees, new planting of trees and landscape buffers</p>	
<p>Additional Highways advice⁷</p>	<p>Wider access to site is restricted by narrow lanes to the west via Mill Lane and east via Hyde Lane no access to the site would be acceptable at these points. These are single lane rural roads with limited passing places not suited to increase in traffic volumes. Access to the site could possibly be achieved via Millfields at the north east of the site or possibly via Millfields at the end of the current cul-de-sac dependant on land ownership. Access could possibly be achieved from Mill Lane at the north western end but would need to be 30 metres from access to Millfields. Current Road width at this point is 4.4 metres so this would need to be widened on the site side to a minimum of 5.5 metres with a 2 metre footway. Southeastern end of Mill Lane and Hyde lane are too narrow so not suitable for access. Widening would not be appropriate and would affect the character of these rural lanes.</p>	
<p>How do the new proposals change the findings of the site assessment?</p>	<p>Smaller development area would reduce impacts on landscape, ecology and SSSI.</p>	

⁷ Received from Essex County Council 15/1/2020 See Appendix A
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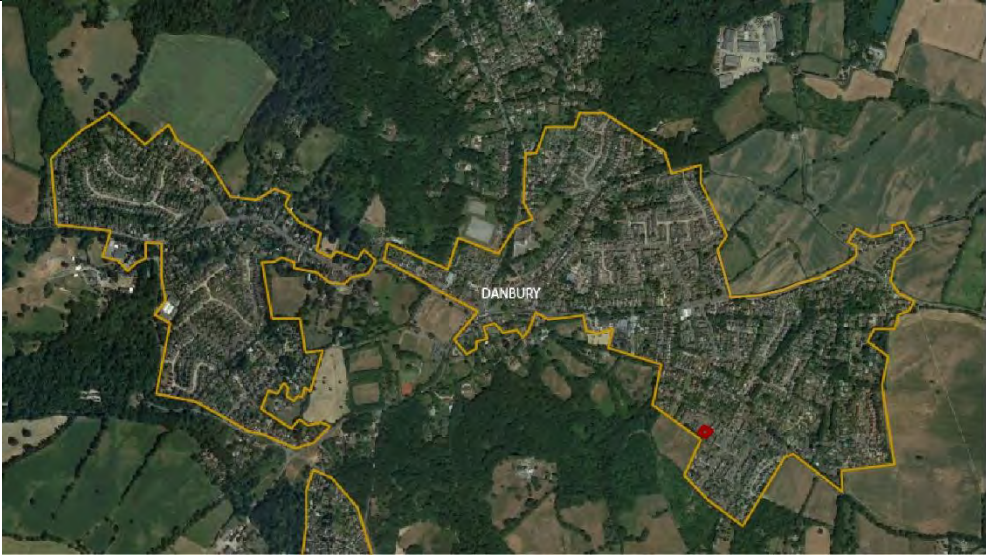

New rating	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a good score of 12 (green) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is unchanged (green).</p> <p>The rating remains unchanged but in order for the site to be suitable for allocation, an acceptable access solution should be found</p>
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Site name:	D10
Address:	Field South of Jubilee Rise
Danbury context map:	
Site boundary map – changed? Yes	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Original boundary</p> </div> <div style="text-align: center;">  <p>Revised boundary</p> </div> </div>
Ownership:	The SG is in communication with owner, current proposal consists of new red line boundary only
SLAA reference/ conclusions	CFS159 - Site performs well against suitability, availability and achievability criteria. Site falls within buffer zone of Woodham Walter Common SSSI, Blake’s Wood SSSI and Lingwood Common SSSI. Essex Wildlife Trust Nature Reserve adjacent to the site’s western boundary. Site falls within the ‘final stage sand and gravel’ buffer zone.
Area	1.12 Ha (previously 1.6 Ha)
Planning applications	None.
Previous conclusion	The site is potentially suitable. The site is available. The site has significant constraints.

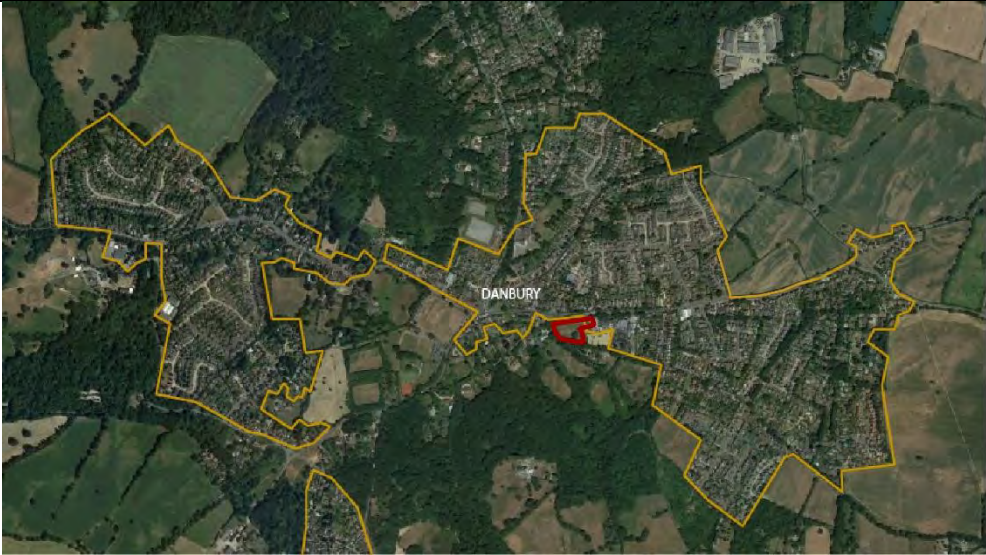
	<ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities from a pedestrian perspective - New accesses would be required but it is considered this could be provided - Site is of medium landscape sensitivity - Site has medium potential for protected species - Site is not located near any designated heritage assets - Site is in Flood Zone 1 - Site is located within 500m of a SSSI
Summary of change	Site boundary has been moved eastwards away from woodland to the south-west.
Landowner proposal	Site boundary change, single point of access, no other details
Additional Highways advice⁸	No access acceptable off Capons Lane or Gay Bowers to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification. Access possible via Jubilee rise at the end of the cul-de-sac dependant on Highway Boundaries and land ownership. Possible access to site via site D11 Play area, Jubilee rise
How do the new proposals change the findings of the site assessment?	Movement of site boundary away from woodland to the south-west and smaller development area would reduce impacts on landscape, ecology and SSSI. However the reduced site area has no natural defensible boundary to the west and it may be more appropriate to accommodate a slightly larger sized development here, if access and other constraints were resolved, than to limit the size of the site.
New rating	<p>The site is potentially suitable for allocation. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had medium access (amber), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is unchanged (amber). It is possible that creating access through Jubilee rise could make the development of Site D10 financially unviable so this should be considered in discussions with the landowner.</p> <p>Essex Highways have deemed access from Capons Lane or Gay Bowers Lane to be unacceptable. However, it is understood that Chelmsford City Council who is the landowner, are willing to discuss using this land as a possible access. Also, the Jubilee Rise parking area, which is owned by Chelmsford Housing Partnership, could be an alternative access if agreement is reached.⁹</p>

⁸ Received from Essex County Council 15/1/2020 See Appendix A


⁹ Reported by Danbury Parish Council.

Site name:	D11
Address:	Play Area, Jubilee Rise, Danbury
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Chelmsford City Council, promoted by Chelmsford City Council
SLAA reference/ conclusions	CFS243 - Site performs well against suitability, availability and achievability criteria. TPO/2006/063 to southern boundary of site.
Area	0.02 Ha
Planning applications	None.
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <ul style="list-style-type: none"> - Site is a brownfield site within the settlement boundary and reasonably connected to local services and facilities from a pedestrian perspective - New access would be required which is likely to be achievable - Site is of low landscape sensitivity - Site has low potential for protected species - Site is not located near any designated heritage assets <p>Site is in Flood Zone 1</p> <ul style="list-style-type: none"> - Site is located within 500m of a SSSI
Summary of change	No change

Landowner proposal	No proposal, although Chelmsford City Council are willing to consider this site as an access from Jubilee Rise for site D10.
Additional Highways advice¹⁰	Access appears to be achievable at this location for site D11 and would be required to be designed and constructed in accordance to the current standards. The electricity substation would have to be considered when looking at achievable visibility from the site entrance.
How do the new proposals change the findings of the site assessment?	N/A
New rating	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <p>The previous SOA found the site had medium access (amber), high landscape capacity (green) and low potential for habitat loss (green). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had minor constraints. The new ratings are unchanged with medium access (amber), high landscape capacity (green), low potential for habitat loss (green) and an SSSI score of 11 (amber).</p> <p>If the site is being considered as an access point to site D10, the presence of an electricity substation and a TPO would need to be considered both to determine whether these could physically be removed and also the viability of the development to include these costs. Essex Highways has deemed direct access from Jubilee Rise suitable subject to visibility.</p>

Site name:	D12
Address:	Bay Meadow, Land adjacent to the medical centre (Land at Maldon Road, Danbury, Chelmsford, CM3 4QL)
Danbury context map:	 <p>The map shows an aerial view of the Danbury area. A yellow outline delineates the Danbury parish boundary. Within this boundary, a specific area is highlighted in red, indicating the location of site D12. The surrounding landscape includes residential areas, green fields, and some industrial or commercial buildings.</p>

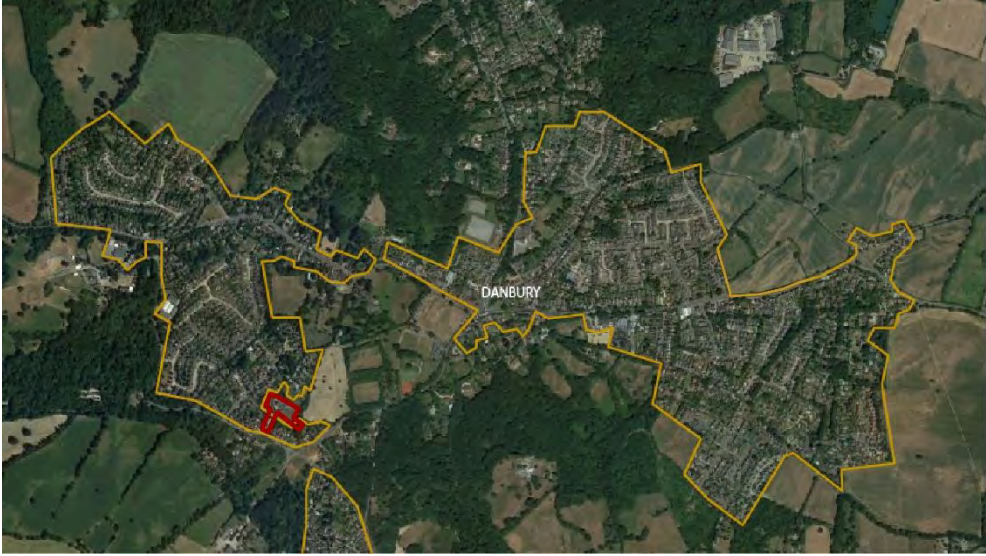

¹⁰ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

<p>Site boundary map – changed? No</p>	
<p>Ownership:</p>	<p>Medical Services Danbury Limited, promoted by Paul Dickinson and Associates</p>
<p>SLAA reference/ conclusions</p>	<p>N/A - site identified by Danbury Call for Sites</p>
<p>Area</p>	<p>0.7 Ha</p>
<p>Planning applications</p>	<p>None.</p>
<p>Previous conclusion</p>	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p>
<p>Summary of change</p>	<p>Site boundary has not changed, however, provision of open space to the west of the site where there is more vegetation</p>
<p>Landowner proposal</p>	<p>25 dwellings, open space, vehicular access from existing entry on Maldon Road and pedestrian access from Gay Bowers Lane, retention of hedgerows and trees, planting</p>
<p>Additional Highways advice¹¹</p>	<p>Mill Lane eastern end is not suitable for access in the current configuration due to restricted width. This would need to be a minimum of 5.5 metres with a 2 metre footway. Gay Bowers access would be questionable whether visibility splay could be achieved and a distance of 30 metres from existing junctions. Possible access from A414 Main Road may be possible.</p> <p>Access via Danbury Medical Centre may be possible with appropriate internal layout if access rights are retained on private property. Depending on numbers, a 6m shared surface road may be possible for the site next to the Medical Centre. The previous application detailed access via Danbury Medical Centre which was acceptable to the Highway Authority based on agreed drawings for this specific application.</p>
<p>How do the new proposals change the findings of the site assessment?</p>	<p>No change although a smaller proposal lessens the impacts on landscape, habitat and SSSIs.</p>
<p>New rating</p>	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and high potential for habitat loss (red). It also received a medium score of 10 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was</p>

¹¹ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

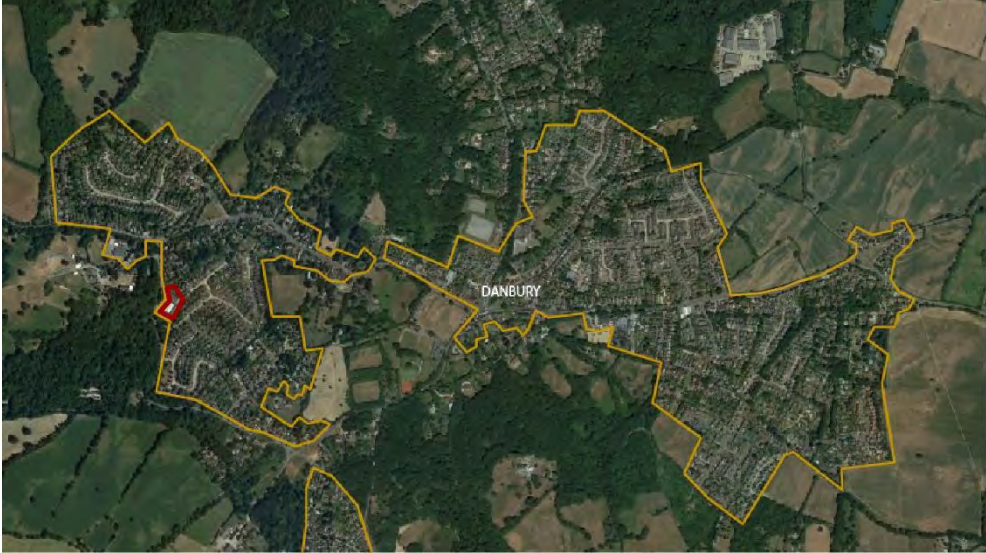

potentially suitable, available and had significant constraints. The access rating is unchanged (green). Essex Highways have deemed access is suitable via Danbury Medical Centre, as proposed by the landowner, but the details will require liaison.

A previous appeal for 72-bed care home was rejected and the appeal was dismissed based on biodiversity grounds. The promoter has now submitted a July 2019 updated Phase 1 Extended Ecological Report and Phase 2 Botanic Survey, which concludes that it is not considered to fall under the definition of lowland meadow priority habitat. Chelmsford City Council have confirmed to Danbury Parish Council that this report may be used to determine the suitability of the site in terms of habitat loss. It is deemed that the site does not have high potential for habitat loss although provision should be made to enhance biodiversity on the site.

Site name:	D14
Address:	Danecroft, Woodhill Road
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Individual owner, promoted by Blenheim Consultancy Services
SLAA reference/ conclusions	N/A - site identified by Danbury Call for Sites
Area	1.0 Ha

Planning applications	10/00102/OUT for four detached dwellings was refused in March 2010 and subsequently appealed, appeal dismissed. However, based on previous policy on settlement boundary.
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <ul style="list-style-type: none"> - Site is a greenfield site, outside of but adjacent to the settlement boundary and well connected to local services and facilities from a pedestrian perspective - New access would be required which is likely to be achievable - Site is of medium landscape sensitivity - Site has high potential for protected species - Site is located close to designated heritage assets (and is within a Conservation Area) - Site is in Flood Zone 1 - Site is located within 500m of a SSSI
Summary of change	Site boundary has not changed, however, landowner will retain Danecroft property making development area 0.8 Ha
Landowner proposal	17 dwellings, retention of Danecroft property, existing single point of access from Woodhill Road, landscape buffering consisting of trees and hedgerows
Additional Highways advice¹²	Visibility splay of 125 metres to meet DMRB requirements for 40mph speed cannot be achieved at this site. The reduced requirement of 2.4m x 43m is questionable in both directions. Access road width maximum of 6.3. No intensification of the access permitted, only improvement of existing.
How do the new proposals change the findings of the site assessment?	Essex Highways have since advised that the planning permission 17/00714/FUL for access improvements can only be used to service the existing three dwellings and is not suitable to accommodate any further dwellings. The site is therefore no longer suitable for allocation because of poor access.
New rating	<p>The site has significant constraints. The site is unsuitable for development ('reject').</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is changed (red) because Essex Highways have advised that the access is only suitable to serve the existing three dwellings and not suitable to accommodate any further dwellings.</p> <p>Essex Highways deemed that visibility splay for 40 mph road cannot be achieved at site and the access width was questioned. The access is therefore not currently suitable for intensification of the site and therefore this site is not suitable for allocation.</p>

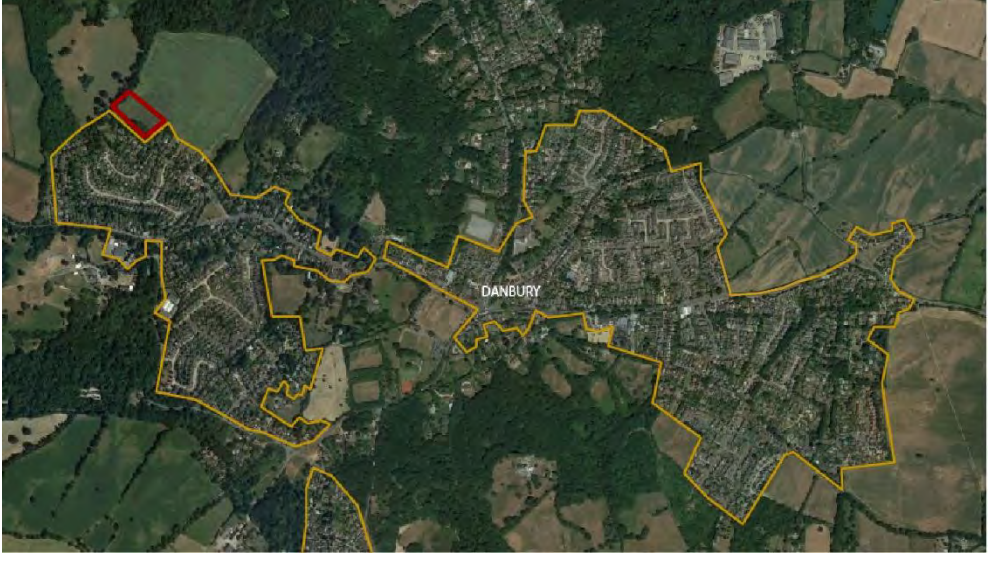


¹² Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

Site name:	D15
Address:	Well Lane Industrial Area
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Landowner has not submitted plans to the new call for sites
SLAA reference/ conclusions	CFS274 - Site performs well against suitability, availability and achievability criteria. Site falls within buffer zone of SSSIs - Woodham Walter Common, Blake's Wood and Lingwood Common. Site falls within the 'final stage sand and gravel' buffer zone.
Area	1.0 Ha
Planning applications	Minor change of use applications
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <ul style="list-style-type: none"> - Site is a brownfield site within the settlement boundary and reasonably located in respect of local services and facilities - Development of this site for housing would result in the loss of employment floorspace - Existing access may need upgrading and this is likely to be achievable - Site is of low landscape sensitivity - Site has low potential for protected species - Site is adjacent to a designated heritage asset - Site is in Flood Zone 1 - Site is within 500m of Danbury Common SSSI

Summary of change	No change
Landowner proposal	No new proposal
Additional Highways advice¹³	Not considered.
How do the new proposals change the findings of the site assessment?	N/A
New rating	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <p>The previous SOA found the site had good access (green), high landscape capacity (green) and low potential for habitat loss (green). It also received a good score of 12 (green) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had minor constraints. The access rating is unchanged (green).</p> <p>Essex Highways had deemed access from Well Lane acceptable and not updated their advice.</p> <p>If it was demonstrated that the community facilities and employment land in this location was not needed and the site was suitable for release from employment use, this would be a suitable site for change of use to housing.</p> <p>The site is being considered for designation as a Local Employment Site by CCC. If the site is allocated as an employment site by the Local Authority it would no longer be suitable for a residential /mixed-use allocation in the Neighbourhood Plan.</p>

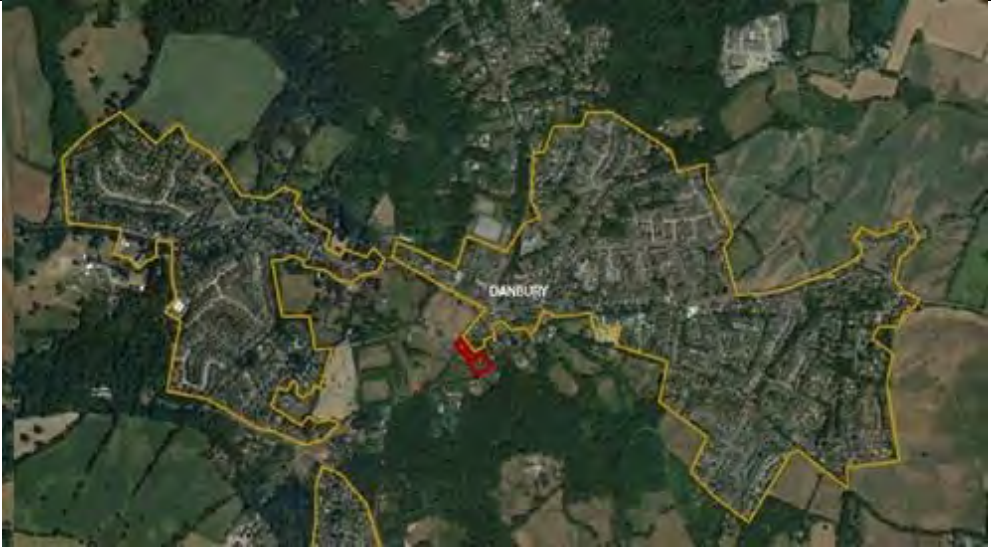

Site name:	D20
Address:	Land North of Elm Green Lane

¹³ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

<p>Danbury context map:</p>		
<p>Site boundary map – changed? Yes</p>	 <p>Original boundary</p>	 <p>Revised boundary</p>
<p>Ownership:</p>	<p>Individual landowner</p>	
<p>SLAA reference/ conclusions</p>	<p>18SLAA4 - Site faces some suitability constraints; Site performs well against availability criteria Site performs well against achievability criteria. Footpath PROW 217_11 runs to south west corner of site. Bridleway PROW 217_3 runs along northern boundary. TPO/1983/013 and TPO/1979/009 within south west corner of site. TPO/1980/001 adjacent to eastern boundary of site. TPO/2003/022 opposite southern boundary of site. TPO/2010/008 adjacent to north of site. Site falls within buffer zone of SSSIs - Blake's Wood & Lingwood Common, Woodham Walter Common and Danbury Common. Danbury Conservation Area adjacent to south east of site. Grade 2 Registered Riffhams Park and Garden of Special Historic Interest adjacent to west of site.</p>	
<p>Area</p>	<p>1.21 Ha (previously 12 Ha)</p>	
<p>Planning applications</p>	<p>None.</p>	
<p>Previous conclusion</p>	<p>The site has significant constraints. The site is unsuitable for development ('reject').</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site outside of and adjacent to the settlement boundary and poorly connected to local services and facilities - New access would be required to the site, but it is considered unlikely that a suitable access could be created - Site is of high landscape sensitivity - Site has high potential for protected species - Site is 50m from a designated heritage asset - Site is in Flood Zone 1 	
<p>Summary of change</p>	<p>Site boundary now in the far south-west corner of previous site adjacent to existing settlement and away from woodland to the north-east</p>	

Landowner proposal	Under 30 dwellings with open space, single point of access on Elm Green Lane, landscape buffering to reduce visual impact
Additional Highways advice¹⁴	Both Elm Green Lane and Riffhams Lane are not acceptable roads for access as both are single lane reduced width. Any access/development would affect the character of the lane. Widening of the existing access would not be appropriate.
How do the new proposals change the findings of the site assessment?	Site area reduced which would lessen the landscape, heritage and SSSIs.
New rating	<p>The site has significant constraints. The site is unsuitable for development ('reject')</p> <p>The previous SOA found the site had poor access (red), low to medium landscape capacity (red) and high potential for habitat loss (red). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site had significant constraints and was unsuitable for development ('reject'). The access rating is unchanged (red).</p> <p>The site has been much reduced in size to and development limited to the area closest to existing settlement.</p> <p>The reduced site is proposed for under 30 dwellings. Both Elm Green Lane and Riffhams Lane have been deemed unacceptable for access as both are single lane with reduced width. Any development would affect the character of the rural lanes, and they are not suitable for widening or intensification. The reduced site relates better with the existing built form and therefore has fewer impacts on the landscape sensitivity of the site. To the north of the site lies the Lingwood Common SSSI, but the proposed development will not trigger the requirement to consult Natural England.</p> <p>Whilst the site's constraints have been partially mitigated by a reduced site area, access has been deemed unacceptable. The site is therefore unsuitable.</p>

¹⁴ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

Site name:	D21
Address:	Land at Copt Hill/ Mayes Lane
Danbury context map:	
Site boundary map – changed? Yes	 <p>Original boundary Revised boundary</p>
Ownership:	Mr G Thompson and Mrs J Wilson, promoted by ADP Architecture & Town Planning
SLAA reference/ conclusions	N/A - site identified by Danbury Call for Sites
Area	0.2 Ha (previously 0.9 Ha)
Planning applications	08/00091/FUL: Swimming pool and enclosure. Status: Permitted.
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <ul style="list-style-type: none"> - Site is a brownfield site, outside of but adjacent to the settlement boundary and reasonably connected to local services and facilities from a pedestrian perspective - Site is of medium landscape sensitivity - Site has medium potential for protected species - Site is located to close designated heritage assets - Site is in Flood Zone 1
Summary of change	New site boundary excludes existing property and part of garden.
Landowner proposal	2 dwellings on limited portion of site of previous granary/coach house and tennis court. Limited impact on areas of vegetation and hedgerows, landscape buffering. Landowner is only proposing 2 homes at present to north of site.

Additional Highways advice¹⁵	2.4m x 43m is questionable whether this can be achieved on Mayes Lane in both directions. Speed survey assessment particularly southbound due to gradient would be required. Copt Hill not acceptable road for access, single lane reduced width. Any access/development would affect the character of the lane.
How do the new proposals change the findings of the site assessment?	Smaller site area, location of new dwellings on previously developed portion of the site relatively concealed from view; Retention of trees and hedgerows
New rating	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 10 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had minor constraints. The access rating is unchanged (green).</p> <p>The site is adjacent to the Danbury Common SSSI. Any new developments on the southern section of the site, where the submitted sketch has proposed for 1-2 dwellings, will need to be consulted with Natural England with regards to the emerging Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).</p> <p>Essex Highways have deemed access questionable from Mayes Lane and unsuitable from Copt Hill. Existing access may be acceptable from Mayes Lane as only 2 dwellings are proposed. Essex Highways have stated as of January 2020 that suitable access may involve the closure of existing access and relocation to achieve visibility splays, including the removal of hedges</p>

5. Site assessment summary and conclusions

5.1 Table 5. 1 summarises the previous and new SOA conclusions for all of the sites. Sites outside of the settlement boundary or with planning permission have not been reassessed. For sites that have been reassessed, new site boundaries, information from landowner proposals and an Essex Highways report assessing constraints to site access have all been taken into account. Sites are given green, amber or red ratings according to their suitability for development and constraints. In the previous SOA, of the 12 sites, 8 received amber ratings and 4 received red ratings. In this reviewed SOA, 7 received amber ratings and 5 received red ratings.

¹⁵ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

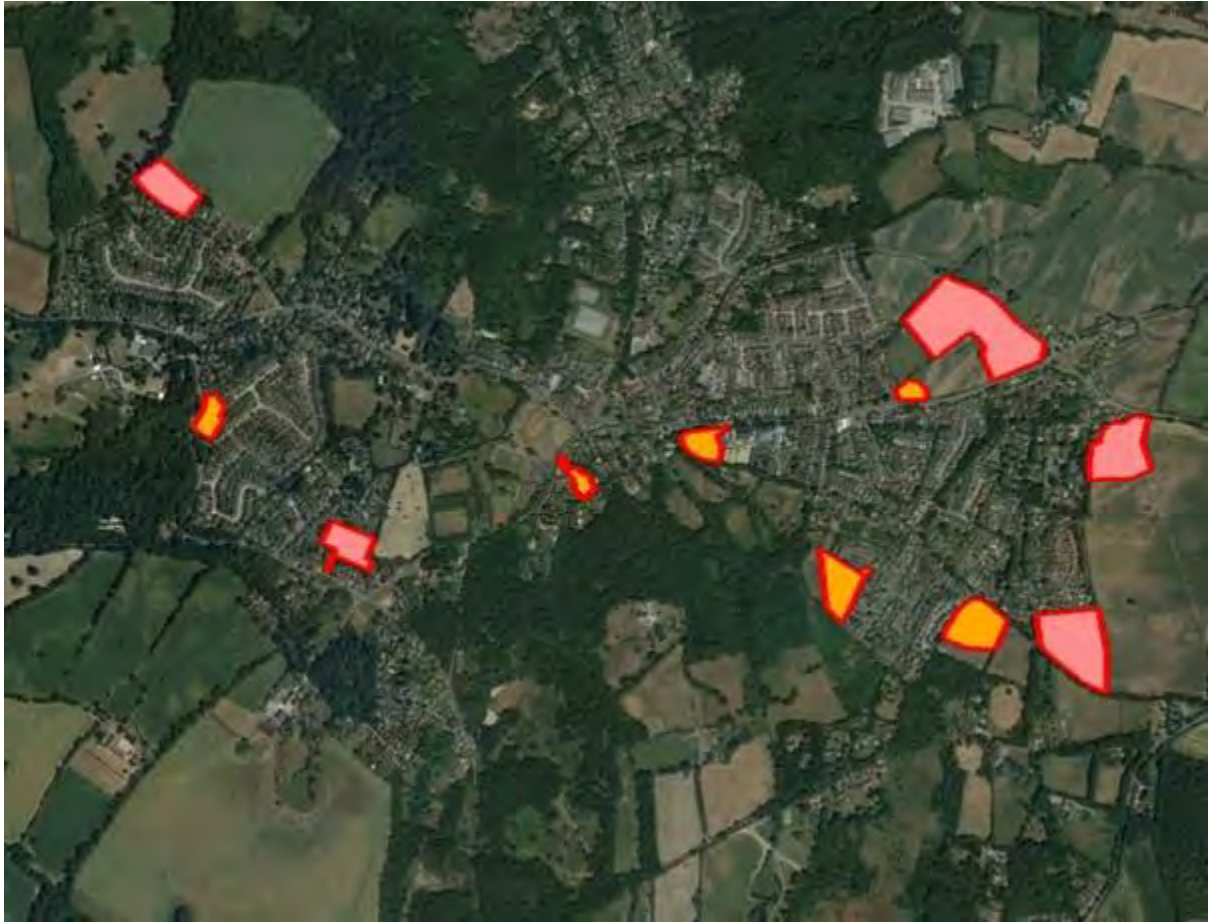


Figure 5.1: Map of sites and RAG ratings

Table 5.1: Summary of site assessment conclusions

Site Reference / name	Site area (gross) in Hectares ¹⁶	SLAA Summary	Previous SOA Conclusions	New SOA Conclusions	Reason for reassessment
Sites within/ adjacent to Danbury Settlement Boundary					
D4	4.6 Ha	Site faces some suitability constraints Site performs well against availability criteria Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	The site has significant constraints. The site is unsuitable for development ('reject').	Reduced site area, landowner proposal
D5	0.35 Ha	N/A – Danbury call for Sites	The site is potentially suitable. The site is available. The site has significant constraints.	The site is potentially suitable, but has minor constraints including landscape impact and access. The site is available.	Reduced site area, landowner proposal
D7	1.84 Ha	Site faces some suitability constraints Site performs well against availability criteria Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	The site has significant constraints. The site is unsuitable for development ('reject').	Reduced site area, landowner proposal
D8	2.55 Ha	Site performs well against suitability, availability and achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	The site has significant constraints. The site is unsuitable for development ('reject').	Landowner proposal

¹⁶ This has been updated with the site area provided by landowners where applicable
Prepared for: Danbury Parish Council

D9	1.55 Ha	Site performs well against suitability, availability and achievability criteria	The site is potentially suitable. The site is available. The site has significant constraints.	The site is potentially suitable but has significant constraints. The site is available.	Reduced site area, landowner proposal
D10	1.12 Ha	Site performs well against suitability, availability and achievability criteria	The site is potentially suitable. The site is available. The site has significant constraints.	The site is potentially suitable but has significant constraints. The site is available.	Reduced site area, landowner proposal
D11	0.02 Ha	Site performs well against suitability, availability and achievability criteria	The site is potentially suitable. The site is available. The site has minor constraints.	The site is potentially suitable, but has minor constraints. The site is available.	Landowner proposal
D12	0.69 Ha	N/A – Danbury call for Sites	The site is potentially suitable. The site is available. The site has significant constraints.	The site is potentially suitable but has significant constraints . The site is available.	Landowner proposal
D14	1.0 Ha	Site performs well against suitability, availability and achievability criteria	The site is potentially suitable. The site is available. The site has significant constraints.	The site has significant constraints. The site is unsuitable for development ('reject').	Landowner proposal
D15	0.5 Ha	Site performs well against suitability, availability and achievability criteria	The site is potentially suitable. The site is available. The site has minor constraints.	The site is potentially suitable but has minor constraints. The site is available.	Landowner proposal
D20	1.21 Ha	Site faces some suitability	The site has significant constraints.	The site has significant constraints.	Reduced site area, landowner proposal

		constraints Site performs well against availability criteria Site performs well against achievability criteria	The site is unsuitable for development ('reject').	The site is unsuitable for development ('reject').	
D21 (D13)	0.2 Ha	N/A – Danbury call for Sites	The site is potentially suitable. The site is available. The site has minor constraints.	The site is potentially suitable but has significant constraints. The site is available.	Reduced site area, landowner proposal
Sites outside settlement boundary					
D1	32.4 Ha	Site faces some suitability constraints Site performs well against availability criteria Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D2	9.8 Ha	Site faces some suitability constraints Site performs well against availability criteria Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D3	3.6 Ha	N/A – Danbury call for Sites	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary

D6	0.5 Ha	N/A – Danbury call for Sites	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D16	0.58 Ha	N/A – Danbury call for Sites	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D17	0.58 Ha	Site performs well against suitability, availability and achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D18	3.85 Ha	Site faces some suitability constraints Site faces some availability constraints Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D19	2.27 Ha	Site performs well against suitability criteria Site faces some availability constraints	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary
D22	3.8 Ha	Site performs well against achievability criteria	The site has significant constraints. The site is unsuitable for development ('reject').	N/A	Discounted as outside settlement boundary

5.2 Table 5.2 sets out red/amber/green ratings for each of the site's key constraints by highways, landscape and ecology. Red represents an insurmountable constraint which would render the site unsuitable for development. Amber represents a level of constraint which requires resolution prior to the site being suitable for development. Green represents no or minor constraint.

Table 5.2. Summary of key constraints

Site reference	Highways	Landscape	Ecology
D4	Green	Red	Amber
D5	Green	Amber	Amber
D7	Amber	Red	Amber
D8	Red	Red	Green
D9	Amber	Amber	Green
D10	Amber	Amber	Amber
D11	Amber	Green	Amber
D12	Amber	Amber	Amber
D14	Red	Amber	Amber
D15	Green	Green	Green
D20	Red	Red	Amber
D21	Amber	Amber	Amber

6. Conclusion and next steps

6.1 Danbury Parish Council has a requirement to provide around 100 homes in Chelmsford City Council's emerging Local Plan. This addendum concludes that there are a number of potentially suitable sites within the NP area to accommodate this level of growth, although no sites are free of constraints. However, while the assessment shows it would be possible to accommodate the required level of growth, it is recommended that the decision to limit development to 30 units per site allocation in the neighbourhood plan is reviewed and possibly reconsidered. Applying a degree of flexibility to the numbers could allow more housing to be accommodated where it would have less impact on the existing settlement and the surrounding landscape, rather than allocating a larger number of smaller sites in less suitable locations which could have a detrimental effect on the character of the settlement.

6.2 As part of the site selection process, it is recommended that the Steering Group discusses site viability with CCC, landowners and site promoters/agents. Viability appraisals for individual sites may already exist. If not, it is possible to use the Council's existing viability evidence (such as an "Affordable Housing Viability Assessment" or "Whole Plan Viability Study") to test the viability of sites proposed for allocation in the NP. This can be done by 'matching' site typologies used in existing reports, with sites proposed by the Steering Group to give an indication of whether a site is viable for development and therefore likely to be delivered. In addition, any landowner or developer promoting a site for development should be contacted to request evidence of viability.

7. Appendix A: Essex Highways Advice

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D04 - Land off Runsell Lane Danbury

Highways Initial Advice			Questions to Highways	Highways Response to Questions
Possible Site Access Road/s	Road speed	Site Observations		
Runsell Lane/A414 Maldon Road	60mph/40mph	Access possible from southern end of Runsell Lane with 30 metre distance from existing junctions. Possible access via A414 Maldon Road.	Where would you want the access from A414 into D04 to be positioned?	Please refer previous application 17/01902/OUT: Provision of a new access into the site with right turn lane on the A414 Maldon Road as shown in principle on drawing number: 17-T098 03 C. Such access to be provided with 2.4m x 120m clear to ground visibility splays, 5.5m minimum carriageway access and 2x 2 metre footways.
			If access is permitted from A414 into the site, how does this conform to policy DM2?	This does not conform to policy DM2 however exceptions can be made if there are overriding circumstances and by ensuring that new access points within defined settlement areas will be designed and constructed in accordance to the current standards. This access could serve D04 and D05 and would need to be without ransom for either site. The first site to be constructed would be required to implement the access.
			Would an access from the south end of Runsell Lane require widening of the lane to Twitty Fee?	The Highways Authority recommendation for the previous application 17/01902/OUT stated that 'The Developer shall provide a 1.5m – 2m strip of land along the eastern side of the site adjacent to Runsell Lane to be safeguarded for future highway improvements including, but not necessarily restricted to, widening to the carriageway as deemed necessary by the Highway Authority.' The previous application did not have access via Runsell Lane. Should an access be provided from Runsell Lane this would require carriageway widening however this would be on the boundary of the site to the south west.
			How would any widening of Runsell Lane impact Garlands Farmhouse?	
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D05 - Sandpit Fiels, East of Littlefields Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
A414 Maldon Road/ Littlefields	40mph/30mph	Access not acceptable via Littlefields. Possible access via A414 Maldon Road. Access possibly achievable via internal access on adjacent site by agreement with adjacent landowner	Why is access from Littlefields unacceptable? Landowner's proposal is for 10 homes. Would access from Little Fields be allowed? What is the maximum permitted to use this access if any?	The field gate access via Little Fields is with 30 metres of the existing junction with the A414 Maldon Road so would not meet current standards. Access is therefore not achievable at this location.
			There is an existing drop-kerb on A414 on the south east boundary of the site. Is this an acceptable access and if so, what is the maximum number of homes it will support?	The existing drop kerb access on the A414 is directly adjacent to the junction proposed for the previous application 17/01902/OUT for Site D04. This access could serve D04 and D05 and would need to be without ransom for either site. The first site to be constructed would be required to implement the access. Two access points would not be acceptable.
			Could this access be used for D4 and D5? If so, what is the maximum number of homes this will support?	For the Highway Authority it is the impact of the proposed use of the site on the local highway network which would determine whether the size of a site is acceptable rather than the design of the access.
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D07 - Land at Tyndales Farm West (East of Barley Mead, Hyde Lane) Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Cherry Garden Lane/A414 Maldon Road	40mph/30mph	No access via Cherry Garden Lane. To gain access via A414 Maldon road would require reconfiguration of existing layout with possible realignment of Cherry Garden Lane into the site. Intensification of this junction would not be possible due to lack of visibility from current location and 60mph to the east. New access from site onto the A414 not possible with current site boundaries as would require 3rd party land. Should this adjacent land belong to the same landowner this could be reconsidered as long as 30 metre distance from the existing junction and if 125 metre visibility splay can be met.	Is it possible to reconfigure the existing layout and realign Cherry Garden Lane to gain access from the A414 which will meet Highways standards. If so what is the maximum number of homes this access will support?	<p>Yes. New access from the site to the A414 could be considered if it is designed in accordance with the current standards. As previously stated, to achieve standards for the access this would need to be located on land adjacent to the proposed site to the east.</p> <p>For the Highway Authority it is the impact of the proposed use on the local highway network which would determine whether the size of a site is acceptable rather than the design of the access.</p> <p>The previous application on this site, 17/00089/OUT – Outline application for up to 100 dwellings, was refused as it was not demonstrated that the impact of the development on the Highway Network was acceptable in terms of highway safety and capacity.</p> <p>This access could in principle serve D07 and D08 should a suitable link between sites be agreed and would need to be without ransom for either site.</p>
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D08 - Land at Tyndales Farm East (South of Barley Mead, Hyde Lane) Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Hyde Lane/Mill Lane	30mph/60mph	No access acceptable off Hyde Lane North or Mill lane east to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.	If maximum 30 homes were to be built on the site, is it possible to design an acceptable access from either Mill Lane South East or Hyde Lane North. If so what is your preferred access?	<p>No access is acceptable off Hyde Lane North or Mill lane east to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.</p> <p>Access to the site would be from predominantly single track roads, with few, if any formal passing places. Intensification of use of these unsuitable routes would be of concern in terms of both safety and capacity.</p> <p>In addition there are recognised capacity problems on Maldon Road, particularly at Eves Corner. A development at Mill Lane is likely to exacerbate these. The proposal is therefore not likely to be acceptable to the highway authority unless suitable mitigation can be provided in conjunction with the development, which is unlikely to be achievable in this case.</p>
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

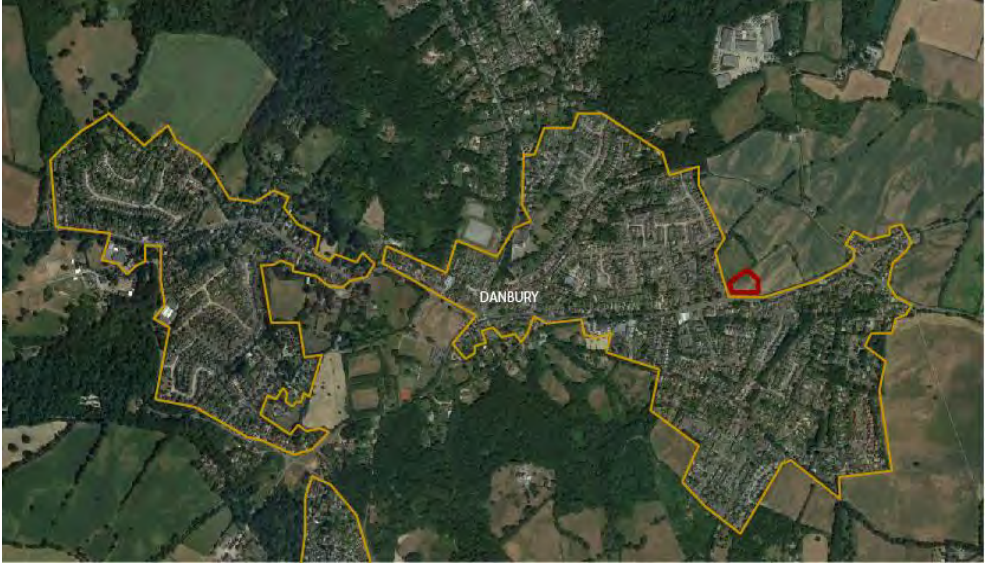

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D09 - Land at Millfields/Mill Lane

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Mill Lane/Millfields	30mph/60mph	Wider access to site is restricted by narrow lanes to the west via Mill Lane and east via Hyde Lane no access to the site would be acceptable at these points. These are single lane rural roads with limited passing places not suited to increase in traffic volumes. Access to the site could possibly be achieved via Millfields at the north east of the site or possibly via Millfields at the end of the current cul-de-sac dependant on land ownership. Access could possibly be achieved from Mill Lane at the north western end but would need to be 30 metres from access to Millfields. Current Road width at this point is 4.4 metres so this would need to be widened on the site side to a minimum of 5.5 metres with a 2 metre footway. Southeastern end of Mill Lane and Hyde lane are too narrow so not suitable for access. Widening would not be appropriate and would affect the character of these rural lanes.	We are told by Strutt & Parker they have discussed access proposals with you as part of a pre-application request using Mill Lane. What is the maximum number of homes this access will support?	We are unable to disclose information from pre-application discussions however whilst there are possible points of access to the site as with D08 the surrounding highways network which would need to be utilised to access the site would be a cause for concern in terms of both safety and capacity. As previously stated the Highway Authority would likely refuse an application for dwellings with access from Mill Lane. The capacity of the local highway network would indicate that this site is not suitable.
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

	<ul style="list-style-type: none"> - Site is of high landscape sensitivity - Site has low potential for protected species - Site is adjacent to a designated heritage asset - Site is in Flood Zone 1
Summary of change	Site has been reduced in size by removing field to north-west from boundary. The changed boundary touches the Defined Settlement Boundary (DSB) at the eastern boundary where the DSB crosses Runsell Lane.
Landowner proposal	50 dwellings with open space, single point of access, retention of trees and hedgerows and landscape buffers
Additional Highways advice²	Highways advice is that access is possible from southern end of Runsell Lane or via A414 Maldon Road.
How do the new proposals change the findings of the site assessment?	<p>The location of the site to the east of Danbury with a gap along Maldon Road between the edge of the settlement and the site (although it is adjoining the settlement boundary) means that, if developed, there is a risk of further ‘infill’ development between the site and the settlement edge (Runsell view/Little Fields) in future.</p> <p>The proposal has positive aspects including retention of trees and hedgerows; some mitigation of impact on Grade II listed Garlands Farm House; retention of Runsell Lane as rural lane without access and landscape buffers.</p> <p>However, the previous SOA conclusions relating to landscape capacity and impact on SSSI indicate the site remains unsuitable for development.</p>
New rating	<p>The site has significant constraints. The site is unsuitable for allocation.</p> <p>The previous SOA found the site had good access (green), low to medium landscape capacity (red) and medium potential for habitat loss (amber). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site had a number of significant constraints and that the site was unsuitable for development (‘reject’). The new access rating is unchanged (green).</p> <p>Access from Maldon Road has been deemed achievable by Essex Highways.</p> <p>In terms of the revised site area and proposal that has been submitted, it is wholly in the sub-area DLP1b which has low to medium landscape capacity and would be difficult to accommodate change, as found in Chelmsford City Council Landscape Sensitivity and Capacity Assessment 2017. Whilst the proposed design indicates retention of existing tree and hedges, the proposed level of development on the site will impact the open character of the site.</p> <p>The proposal could potentially harm the significance of the Grade II listed Garlands Farmhouse. This issue is considered in APP/W1525/W17/3176978, where the Inspector dismissed the appeal against a refusal of 16/01810/OUT and found that the appeal proposal (140 dwellings) would lead to harm to the heritage and significance of Garlands Farmhouse to an extent to which approval would contradict national planning policy, particularly paragraph 134 of the NPPF. The Inspector considered that ‘the agricultural land to the front the farmhouse is important to the appreciation of the heritage asset within its rural context [24]’. The inspector also stated that ‘the proximity of suburban development would considerably diminish the present sense of rural isolation, which is important to appreciating the historic value of the heritage asset. The legibility of the former farmhouse sited within its agricultural setting and the way that it would be</p>

² Received from Essex County Council 15/1/2020
Prepared for: Danbury Parish Council

experienced would be considerably diminished [23]'. These constraints have not been resolved in the revised proposal and the site therefore remains unsuitable for development.

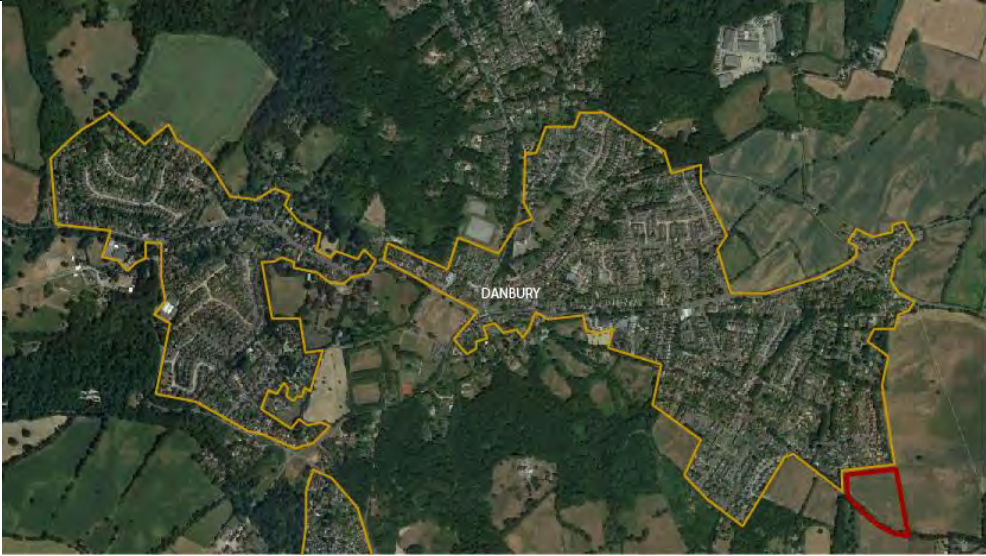

Site name:	D5
Address:	Sand Pit Field (East of Little Fields, North of Maldon Road, Danbury, Essex. CM3 4UR)
Danbury context map:	
Site boundary map – changed? Yes	 <p style="display: flex; justify-content: space-around;"> Original boundary Revised boundary </p>
Ownership:	The Danbury Landisdale Almshouse Charity, promoted by The Danbury Landisdale Almshouse Charity
SLAA reference/ conclusions	N/A – site identified by Danbury Call for Sites
Area	0.35 Ha (previously 2.27 Ha)
Planning applications	None.
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities - Existing access will need upgrading but this is likely to be achievable - Site is of medium landscape sensitivity - Site has low-medium potential for protected species - Site is 150m from the nearest designated heritage asset - Site is in Flood Zone 1

Summary of change	Site has been reduced in size to the far west where it is closest to developed land.
Landowner proposal	10 almshouse dwellings with communal garden, single point of access
Additional Highways advice³	Access not acceptable via Littlefields. Possible access via A414 Maldon Road.
How do the new proposals change the findings of the site assessment?	The new site boundary is smaller therefore reducing impact on landscape and ecology constraints. However there is no natural defensible boundary to the edge of the site which could risk additional development at planning application stage or in future. Access is proposed very close to an existing T-junction between Maldon Road and Little Fields.
New rating	The site is potentially suitable for allocation. The site is available. The site has minor constraints including landscape impact and access. The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The new access rating is unchanged (green). If the site is allocated the following should be considered: The new site boundary means that the area proposed for development will have less impact on the landscape, as it will be adjacent to existing dwellings. However, there is a lack of detail on how constraints will be mitigated. Essex Highways has deemed access via Little Fields unacceptable, but access is achievable from Maldon Road. The scheme currently proposes access from Little Fields and will therefore require revised access from Maldon Road. As of January 2020, Essex Highways have stated that D5 should use an access on Maldon Road. This will require further liaison with Essex Highways.

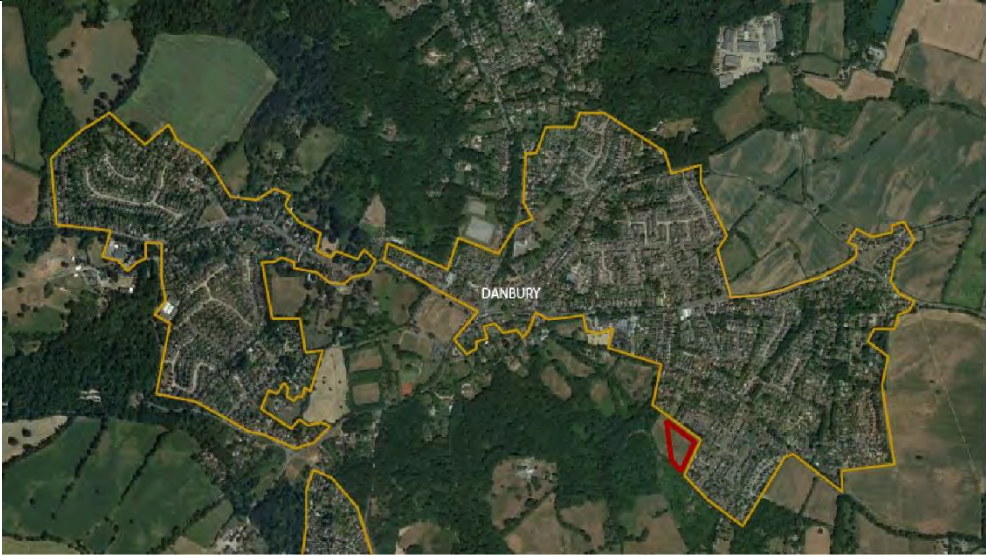


³ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

	<p>- Site is in Flood Zone 1</p> <p>- 11,000-volt powerlines are near the site (within or adjacent to the boundary)</p>
Summary of change	New site boundary represents a smaller northern portion of the original site, with more space for provision of access on Maldon Road. The proposal diverts Cherry Garden Lane.
Landowner proposal	The landowner proposes 30 dwellings with a new access on Maldon Road. Cherry Garden Lane is proposed for diversion, with a T junction into the main site access road. The current junction of Cherry Garden Lane would be converted into a shared cycle/footpath and closed to vehicular traffic. The proposal includes open space and a play area/nature trail along the public right of way, alongside tree planting on site peripheries.
Additional Highways advice⁵	No access via Cherry Garden Lane. To gain access via A414 Maldon road would require reconfiguration of existing layout with possible realignment of Cherry Garden Lane into the site. Intensification of this junction would not be possible due to lack of visibility from current location and 60mph to the east. New access from site onto the A414 not possible with current site boundaries as would require 3rd party land. Should this adjacent land belong to the same landowner this could be reconsidered as long as 30 metre distance from the existing junction and if 125 metre visibility splay can be met.
How do the new proposals change the findings of the site assessment?	The previous site assessment was of a larger site which was deemed to have high landscape sensitivity. The smaller site area reduces the amount of open countryside impacted by development. In addition, an Essex Highways report had deemed that the site with its previous boundaries was unable to provide suitable access because there is already an existing T junction between Cherry Garden Lane and Maldon Road which could not be intensified. The landowner has subsequently proposed a rerouting of Cherry Garden Lane into the site and a new T junction with Maldon Road, and have moved the site boundary to the east to accommodate access. Essex Highways have deemed as of January 2020 that new access on Maldon Road is possible, although they maintained that access would need to be located on land adjacent to the east of previous site boundary at Maldon Road. Essex Highways also stated that a reconfiguration of Cherry Garden Lane was possible. The new landowner proposal suggests diverting Cherry Garden Lane into the site, with a T junction on the main site access road. There would therefore be one vehicular T junction on Maldon Road, potentially meaning that suitable access could be provided. Essex Highways have not yet reviewed the new proposed access but is considered possible that the proposed access will be deemed suitable as it has met their previous concerns.
New rating	<p>The site is unsuitable for allocation. The site is available. The site has significant constraints including landscape impact.</p> <p>The previous SOA found the site had good access (green), low to medium landscape capacity (red) and some potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site had a number of significant constraints and that the site was unsuitable for development ('reject'). The new access rating is unchanged (green).</p> <p>The new proposed site boundary is smaller; however development would still elongate the settlement form, encroach into open countryside and is in an area of low/medium landscape capacity. The site is currently open without any landscape buffering to its east or south, and it is crossed by a public right of way. The site is therefore considered to remain unsuitable for development.</p>

⁵ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

Site name:	D8
Address:	Land at Tyndaes Farm East
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Richborough Estates, promoted by Richborough Estates
SLAA reference/ conclusions	CFS56 / CFS57 / 15SLAA45 – Site performs well against availability criteria; Site performs well against achievability criteria. Site falls within buffer zone of Woodham Walter Common SSSI, Blake’s Wood SSSI and Lingwood Common SSSI.
Area	2.5 Ha
Planning applications	None
Previous conclusion	<p>The site has significant constraints. The site is unsuitable for development ('reject').</p> <ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities from a pedestrian perspective - New access would be required to the site, but it is considered unlikely that a suitable access could be created - Site is of high landscape sensitivity - Site has low potential for protected species - Site is not located near any designated heritage assets - Site is in Flood Zone 1 - Site is located within 750m of a SSSI

New rating	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a good score of 12 (green) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is unchanged (green).</p> <p>The rating remains unchanged but in order for the site to be suitable for allocation, an acceptable access solution should be found</p>
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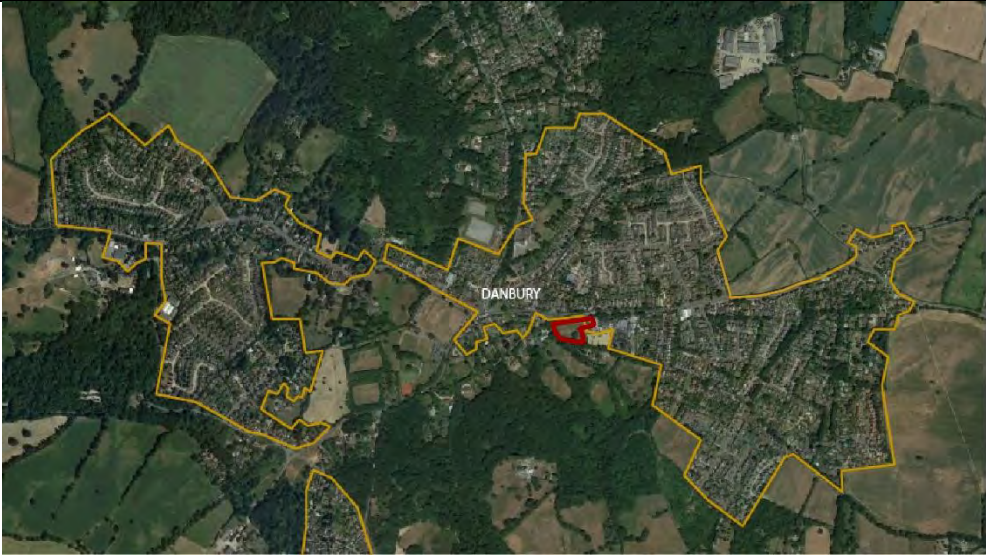
Site name:	D10
Address:	Field South of Jubilee Rise
Danbury context map:	
Site boundary map – changed? Yes	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Original boundary</p> </div> <div style="text-align: center;">  <p>Revised boundary</p> </div> </div>
Ownership:	The SG is in communication with owner, current proposal consists of new red line boundary only
SLAA reference/ conclusions	CFS159 - Site performs well against suitability, availability and achievability criteria. Site falls within buffer zone of Woodham Walter Common SSSI, Blake’s Wood SSSI and Lingwood Common SSSI. Essex Wildlife Trust Nature Reserve adjacent to the site’s western boundary. Site falls within the ‘final stage sand and gravel’ buffer zone.
Area	1.12 Ha (previously 1.6 Ha)
Planning applications	None.
Previous conclusion	The site is potentially suitable. The site is available. The site has significant constraints.

	<ul style="list-style-type: none"> - Site is a greenfield, agricultural site, outside of but adjacent to the settlement boundary and reasonably located in respect of local services and facilities from a pedestrian perspective - New accesses would be required but it is considered this could be provided - Site is of medium landscape sensitivity - Site has medium potential for protected species - Site is not located near any designated heritage assets - Site is in Flood Zone 1 - Site is located within 500m of a SSSI
Summary of change	Site boundary has been moved eastwards away from woodland to the south-west.
Landowner proposal	Site boundary change, single point of access, no other details
Additional Highways advice⁸	No access acceptable off Capons Lane or Gay Bowers to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification. Access possible via Jubilee rise at the end of the cul-de-sac dependant on Highway Boundaries and land ownership. Possible access to site via site D11 Play area, Jubilee rise
How do the new proposals change the findings of the site assessment?	Movement of site boundary away from woodland to the south-west and smaller development area would reduce impacts on landscape, ecology and SSSI. However the reduced site area has no natural defensible boundary to the west and it may be more appropriate to accommodate a slightly larger sized development here, if access and other constraints were resolved, than to limit the size of the site.
New rating	<p>The site is potentially suitable for allocation. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had medium access (amber), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is unchanged (amber). It is possible that creating access through Jubilee rise could make the development of Site D10 financially unviable so this should be considered in discussions with the landowner.</p> <p>Essex Highways have deemed access from Capons Lane or Gay Bowers Lane to be unacceptable. However, it is understood that Chelmsford City Council who is the landowner, are willing to discuss using this land as a possible access. Also, the Jubilee Rise parking area, which is owned by Chelmsford Housing Partnership, could be an alternative access if agreement is reached.⁹</p>


⁸ Received from Essex County Council 15/1/2020 See Appendix A

⁹ Reported by Danbury Parish Council.

Landowner proposal	No proposal, although Chelmsford City Council are willing to consider this site as an access from Jubilee Rise for site D10.
Additional Highways advice¹⁰	Access appears to be achievable at this location for site D11 and would be required to be designed and constructed in accordance to the current standards. The electricity substation would have to be considered when looking at achievable visibility from the site entrance.
How do the new proposals change the findings of the site assessment?	N/A
New rating	<p>The site is potentially suitable. The site is available. The site has minor constraints.</p> <p>The previous SOA found the site had medium access (amber), high landscape capacity (green) and low potential for habitat loss (green). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had minor constraints. The new ratings are unchanged with medium access (amber), high landscape capacity (green), low potential for habitat loss (green) and an SSSI score of 11 (amber).</p> <p>If the site is being considered as an access point to site D10, the presence of an electricity substation and a TPO would need to be considered both to determine whether these could physically be removed and also the viability of the development to include these costs. Essex Highways has deemed direct access from Jubilee Rise suitable subject to visibility.</p>

Site name:	D12
Address:	Bay Meadow, Land adjacent to the medical centre (Land at Maldon Road, Danbury, Chelmsford, CM3 4QL)
Danbury context map:	 <p>The map shows an aerial view of the Danbury area. A yellow outline delineates the Danbury parish boundary. Within this boundary, a specific area is highlighted in red, indicating the location of site D12. The surrounding landscape includes residential areas, green fields, and some industrial or commercial buildings.</p>

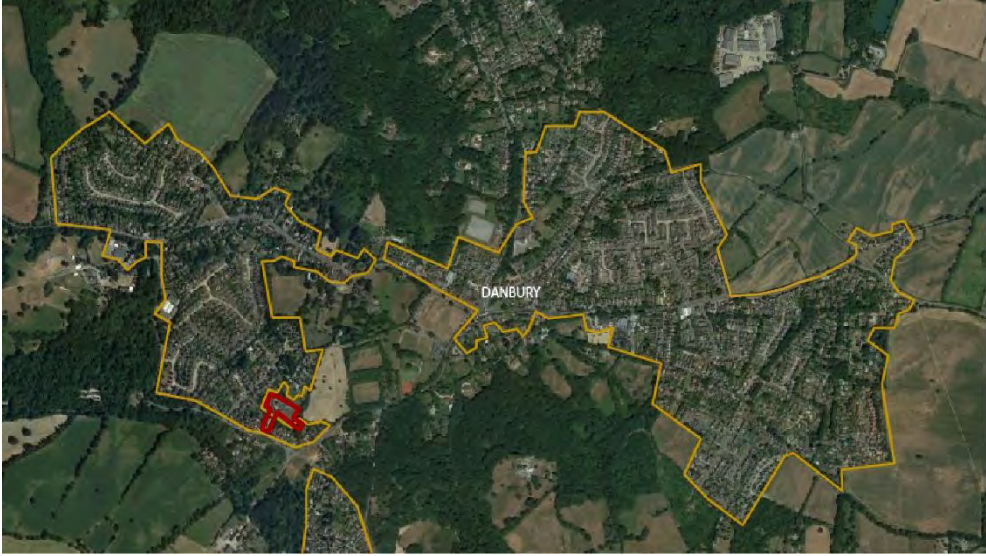

¹⁰ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

<p>Site boundary map – changed? No</p>	
<p>Ownership:</p>	<p>Medical Services Danbury Limited, promoted by Paul Dickinson and Associates</p>
<p>SLAA reference/ conclusions</p>	<p>N/A - site identified by Danbury Call for Sites</p>
<p>Area</p>	<p>0.7 Ha</p>
<p>Planning applications</p>	<p>None.</p>
<p>Previous conclusion</p>	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p>
<p>Summary of change</p>	<p>Site boundary has not changed, however, provision of open space to the west of the site where there is more vegetation</p>
<p>Landowner proposal</p>	<p>25 dwellings, open space, vehicular access from existing entry on Maldon Road and pedestrian access from Gay Bowers Lane, retention of hedgerows and trees, planting</p>
<p>Additional Highways advice¹¹</p>	<p>Mill Lane eastern end is not suitable for access in the current configuration due to restricted width. This would need to be a minimum of 5.5 metres with a 2 metre footway. Gay Bowers access would be questionable whether visibility splay could be achieved and a distance of 30 metres from existing junctions. Possible access from A414 Main Road may be possible.</p> <p>Access via Danbury Medical Centre may be possible with appropriate internal layout if access rights are retained on private property. Depending on numbers, a 6m shared surface road may be possible for the site next to the Medical Centre. The previous application detailed access via Danbury Medical Centre which was acceptable to the Highway Authority based on agreed drawings for this specific application.</p>
<p>How do the new proposals change the findings of the site assessment?</p>	<p>No change although a smaller proposal lessens the impacts on landscape, habitat and SSSIs.</p>
<p>New rating</p>	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and high potential for habitat loss (red). It also received a medium score of 10 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was</p>

¹¹ Received from Essex County Council 15/1/2020 See Appendix A
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potentially suitable, available and had significant constraints. The access rating is unchanged (green). Essex Highways have deemed access is suitable via Danbury Medical Centre, as proposed by the landowner, but the details will require liaison.

A previous appeal for 72-bed care home was rejected and the appeal was dismissed based on biodiversity grounds. The promoter has now submitted a July 2019 updated Phase 1 Extended Ecological Report and Phase 2 Botanic Survey, which concludes that it is not considered to fall under the definition of lowland meadow priority habitat. Chelmsford City Council have confirmed to Danbury Parish Council that this report may be used to determine the suitability of the site in terms of habitat loss. It is deemed that the site does not have high potential for habitat loss although provision should be made to enhance biodiversity on the site.

Site name:	D14
Address:	Danecroft, Woodhill Road
Danbury context map:	
Site boundary map – changed? No	
Ownership:	Individual owner, promoted by Blenheim Consultancy Services
SLAA reference/ conclusions	N/A - site identified by Danbury Call for Sites
Area	1.0 Ha

Planning applications	10/00102/OUT for four detached dwellings was refused in March 2010 and subsequently appealed, appeal dismissed. However, based on previous policy on settlement boundary.
Previous conclusion	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <ul style="list-style-type: none"> - Site is a greenfield site, outside of but adjacent to the settlement boundary and well connected to local services and facilities from a pedestrian perspective - New access would be required which is likely to be achievable - Site is of medium landscape sensitivity - Site has high potential for protected species - Site is located close to designated heritage assets (and is within a Conservation Area) - Site is in Flood Zone 1 - Site is located within 500m of a SSSI
Summary of change	Site boundary has not changed, however, landowner will retain Danecroft property making development area 0.8 Ha
Landowner proposal	17 dwellings, retention of Danecroft property, existing single point of access from Woodhill Road, landscape buffering consisting of trees and hedgerows
Additional Highways advice¹²	Visibility splay of 125 metres to meet DMRB requirements for 40mph speed cannot be achieved at this site. The reduced requirement of 2.4m x 43m is questionable in both directions. Access road width maximum of 6.3. No intensification of the access permitted, only improvement of existing.
How do the new proposals change the findings of the site assessment?	Essex Highways have since advised that the planning permission 17/00714/FUL for access improvements can only be used to service the existing three dwellings and is not suitable to accommodate any further dwellings. The site is therefore no longer suitable for allocation because of poor access.
New rating	<p>The site has significant constraints. The site is unsuitable for development ('reject').</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 11 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had significant constraints. The access rating is changed (red) because Essex Highways have advised that the access is only suitable to serve the existing three dwellings and not suitable to accommodate any further dwellings.</p> <p>Essex Highways deemed that visibility splay for 40 mph road cannot be achieved at site and the access width was questioned. The access is therefore not currently suitable for intensification of the site and therefore this site is not suitable for allocation.</p>

¹² Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

Landowner proposal	Under 30 dwellings with open space, single point of access on Elm Green Lane, landscape buffering to reduce visual impact
Additional Highways advice¹⁴	Both Elm Green Lane and Riffhams Lane are not acceptable roads for access as both are single lane reduced width. Any access/development would affect the character of the lane. Widening of the existing access would not be appropriate.
How do the new proposals change the findings of the site assessment?	Site area reduced which would lessen the landscape, heritage and SSSIs.
New rating	<p>The site has significant constraints. The site is unsuitable for development ('reject')</p> <p>The previous SOA found the site had poor access (red), low to medium landscape capacity (red) and high potential for habitat loss (red). It also received a poor score of 9 (red) for its impact on nearby SSSIs. This justified a conclusion that the site had significant constraints and was unsuitable for development ('reject'). The access rating is unchanged (red).</p> <p>The site has been much reduced in size to and development limited to the area closest to existing settlement.</p> <p>The reduced site is proposed for under 30 dwellings. Both Elm Green Lane and Riffhams Lane have been deemed unacceptable for access as both are single lane with reduced width. Any development would affect the character of the rural lanes, and they are not suitable for widening or intensification. The reduced site relates better with the existing built form and therefore has fewer impacts on the landscape sensitivity of the site. To the north of the site lies the Lingwood Common SSSI, but the proposed development will not trigger the requirement to consult Natural England.</p> <p>Whilst the site's constraints have been partially mitigated by a reduced site area, access has been deemed unacceptable. The site is therefore unsuitable.</p>

¹⁴ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

Additional Highways advice¹⁵	2.4m x 43m is questionable whether this can be achieved on Mayes Lane in both directions. Speed survey assessment particularly southbound due to gradient would be required. Copt Hill not acceptable road for access, single lane reduced width. Any access/development would affect the character of the lane.
How do the new proposals change the findings of the site assessment?	Smaller site area, location of new dwellings on previously developed portion of the site relatively concealed from view; Retention of trees and hedgerows
New rating	<p>The site is potentially suitable. The site is available. The site has significant constraints.</p> <p>The previous SOA found the site had good access (green), medium landscape capacity (amber) and medium potential for habitat loss (amber). It also received a medium score of 10 (amber) for its impact on nearby SSSIs. This justified a conclusion that the site was potentially suitable, available and had minor constraints. The access rating is unchanged (green).</p> <p>The site is adjacent to the Danbury Common SSSI. Any new developments on the southern section of the site, where the submitted sketch has proposed for 1-2 dwellings, will need to be consulted with Natural England with regards to the emerging Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).</p> <p>Essex Highways have deemed access questionable from Mayes Lane and unsuitable from Copt Hill. Existing access may be acceptable from Mayes Lane as only 2 dwellings are proposed. Essex Highways have stated as of January 2020 that suitable access may involve the closure of existing access and relocation to achieve visibility splays, including the removal of hedges</p>

5. Site assessment summary and conclusions

5.1 Table 5. 1 summarises the previous and new SOA conclusions for all of the sites. Sites outside of the settlement boundary or with planning permission have not been reassessed. For sites that have been reassessed, new site boundaries, information from landowner proposals and an Essex Highways report assessing constraints to site access have all been taken into account. Sites are given green, amber or red ratings according to their suitability for development and constraints. In the previous SOA, of the 12 sites, 8 received amber ratings and 4 received red ratings. In this reviewed SOA, 7 received amber ratings and 5 received red ratings.

¹⁵ Received from Essex County Council 15/1/2020 See Appendix A
Prepared for: Danbury Parish Council

5.2 Table 5.2 sets out red/amber/green ratings for each of the site's key constraints by highways, landscape and ecology. Red represents an insurmountable constraint which would render the site unsuitable for development. Amber represents a level of constraint which requires resolution prior to the site being suitable for development. Green represents no or minor constraint.

Table 5.2. Summary of key constraints

Site reference	Highways	Landscape	Ecology
D4	Green	Red	Yellow
D5	Green	Yellow	Yellow
D7	Yellow	Red	Yellow
D8	Red	Red	Green
D9	Yellow	Yellow	Green
D10	Yellow	Yellow	Yellow
D11	Yellow	Green	Yellow
D12	Yellow	Yellow	Yellow
D14	Red	Yellow	Yellow
D15	Green	Green	Green
D20	Red	Red	Yellow
D21	Yellow	Yellow	Yellow

6. Conclusion and next steps

6.1 Danbury Parish Council has a requirement to provide around 100 homes in Chelmsford City Council's emerging Local Plan. This addendum concludes that there are a number of potentially suitable sites within the NP area to accommodate this level of growth, although no sites are free of constraints. However, while the assessment shows it would be possible to accommodate the required level of growth, it is recommended that the decision to limit development to 30 units per site allocation in the neighbourhood plan is reviewed and possibly reconsidered. Applying a degree of flexibility to the numbers could allow more housing to be accommodated where it would have less impact on the existing settlement and the surrounding landscape, rather than allocating a larger number of smaller sites in less suitable locations which could have a detrimental effect on the character of the settlement.

6.2 As part of the site selection process, it is recommended that the Steering Group discusses site viability with CCC, landowners and site promoters/agents. Viability appraisals for individual sites may already exist. If not, it is possible to use the Council's existing viability evidence (such as an "Affordable Housing Viability Assessment" or "Whole Plan Viability Study") to test the viability of sites proposed for allocation in the NP. This can be done by 'matching' site typologies used in existing reports, with sites proposed by the Steering Group to give an indication of whether a site is viable for development and therefore likely to be delivered. In addition, any landowner or developer promoting a site for development should be contacted to request evidence of viability.

7. Appendix A: Essex Highways Advice

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D04 - Land off Runsell Lane Danbury

Highways Initial Advice			Questions to Highways	Highways Response to Questions
Possible Site Access Road/s	Road speed	Site Observations		
Runsell Lane/A414 Maldon Road	60mph/40mph	Access possible from southern end of Runsell Lane with 30 metre distance from existing junctions. Possible access via A414 Maldon Road.	Where would you want the access from A414 into D04 to be positioned?	Please refer previous application 17/01902/OUT: Provision of a new access into the site with right turn lane on the A414 Maldon Road as shown in principle on drawing number: 17-T098 03 C. Such access to be provided with 2.4m x 120m clear to ground visibility splays, 5.5m minimum carriageway access and 2x 2 metre footways.
			If access is permitted from A414 into the site, how does this conform to policy DM2?	This does not conform to policy DM2 however exceptions can be made if there are overriding circumstances and by ensuring that new access points within defined settlement areas will be designed and constructed in accordance to the current standards. This access could serve D04 and D05 and would need to be without ransom for either site. The first site to be constructed would be required to implement the access.
			Would an access from the south end of Runsell Lane require widening of the lane to Twitty Fee?	The Highways Authority recommendation for the previous application 17/01902/OUT stated that 'The Developer shall provide a 1.5m – 2m strip of land along the eastern side of the site adjacent to Runsell Lane to be safeguarded for future highway improvements including, but not necessarily restricted to, widening to the carriageway as deemed necessary by the Highway Authority.' The previous application did not have access via Runsell Lane. Should an access be provided from Runsell Lane this would require carriageway widening however this would be on the boundary of the site to the south west.
			How would any widening of Runsell Lane impact Garlands Farmhouse?	
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D05 - Sandpit Fiels, East of Littlefields Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
A414 Maldon Road/ Littlefields	40mph/30mph	Access not acceptable via Littlefields. Possible access via A414 Maldon Road. Access possibly achievable via internal access on adjacent site by agreement with adjacent landowner	Why is access from Littlefields unacceptable? Landowner's proposal is for 10 homes. Would access from Little Fields be allowed? What is the maximum permitted to use this access if any?	The field gate access via Little Fields is with 30 metres of the existing junction with the A414 Maldon Road so would not meet current standards. Access is therefore not achievable at this location.
			There is an existing drop-kerb on A414 on the south east boundary of the site. Is this an acceptable access and if so, what is the maximum number of homes it will support?	The existing drop kerb access on the A414 is directly adjacent to the junction proposed for the previous application 17/01902/OUT for Site D04. This access could serve D04 and D05 and would need to be without ransom for either site. The first site to be constructed would be required to implement the access. Two access points would not be acceptable.
			Could this access be used for D4 and D5? If so, what is the maximum number of homes this will support?	For the Highway Authority it is the impact of the proposed use of the site on the local highway network which would determine whether the size of a site is acceptable rather than the design of the access.
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D07 - Land at Tyndales Farm West (East of Barley Mead, Hyde Lane) Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Cherry Garden Lane/A414 Maldon Road	40mph/30mph	No access via Cherry Garden Lane. To gain access via A414 Maldon road would require reconfiguration of existing layout with possible realignment of Cherry Garden Lane into the site. Intensification of this junction would not be possible due to lack of visibility from current location and 60mph to the east. New access from site onto the A414 not possible with current site boundaries as would require 3rd party land. Should this adjacent land belong to the same landowner this could be reconsidered as long as 30 metre distance from the existing junction and if 125 metre visibility splay can be met.	Is it possible to reconfigure the existing layout and realign Cherry Garden Lane to gain access from the A414 which will meet Highways standards. If so what is the maximum number of homes this access will support?	<p>Yes. New access from the site to the A414 could be considered if it is designed in accordance with the current standards. As previously stated, to achieve standards for the access this would need to be located on land adjacent to the proposed site to the east.</p> <p>For the Highway Authority it is the impact of the proposed use on the local highway network which would determine whether the size of a site is acceptable rather than the design of the access.</p> <p>The previous application on this site, 17/00089/OUT – Outline application for up to 100 dwellings, was refused as it was not demonstrated that the impact of the development on the Highway Network was acceptable in terms of highway safety and capacity.</p> <p>This access could in principle serve D07 and D08 should a suitable link between sites be agreed and would need to be without ransom for either site.</p>
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D08 - Land at Tyndales Farm East (South of Barley Mead, Hyde Lane) Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Hyde Lane/Mill Lane	30mph/60mph	No access acceptable off Hyde Lane North or Mill lane east to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.	If maximum 30 homes were to be built on the site, is it possible to design an acceptable access from either Mill Lane South East or Hyde Lane North. If so what is your preferred access?	<p>No access is acceptable off Hyde Lane North or Mill lane east to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.</p> <p>Access to the site would be from predominantly single track roads, with few, if any formal passing places. Intensification of use of these unsuitable routes would be of concern in terms of both safety and capacity.</p> <p>In addition there are recognised capacity problems on Maldon Road, particularly at Eves Corner. A development at Mill Lane is likely to exacerbate these. The proposal is therefore not likely to be acceptable to the highway authority unless suitable mitigation can be provided in conjunction with the development, which is unlikely to be achievable in this case.</p>
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D09 - Land at Millfields/Mill Lane

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Mill Lane/Millfields	30mph/60mph	Wider access to site is restricted by narrow lanes to the west via Mill Lane and east via Hyde Lane no access to the site would be acceptable at these points. These are single lane rural roads with limited passing places not suited to increase in traffic volumes. Access to the site could possibly be achieved via Millfields at the north east of the site or possibly via Millfields at the end of the current cul-de-sac dependant on land ownership. Access could possibly be achieved from Mill Lane at the north western end but would need to be 30 metres from access to Millfields. Current Road width at this point is 4.4 metres so this would need to be widened on the site side to a minimum of 5.5 metres with a 2 metre footway. Southeastern end of Mill Lane and Hyde lane are too narrow so not suitable for access. Widening would not be appropriate and would affect the character of these rural lanes.	We are told by Strutt & Parker they have discussed access proposals with you as part of a pre-application request using Mill Lane. What is the maximum number of homes this access will support?	We are unable to disclose information from pre-application discussions however whilst there are possible points of access to the site as with D08 the surrounding highways network which would need to be utilised to access the site would be a cause for concern in terms of both safety and capacity. As previously stated the Highway Authority would likely refuse an application for dwellings with access from Mill Lane. The capacity of the local highway network would indicate that this site is not suitable.
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D10_D11 - Field South of Jubilee Rise & adjacent Play Area, Danbury

Highways Initial Advice			Questions to Highways	Highways Response to Questions
Possible Site Access Road/s	Road speed	Site Observations		
Jubilee Rise/Capons Lane	30mph/60mph	No access acceptable off Capons Lane or Gay Bowers to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification. Access possible via Jubilee rise at the end of the cul-de-sac dependant on Highway Boundaries and land ownership. Possible access to site via site D11 Play area, Jubille rise	If the ownership issue can be overcome at the end of Jubilee Rise to provide access to the site, what is the maximum number of homes this access will support?	<p>Whilst access may be achievable via Jubilee Rise with a resolution of ownership to access the site, access from the wider local highway network would be a cause for concern.</p> <p>Access to the site would be from predominantly single track roads, with few, if any formal passing places. Intensification of use of these unsuitable routes, via Capons Lane, Gay Bowers, Mill Lane or Hyde Lane would be of concern in terms of both safety and capacity.</p>
			Is D11 a suitable access to D10, bearing in mind the electricity sub-station and protected tree T1 of Order 2006/63?	<p>Whilst access may be achievable via Jubilee Rise, access from the wider local highway network would be a cause for concern. The highway authority assess the impact of the proposed use on the local highway network which would determine whether the size of a site is acceptable not the access.</p> <p>Access appears to be achievable at this location for site D11 and would be required to be designed and constructed in accordance to the current standards. The electricity sub station would have to be considered when looking at achievable visibility from the site entrance.</p> <p>Tree preservation orders are a part of the wider planning process and not under our jurisdiction.</p>

Key:
Green - Possibly suitable
Orange - Questionable
Red - Not suitable

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D10_D11 - Field South of Jubilee Rise & adjacent Play Area, Danbury

Highways Initial Advice			Questions to Highways	Highways Response to Questions
Possible Site Access Road/s	Road speed	Site Observations		
Jubilee Rise/Capons Lane	30mph/60mph	No access acceptable off Capons Lane or Gay Bowers to site. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification. Access possible via Jubilee rise at the end of the cul-de-sac dependant on Highway Boundaries and land ownership. Possible access to site via site D11 Play area, Jubilee rise	If the ownership issue can be overcome at the end of Jubilee Rise to provide access to the site, what is the maximum number of homes this access will support?	<p>Whilst access may be achievable via Jubilee Rise with a resolution of ownership to access the site, access from the wider local highway network would be a cause for concern.</p> <p>Access to the site would be from predominantly single track roads, with few, if any formal passing places. Intensification of use of these unsuitable routes, via Capons Lane, Gay Bowers, Mill Lane or Hyde Lane would be of concern in terms of both safety and capacity.</p>
			Is D11 a suitable access to D10, bearing in mind the electricity sub-station and protected tree T1 of Order 2006/63?	<p>Whilst access may be achievable via Jubilee Rise, access from the wider local highway network would be a cause for concern. The highway authority assess the impact of the proposed use on the local highway network which would determine whether the size of a site is acceptable not the access.</p> <p>Access appears to be achievable at this location for site D11 and would be required to be designed and constructed in accordance to the current standards. The electricity sub station would have to be considered when looking at achievable visibility from the site entrance.</p> <p>Tree preservation orders are a part of the wider planning process and not under our jurisdiction.</p>

Key:
Green - Possibly suitable
Orange - Questionable
Red - Not suitable

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D12 - Bay Meadow, Maldon Road, Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Mill Lane/Gay Bowers Lane/A414 Maldon Road/Danbury Medical Centre	30mph	Mill Lane eastern end is not suitable for access in the current configuration due to restricted width. This would need to be a minimum of 5.5 metres with a 2 metre footway. Gay Bowers access would be questionable whether visibility splay could be achieved and a distance of 30 metres from existing junctions. Possible access from A414 Main Road may be possible. Access via Danbury Medical Centre may be possible with appropriate internal layout if access rights are retained on private property. Depending on numbers, a 6m shared surface road may be possible for the site next to the Medical Centre. The previous application detailed access via Danbury Medical Centre which was acceptable to the Highway Authority based on agreed drawings for this specific application.		
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D14 - Danecroft, Woodhill Road, Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Woodhill Road	40mph	Visibility splay of 125 metres to meet DMRB requirements for 40mph speed cannot be achieved at this site. The reduced requirement of 2.4m x 43m is questionable in both directions. Access road width maximum of 6.3	We understand that planning permission has been granted for an improved access from Woodhill Road ref 17/007 14. Highways stated that this access is only acceptable for 3 existing houses. Is this still the case?	Yes, no intensification of the access permitted, only improvement of existing
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D20 - Land North of Elm Green Lane, Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Elm Green Lane/Riffhams Lane	30mph/60mph	Both Elm Green Lane and Riffhams Lane are not acceptable roads for access as both are single lane reduced width. Any access/development would affect the character of the lane.	There is an existing access to the site from Elm Green Lane used by the farmer. Could this access be improved to be acceptable? If so, what is the maximum number of homes this will support?	No. Access to the site would be from predominantly single track roads, with few, if any formal passing places. Intensification of use of these unsuitable routes would be of concern in terms of both safety and capacity. Widening would not be appropriate and would affect the character of these rural lanes and lead to intensification.
Key: Green - Possibly suitable Orange - Questionable Red - Not suitable				

Danbury Neighbourhood Plan - Highways Advice as at 15/1/2020
D21 - Land Mayes Lane/Copt Hill, Danbury

Possible Site Access Road/s	Highways Initial Advice		Questions to Highways	Highways Response to Questions
	Road speed	Site Observations		
Mayes Lane/Copt Hill	30mph	2.4m x 43m is questionable whether this can be achieved on Mayes Lane in both directions. Speed survey assessment particularly southbound due to gradient would be required. Copt Hill not acceptable road for access, single lane reduced width. Any access/development would affect the character of the lane.	Would the existing access be acceptable for the current house and an additional 2 new homes?	<p>If access is achievable at this location it would be required to be designed and constructed in accordance to the current standards. This may involve closure of the existing access and relocation to achieve visibility splays. The current access and any possible relocation on Mayes Lane would have restricted visibility due to hedges adjacent to the highway and along the boundary of the property. The removal of hedges to achieve visibility would be required, should an appropriate location, meeting the correct standards be identified.</p> <p>For the Highway Authority it is the impact of the proposed use of the site on the local highway network which would determine whether the size of a site is acceptable, not the design of the access.</p>
<p>Key: Green - Possibly suitable Orange - Questionable Red - Not suitable</p>				

