

# Danbury Neighbourhood Plan 2023 - 2036

DECEMBER 2024



**DANBURY PARISH COUNCIL**

## **Danbury Neighbourhood Plan**

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## Foreword

Dear Residents,

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

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

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

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

Sue Dobson

Chair, Danbury Neighbourhood Plan Steering Group

December 2024

## Danbury Neighbourhood Plan

This Plan is accompanied by a series of supporting information including The Danbury Design Guide and Essex Design Guide to which all applicants for any development should have regard. These documents can be viewed at [www.danburyneighbourhoodplan.com](http://www.danburyneighbourhoodplan.com) and in paper form at the Danbury Parish Council Offices.

A list of Supporting Documents giving evidence in support of the Plan is included and can be viewed at [www.danburyneighbourhoodplan.com](http://www.danburyneighbourhoodplan.com) and in paper form at the Danbury Parish Council Offices.

# Table of Contents

<b>1. Introduction</b>	<b>7</b>
A new Plan for Danbury	7
Policies and Aspirations	9
Context for the Plan	9
Wider challenges	10
Ownership of the Plan	11
Stages of the Plan	12
Reviewing the Plan	12
<b>2. Welcome to Danbury</b>	<b>13</b>
Historic Context	13
The Village Today	15
Regional Context	17
Socioeconomics of Danbury	20
<b>3. Summary of Residents' Key Issues</b>	<b>23</b>
<b>4. Vision and Objectives</b>	<b>25</b>
Vision	25
Objectives	25
<b>5. Housing and Development</b>	<b>27</b>
New Housing Development	27
Site Selection and Allocation	27
Housing Site Allocations DNP1	29
Housing sites: Site Specific Policies	32
Site A: Land at Sandpit Field	32
Site B: Land at Tyndales Farm West	34
Site C: Ex Play Area South of Jubilee Rise	37
Site D: Danecroft, Woodhill Road	39
Site E: Land at Mayes Lane	41
Housing type, mix and tenure DNP2	43

## Danbury Neighbourhood Plan

Sustainable Housing Design DNP3.....	45
Built Form DNP4.....	48
Street Scene DNP5 .....	50
<b>6. Environment .....</b>	<b>51</b>
Environment and Biodiversity DNP6 .....	51
Wildlife Connectivity DNP7 .....	54
Recreational Pressure on Sites of Special Scientific Interest DNP9 .....	58
Light Pollution and Night Skies DNP10.....	61
Trees and Hedges DNP11.....	62
Landscape Character and Setting.....	63
Danbury Key Views Identified DNP12 .....	64
<b>7. Transport and Movement .....</b>	<b>71</b>
Connection to Sustainable Transport and Village Amenities DNP13.....	71
Impact of traffic flows on Air Quality .....	72
Connectivity .....	73
<b>8. Recreation and Leisure and Amenities .....</b>	<b>77</b>
Provision of Recreational and Leisure Facilities DNP14.....	77
<b>9. Business and Economy.....</b>	<b>83</b>
New Employment Development DNP15 .....	83
Main Business Areas (coloured red on Figure 17).....	84
Retail and Small Business Areas (coloured blue on Figure 17) .....	85
Additional Business Areas .....	85
<b>10. Heritage .....</b>	<b>87</b>
Rural and Protected Lanes DNP16 .....	90
<b>11. Projects and Next Steps .....</b>	<b>92</b>
Projects, aspirations and the Community Infrastructure Levy .....	92
<b>Supporting information .....</b>	<b>94</b>
Supporting Documents .....	94
List of Policy Titles.....	96
Glossary.....	96
References .....	101

### List of Figures and Maps

<i>Figure 1: Danbury Parish Boundary – Area designated for Neighbourhood Planning Purposes</i> .....	8
<i>Figure 2: Residential areas of Danbury</i> .....	16
<i>Figure 3: Sites of Special Scientific Interest in Chelmsford area</i> .....	19
<i>Figure 4: Essex RAMS – Overall Zone of Influence</i> .....	20
<i>Figure 5: Allocated sites for Housing (shown in red)</i> .....	30
<i>Figure 6: Site plan A</i> .....	33
<i>Figure 7: Site Plan B</i> .....	36
<i>Figure 8: Site Plan C</i> .....	38
<i>Figure 9: Site Plan D</i> .....	40
<i>Figure 10: Site Plan E</i> .....	42
<i>Figure 11: Accessible open space in Danbury</i> .....	57
<i>Figure 12: Conservation Area and Sites of Special Scientific Interest</i> .....	60
<i>Figure 13: Map of Key Views of Danbury</i> .....	65
<i>Figure 14: Connectivity through Danbury - Priority 1 (A414) and Priority 2 Roads</i> .....	74
<i>Figure 15: Connectivity through Danbury - Local and Protected Lanes</i> .....	75
<i>Figure 16: Leisure and Recreational Services</i> .....	80
<i>Figure 17: Main Retail and Business Areas</i> .....	86
<i>Figure 18: Heritage Assets and Historic Settlements</i> .....	89

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### Aspirations

<b>Aspirations for Environment</b>	<b>70</b>
<b>Aspirations for Connectivity</b>	<b>76</b>
<b>Aspirations for Recreation and Leisure</b>	<b>82</b>
<b>Aspirations for Assets of Community Value</b>	<b>82</b>
<b>Aspirations for Business and Economy</b>	<b>85</b>
<b>Aspirations for Heritage Assets</b>	<b>91</b>

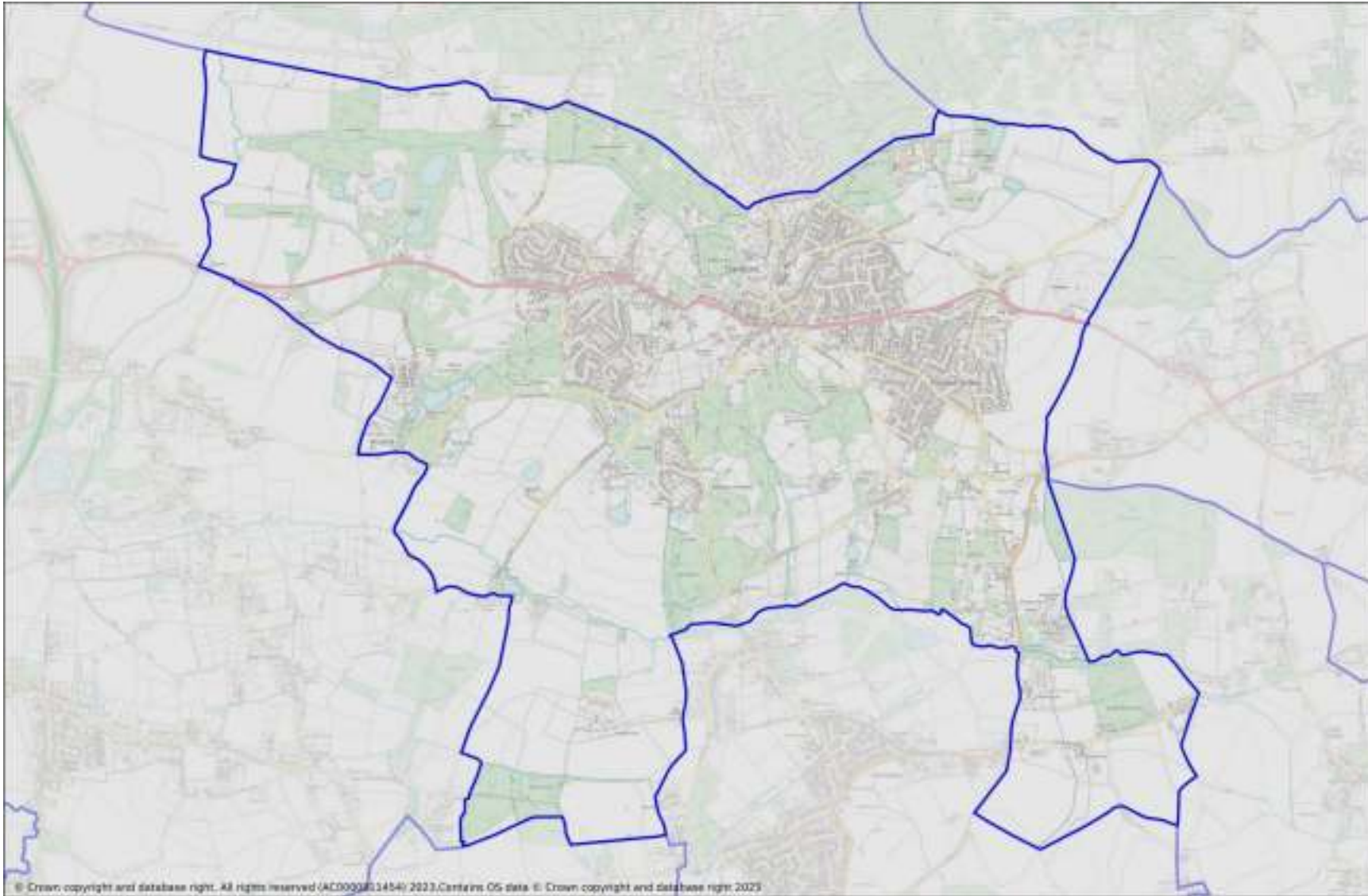
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# 1. Introduction

## A new Plan for Danbury

- 1.1** This is the Adopted Neighbourhood Plan for Danbury. It covers the entire Parish, as illustrated in Figure 1. It sets out the local community's aspirations for Danbury over the period to 2036 (aligning with the Chelmsford Local Plan) and establishes policies relating to land use and development which will influence future planning applications and decisions in the area.
- 1.2** The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places where they live and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in shaping the look and feel of an area.
- 1.3** Danbury is about to enter a period of growth. The Chelmsford Local Plan required land to be allocated in Danbury to accommodate around 100 new homes. The Neighbourhood Plan includes the selection of sites to meet this growth in a way that best responds to the qualities of Danbury and our local needs.
- 1.4** But the Neighbourhood Plan is much more than this. It represents the community's manifesto for the Parish, bringing together more than just traditional planning matters. Indeed, applicants for growth and development in Danbury are required to fund new infrastructure through payment of a Community Infrastructure Levy (CIL) [See Chapter 11 and Glossary]. Following completion of the Plan, 25% of all monies payable under CIL will be passed to the Parish Council to spend on locally identified projects. The Neighbourhood Plan is thus a very powerful document for identifying those projects that can help deliver positive change and improvement at the local level.
- 1.5** Danbury was formally designated as an area for neighbourhood planning purposes in 2016 (under the Localism Act 2011). The Danbury Neighbourhood Plan Steering Group has surveyed, spoken with and listened to members of the community. Issues and opportunities raised during that process have informed production of the policies and projects now presented in this Neighbourhood Plan.
- 1.6** A call for sites was issued to give all land holders and potential developers an opportunity to bring forward sites in the Neighbourhood Area for assessment through the Neighbourhood Plan process.
- 1.7** For the purpose of this Neighbourhood Plan a Danbury Design Guide has been prepared which presents a set of principles and codes. All applicants for new development should have regard to this document before submitting proposals, in order to reflect Danbury's character and preferences.

## Danbury Neighbourhood Plan



**Figure 1: Danbury Parish Boundary – Area designated for Neighbourhood Planning Purposes**



### Policies and Aspirations

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

#### **Policies**

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

#### **Aspirations**

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

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

### Context for the Plan

- 1.10** Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2011), the Neighbourhood Planning (General) Regulations (2012), the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF 2023) and National Planning Practice Guidance (NPPG).
- 1.11** Neighbourhood Plans must be in general conformity with the strategic policies of the development plan. The development plan for Danbury is the Chelmsford Local Plan, adopted in May 2020. This presents the planning strategy for the City Council administrative area for the years up to 2036 and is the framework within which the Neighbourhood Plan needs to function.
- 1.12** Particularly relevant to the Neighbourhood Plan are the following policies in the Local Plan:
- Spatial Strategy: Development Locations and Allocations – Danbury is identified as a Key Service Settlement in the Local Plan and located within 'Growth Area 3' (South and East Chelmsford). It is identified as one of three key locations for sustainable development within the area. The policy notes that the allocation in Danbury will help to support the village's services and facilities.
  - Strategic Growth Site Policy 13: Danbury – This policy requires land to be allocated in the Danbury Neighbourhood Plan to accommodate around 100 new homes. In the reasoned

## Danbury Neighbourhood Plan

justification section, it is acknowledged that there are a number of heritage assets, multiple SSSIs and several archaeological deposits in and around Danbury. These must be considered by future proposals. Furthermore, it is noted that future development could be restricted by significant landscape, ecology, and highway constraints. However, Danbury has a good range of local services and facilities and there is some limited capacity in the primary schools that serve the village.

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

- 1.13** This Neighbourhood Plan has been informed by the Chelmsford City Council Local Plan documents and the suite of supporting material providing evidence to this, all of which can be accessed via the Chelmsford City Council website. Other relevant policy documents at City Council level include the Essex Minerals Local Plan, 2014 - currently under review, and the Essex and Southend-on-Sea Waste Local Plan, 2017.
- 1.14** Essex County Council is the Minerals and Waste Authority for the Plan area and is responsible for the production of mineral and waste local plans. The Development Plan in Danbury, therefore, also includes the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). These plans set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.
- 1.15** Furthermore, Danbury is within the 'zone of influence' of the Blackwater Estuary Special Protection Area and RAMSAR Site. This is an area sensitive to increased visitor pressure from any new housing development, particularly from disturbance to birds and their habitats. An Essex-wide strategy (called the Recreational disturbance Avoidance and Mitigation Strategy, or RAMS) has been prepared, identifying the potential for disturbance and the types of mitigation that might be needed. This is supported by a Supplementary Planning Document adopted by Chelmsford City Council in May 2020. All new development in Danbury which results in a net increase in new homes, however small, will need to provide financial contributions towards the mitigation measures. Developers can also agree bespoke mitigation measures with Chelmsford City Council and Natural England.

## Wider challenges

- 1.16** This Neighbourhood Plan is set in the context of the 'Climate and Ecology Emergency' declared by Chelmsford City Council in July 2019.
- 1.17** The City Council has pledged to reduce its own carbon emissions to Net Zero by 2030 and to encourage others to do the same. It is accompanied with a raft of actions has been proposed by the City Council to support this, including the promotion of sustainable forms

## Danbury Neighbourhood Plan

of development, promoting active travel, protecting and planting new woodland, and reviewing planning policies that encourage developers to build to zero-carbon standards.

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

## Ownership of the Plan

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

### Stages of the Plan

- 1.26** There are various elements involved in preparing a Neighbourhood Plan. Broadly, they include:
- a) Initial consultation to identify issues, concerns and areas of focus for the Neighbourhood Plan.
  - b) Collection of ‘evidence’ on the issues and potential options, ideas and strategies to be progressed through the Plan.
  - c) Production of and consultation on emerging policy ideas.
  - d) Drafting of and formal consultation on the Neighbourhood Plan (known as the Regulation 14 Stage).
  - e) Updating the Plan in response to consultation, submitting it to CCC for Regulation 16 consultation, followed by testing it through an independent examination process.
  - f) Subjecting the Neighbourhood Plan to a local referendum.
  - g) Adopting (‘making’) the Neighbourhood Plan as a policy document – if more than 50% of people that turn out vote ‘yes’ at the referendum.

### Reviewing the Plan

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

## 2. Welcome to Danbury

### Historic Context

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

## Danbury Neighbourhood Plan

but also the same concerns that trouble current residents. Parliament was petitioned in 1765 regarding the condition of the road which had “become very ruinous “and asked for two Acts to repair the road. Heavy broad wheeled wagons were transporting in excess of 3,000 loads mainly of coal from Maldon to Chelmsford. Danbury was also on the main coaching route from London to Maldon with several coaching inns catering for the needs of travellers.

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

### The Village Today

- 2.14** Danbury is a large village situated in the east of Chelmsford, at its border with Maldon. It lies along the route of the A414 which provides the main transport link between the City of Chelmsford, Maldon, the Dengie Peninsula and the A12.
- 2.15** Essex Highways categorise the roads in Danbury as follows:
- Priority 1 Road (PR1): the A414
  - Priority 2 Road (PR2): Woodhill Road, Well Lane, Bicknacre Road, Penny Royal Road, The Common, Mayes Lane, Little Baddow Road.
  - Local Road or Private Road: all other roads
- 2.16** The local roads, lanes, public footpaths, and bridleways are very well liked and seen as forming an important part of the character of Danbury (Supporting Documents 7 and 11). Danbury residents understand a rural lane as one that is narrow and usually has no street lighting, footways, or road markings.
- 2.17** Covering an area of 5 square miles (1186 hectares), Danbury is set in wooded hills (Chelmsford City Council information). The highest point, Danbury Hill is 110 metres Above Ordnance Datum with the Church of St John the Baptist at its summit. Residents are afforded uninterrupted views across the Chelmer Valley in the North/Northwest, Blackwater Estuary in the East, and Woods and Farmland in the South. The surrounding countryside is mainly arable with some sheep farming. There are three key landmarks:



St John's Church spire



Pond at Eves Corner



War Memorial at Elm Green

- 2.18** At its heart is the village green at Eves Corner with a large pond. This is just one of the many heritage and environmental assets that are highly valued by Danbury's residents. Others are:
- Several Sites of Special Scientific Interest (SSSIs) – across Chelmsford there are eight SSSIs, three of which are in and around Danbury (Blakes Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI). See Figure 3
  - 53 listed buildings (i.e. registered listings)
  - 1 listed war memorial
  - 3 scheduled monuments: an Iron Age hill fort, a tile kiln and an icehouse
  - 2 registered parks and gardens: Danbury Park and Riffhams Park

## Danbury Neighbourhood Plan

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

2.19 There are six main residential areas within the parish, (Figure 2 below):

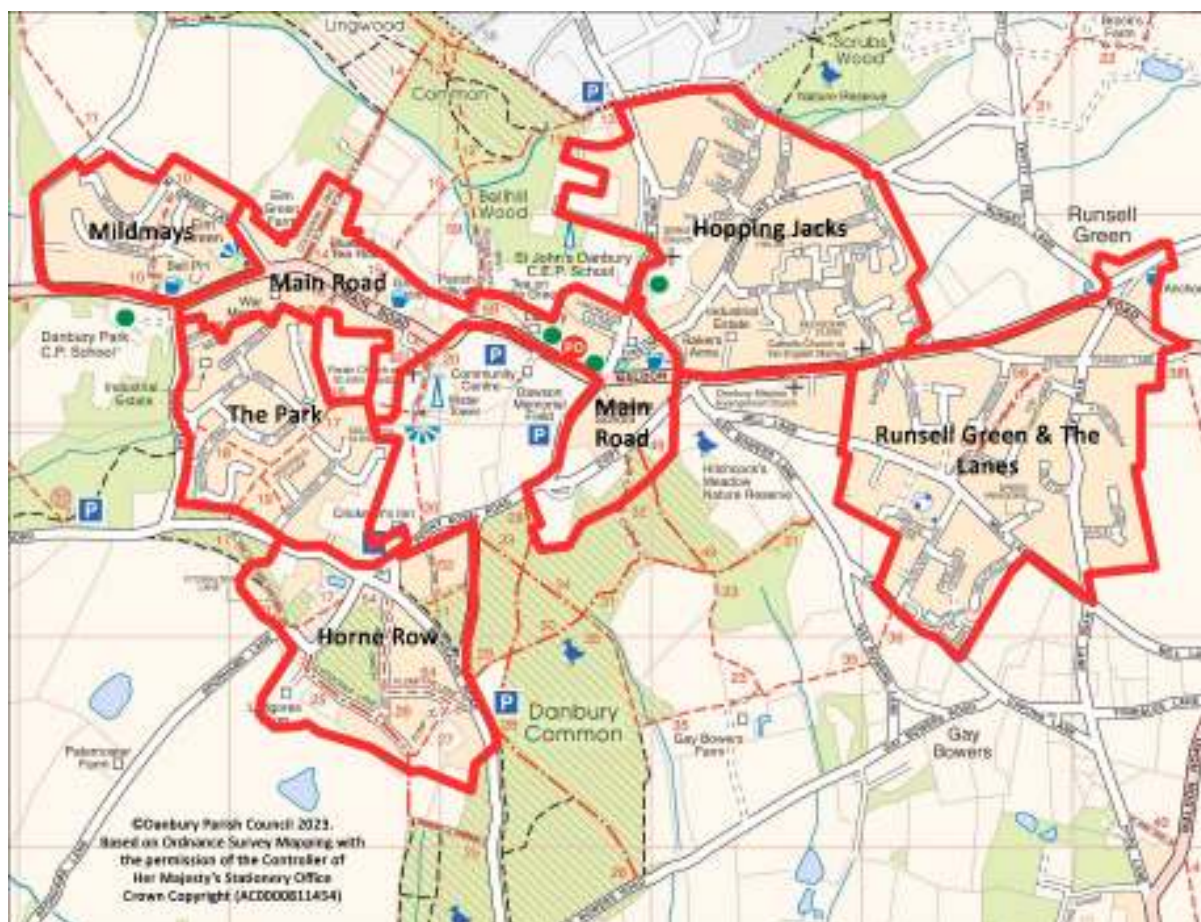


Figure 2: Residential areas of Danbury

- The **Main Road** area bisects the village west to east: as an historic route, it has buildings (many listed) dating from the 13th to 21st centuries. Long front gardens, trees and hedges enhance the rural feel. The Eves Corner village green and duck pond are at the centre of the Conservation Area. The parish extends westwards to Sandon Brook, encompassing the Registered Riffhams and Danbury Parks, the Danbury Palace Estate, and various aged buildings including St Clare's Hall.
- The **Hopping Jacks** area is bisected by the old road, Hopping Jacks Lane which contains a variety of piecemeal 20th century housing, many with long front gardens. There is a strong wooded presence to the east of this area. There is a small estate to the north with 1960s to 80s housing of uniform designs and another estate to the south with more densely built post war dwellings.



## Danbury Neighbourhood Plan

- The **Runsell Green and the Lanes** area is a network of old narrow and winding lanes on both sides of the A414 lined with trees, hedges and banks leaving little space for pedestrians. Low density housing has been added over the years.
- The **Mildmays** area includes largely 20th century two storey houses and bungalows. Elm Green Lane and Riffhams Lane are both narrow and winding with no footways or street lighting.
- The **Park** area has later 20th century housing with good sized gardens, woodland edges and greensward which sustain the rural character.
- The **Horne Row** area of unmade and narrow single tracks with no pavements and no street lighting. Although allowing vehicular access to the properties, the tracks are designated as bridleways or footpaths. Housing is largely 18th to 20th century bordering Danbury Common to the north-east and the wildlife corridor linking Backwarden and Blakes Wood to the south-west.

**2.20** For more details see The Danbury Design Guide (Supporting Document A).

**2.21** Danbury has amenities and facilities including toddler groups, nurseries, primary schools, shops, small businesses, health services (including a surgery and its pharmacy), places of worship, and recreation and leisure facilities. The village has a small supermarket incorporating a cashpoint and the Post Office which provides basic banking services. There are two smaller convenience stores, one of which has a cashpoint. There is also a pharmacy, estate agents, funeral directors, and a petrol station. There is a telephone-based Danbury Citizens Advice Bureau.

**2.22** There are numerous Community groups including Churches, the WEA (Adult Education), The WI, Scout and Guiding Groups, The Danbury Society, amateur dramatics, tennis, football, cricket, gym and exercise classes, snooker and bowling clubs, bridge, amateur radio, photography, First Responders and Sustainable Danbury. Many of these take place at the Danbury Leisure Centre, the Village Hall, and the Old Pavilion.

## Regional Context

**2.23** Situated along the A414, 5 miles to the East of Chelmsford and 5 miles from the West of Maldon, Danbury has good, albeit congested, road transport links to Maldon, Chelmsford, the Dengie Peninsula and the A12.

**2.24** The A12 connects London to Lowestoft and destinations in between, including Colchester, Ipswich, the A120 (for Stansted Airport), the A130 (for Basildon, Braintree, and Southend and its airport).

**2.25** There are direct rail transport links into London, Ipswich, Norwich, and Clacton on Sea from Chelmsford Railway Station, and Danbury is conveniently located just 2.5 miles from a 'Park and Ride' that provides a service to the city Centre and bus and railway stations.

**2.26** Danbury is identified as a 'Key Service Settlement' in the Chelmsford Local Plan 2020. As Key Service Settlements "provide a range of key services such as primary schools, local

## Danbury Neighbourhood Plan

employment opportunities, convenience shopping facilities, community facilities and good links by public transport”, they are considered to be more sustainable locations for development.

- 2.27** Danbury has around 100 businesses throughout the village, with a small, designated employment zone (Danbury Business Park) providing local employment opportunities and services for residents and those from outlying areas. In addition, an undesignated area (Well Lane) also provides local employment opportunities, services, and facilities. A Timber Merchants off Runsell Lane is a substantial local employer, and there are sand and gravel workings at either end of the village. There are small retailers/businesses throughout the village spread along the A414. Local employment also includes arable and sheep farming.
- 2.28** Danbury contributes to the Environmental and Heritage assets of Chelmsford with 3 Sites of Special Scientific Interest (SSSI), 3 scheduled monuments, 2 registered parks and gardens and 58 listed buildings. The SSSIs in Danbury and the neighbouring villages of Woodham Walter and Little Baddow form one of just two large SSSI areas in Chelmsford (Figure 3), the other being the water-based area of Hanningfield Reservoir.
- 2.29** Danbury is also within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, RAMSAR site (Figure 4) and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

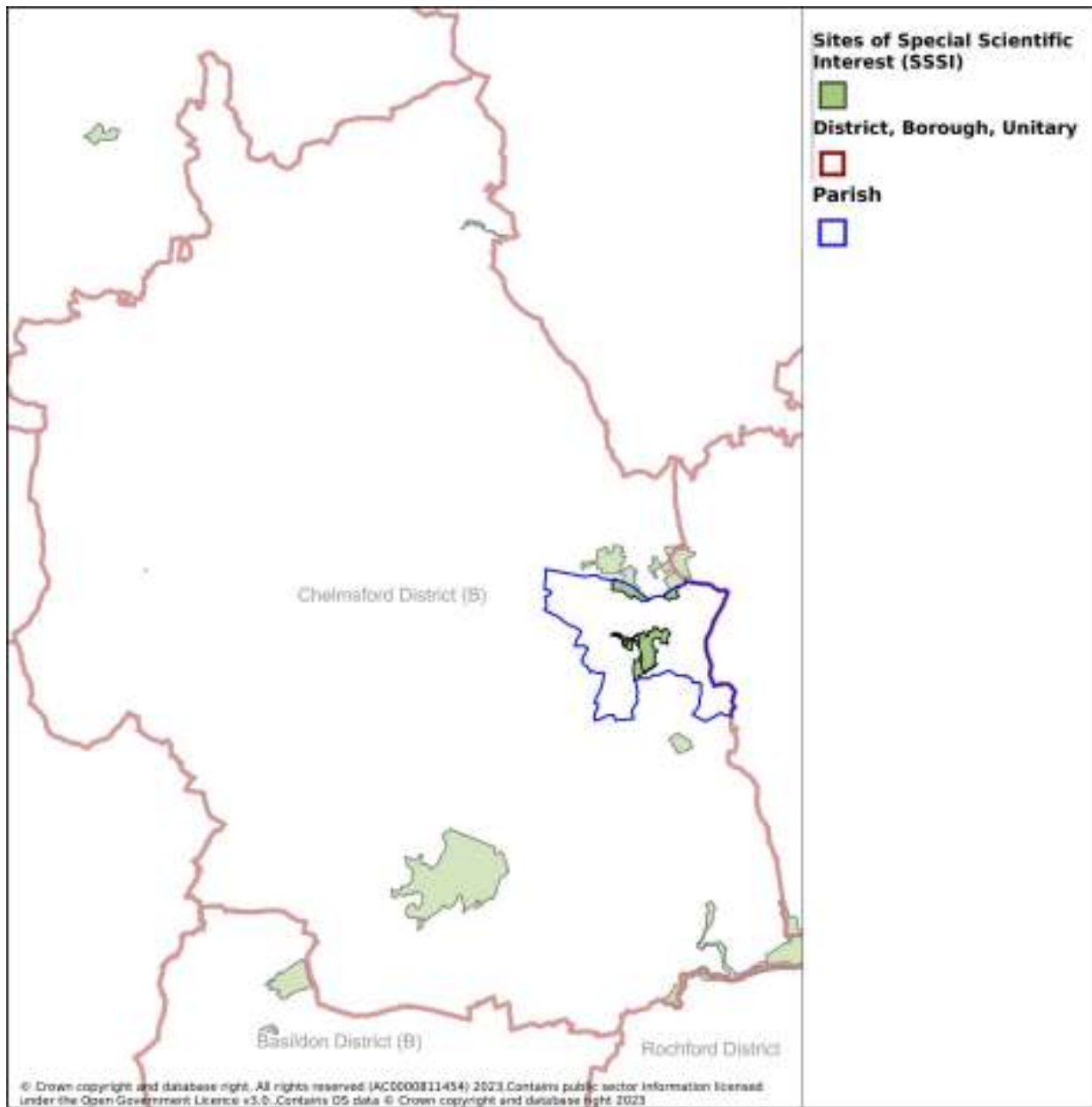


Figure 3: Sites of Special Scientific Interest in Chelmsford area

## Danbury Neighbourhood Plan

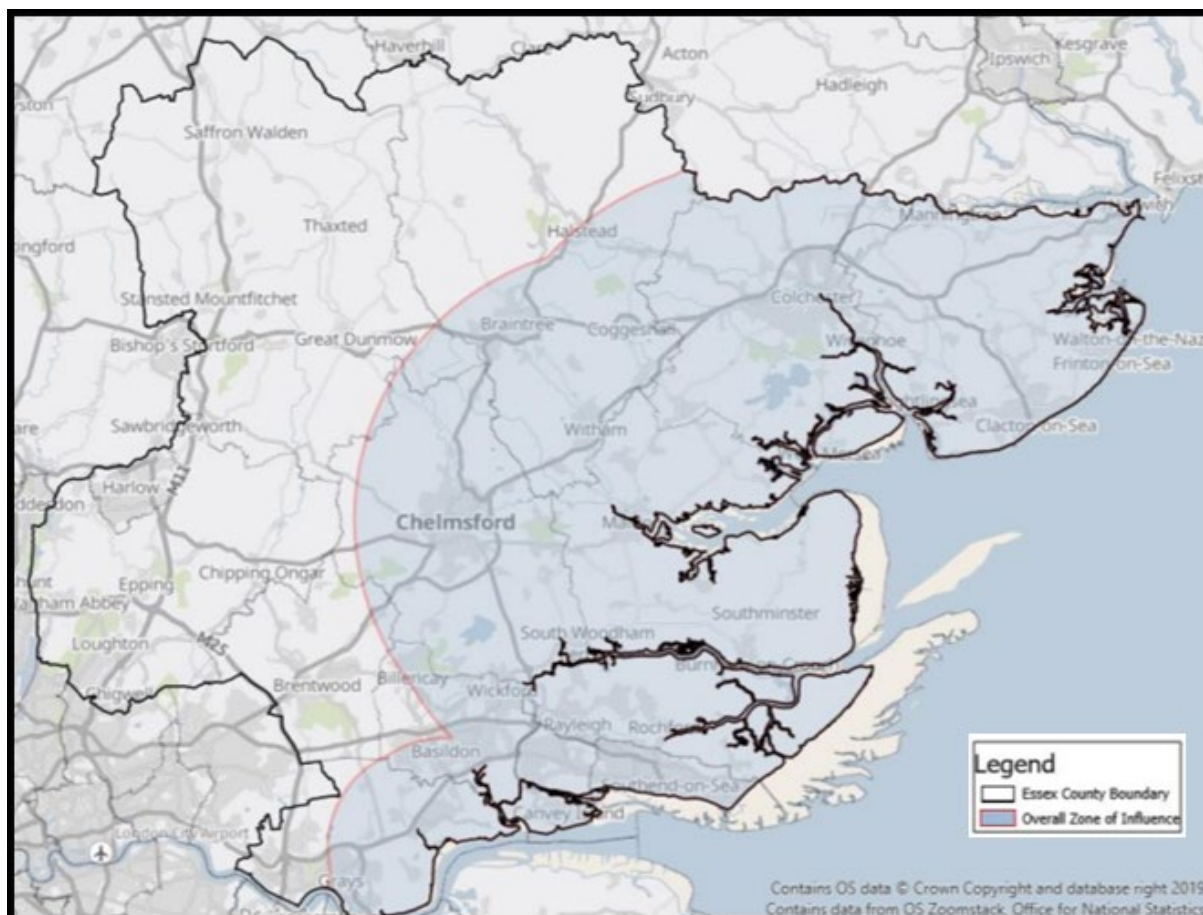


Figure 4: Essex RAMS – Overall Zone of Influence

## Socioeconomics of Danbury

2.30 Information on local demographic information of relevance to Danbury is presented in the following (Census 2021) data:

	2021 Census data, Chelmsford administrative area	2021 Census data, Danbury Parish	2001 Census data, Danbury Parish	Change between 2001 – 2021, Danbury Parish
Population	181500	5200	4991	4.2%
0 to 14 years	17.3%	16.8%	18.7%	-1.9%
15 to 24 years	10.4%	9.3%	9.4%	-0.1%
25 to 44 years	26.6%	18.1%	23.7%	-5.6%
45 to 59 years	20.6%	21.6%	24.2%	-2.6%
60 years +	25.0%	34.2%	24.0%	10.2%

2.31 **Population:** The total population of Danbury at the time of the 2021 Census was 5,200. This has increased since the 2001 Census by 4.2% (4,991 in 2001, 5087 in 2011). The chart below shows the change in the population age structure over this Census periods 2001 and 2021.

## Danbury Neighbourhood Plan

- 2.32** There is a higher proportion of residents within the 60+ age group in the Neighbourhood Plan area in comparison with the proportion in Chelmsford and considerably fewer within the 25 to 44 age group.
- 2.33** Census data shows that since 2001 the Danbury population has grown notably in the 60+ age group, while all other age groups have declined. In addition to an ageing population, a further demographic challenge for Danbury is the decline in those of childbearing age and consequently the younger replacement population.
- 2.34 Diversity:** The population of Danbury is not very diverse with 95% being of white ethnicity and almost 94% having been born in the UK.
- 2.35 Health:** 85% of residents described their health as being good or very good.
- 2.36 Education:** Danbury has a well-educated and highly skilled population. Over one third of the workforce hold an NVQ4 level (degree or above). Like Chelmsford, Danbury has a significantly lower percentage of the population that have left education without any qualifications when compared with Essex and national averages.
- 2.37 Household Deprivation:** This is categorised into 4 dimensions in the 2021 Census: Overcrowding, Employment, Education, and Health and Disability. The data for Danbury is below:
- 55% of households with no deprivation.
  - 34% of households with deprivation in one dimension.
  - 10% of households with deprivation in two dimensions.
  - 2% of households with deprivation in three dimensions.
- 2.38 Housing:** At the time of the 2021 census, there were:
- 2100 dwellings with an average of 2.5 people per dwelling.
  - 22.9% of dwellings housed a one person households.
- 2.39** The stock of housing comprised:
- 4.7% one-bedroom dwellings.
  - 14.7% two-bedroom dwellings.
  - 30.7% three-bedroom dwellings.
  - 50% 4+ bedroom dwellings.
- 2.40** The tenure of the housing was:
- 48%% owned their dwelling.
  - 33% owned their dwelling with a mortgage.
  - 12% lived in social rented dwellings.
  - 6.9% lived in private or rent-free dwellings.

## Danbury Neighbourhood Plan

**2.41 Economy and Workforce:** Of the 2652 people of working age in Danbury at the time of the 2021 Census:

- Over 69% of residents were employed as Managers, Professionals, Associates, Administration or Secretarial.
- 21% employed Skilled trades, Caring, Leisure and Services, Sales and Customer Service.
- 9% in Process, Plant & Machinery & Elementary occupations.
- Around 44% of people worked mainly from home.
- 9% were providing unpaid care.

### 3. Summary of Residents' Key Issues

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

## Danbury Neighbourhood Plan

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

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

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



## 4. Vision and Objectives

### Vision

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

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

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

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

### Objectives

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

#### **Housing and Development**

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

**Environment**

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

**Transport and Movement**

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

**Recreation and Leisure**

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

**Business and Economy**

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

**Heritage**

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

**Amenities**

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

## 5. Housing and Development

### Objective

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

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

### New Housing Development

- 5.2 Danbury has been allocated around 100 new homes from the Chelmsford local plan 2020, to be accommodated within or adjoining the Defined Settlement Boundary. Proposals for new development in the Danbury Neighbourhood Plan area shall be based upon a design-led approach underpinned by good practice principles and reflecting a thorough site appraisal.
- 5.3 Danbury is a village with highway, environmental, heritage and landscape constraints. It also had an Air Quality Management Area (AQMA) at the time of the Regulation 14 consultation.

### Site Selection and Allocation

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

## Danbury Neighbourhood Plan

- Are within or adjacent to the Defined Settlement Boundary.
  - Are available for development and meets Chelmsford City Council's housing need where appropriate.
  - Use previously developed and infill sites.
  - Keep separation between settlements/parishes.
  - Have a satisfactory highway access.
  - Have a minimal impact on local highway network, having direct access from Priority 1 or Priority 2 Roads.
  - Not cause harm to the setting of SSSIs, Heritage Assets and Conservation Area.
  - Not cause harm to the environment, including important views, designated open green spaces, valued landscapes, residential amenities or habitats.
  - Are well-connected to existing village amenities.
  - Not at high risk of flooding.
  - Are over 500 metres from AQMA.
  - Are excluded from Minerals consultation.
- b) The results of two surveys open to all parishioners commissioned by the Steering Group held in August 2017 and September 2018 (Supporting Documents 7 and 11).
- c) Three separate site by site assessments by independent consultants, AECOM Infrastructure & Environment UK Limited, commissioned by the Steering Group and completed in April 2019, March 2020 and November 2021 (Supporting Documents 5 - a, b, c and d).
- d) Essex County Council Minerals and Planning advice in March 2019 and April 2019 (Supporting Documents 14a and 14b).
- e) Essex County Council Highways Access Technical Note August 2021 (Supporting Document 15).
- f) Chelmsford City Council Heritage and Conservation Officer advice in March 2020 (Supporting Documents 23a and 23b).
- g) Chelmsford City Council, Landscape Sensitivity appraisal, Amec Foster Wheeler 2017 and Wood Environmental & Infrastructure Solutions UK Ltd September 2020 (Supporting Documents 6a and 6b).
- h) Impact on Local Highway Network - March 2022 (Supporting Document 26)
- i) Assessment of selected sites against Plan Objectives – December 2022 (Supporting Document 27)

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

## Housing Site Allocations DNP1

<b>Policy DNP1: Housing Site Allocations</b>	
1. The following sites are allocated for housing development within the Neighbourhood Plan area (see Figure 5 below)	
<b>Site Name</b>	Approximate number of homes to be provided
Site A: Sandpit Field, East of Little Fields	10
Site B: Land at Tyndales Farm West	65
Site C: Ex Play Area, Jubilee Rise	2
Site D: Danecroft, Woodhill Road	14
Site E: Land at Copt Hill/Mayes Lane	2
Total development potential	93
2. Development will be permitted on the allocated sites subject to meeting the requirements of policies in the Danbury Neighbourhood Plan and Chelmsford Local Plan, having regard to the guidance contained in the Danbury Design Guide and the Essex Design Guide.	

- 5.7** Whilst allocating smaller developments on a larger number of sites was the preferred option for residents identified in the Residents' Questionnaire 2018 (Supporting Document 11), the detrimental impact on the local roads and lanes would significantly damage these highly valued assets. Following examination of all the evidence, it is proposed that allocating a larger provision of homes on one site, along with four smaller sites, will enable Danbury's needs in terms of the required housing mix, affordable housing and provision of community facilities, whilst at the same time retaining the character of Danbury (see Supporting Document 31 for Almshouses on Site A).

## Danbury Neighbourhood Plan

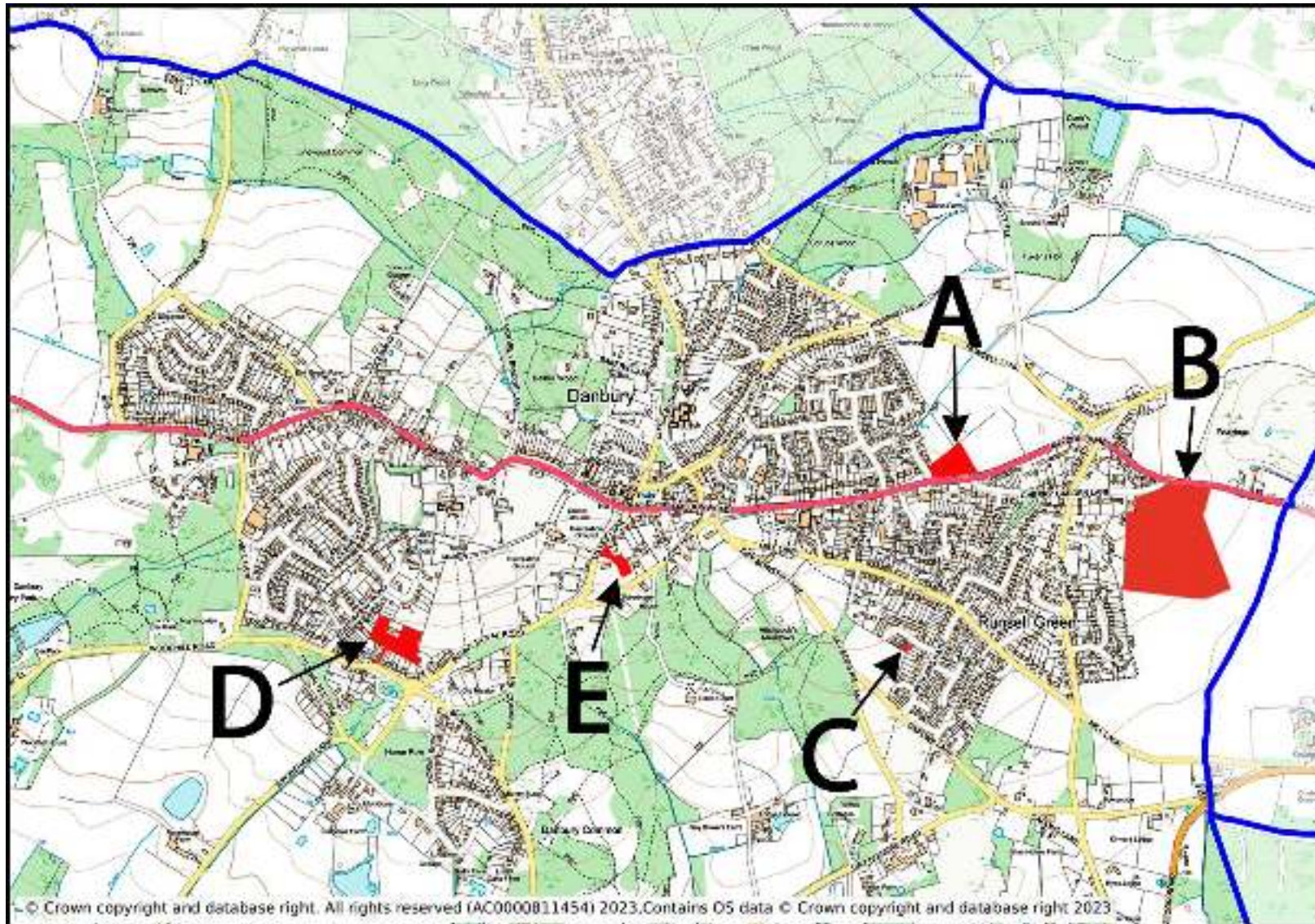


Figure 5: Allocated sites for Housing (shown in red)

## Danbury Neighbourhood Plan

- 5.8** The appraisal considers that significant positive effects are likely to arise in implementation of the DNP in relation to the SEA theme of population and communities. This reflects the main plan objective to coordinate the anticipated future growth in the neighbourhood area and maximise the potential benefits it can bring for both existing and future residents. This includes by delivering development that targets locally identified housing needs and the delivery of new open space in development.
- 5.9** Residual neutral effects are concluded in relation to many of the SEA themes, reflecting the Plan's avoidance and mitigation measures which should ensure that new development integrates without causing significant deviations from the baseline situation.
- 5.10** Negative effects are predicted in relation to the SEA theme of historic environment, but these effects are not considered likely to be significant. Notably, the previous objection from Historic England has since been withdrawn based on updated policy mitigation.
- 5.11** Negative effects are also predicted in relation to the SEA themes of landscape, and land, soil, and water resources. This predominantly reflects greenfield development, resulting in the permanent loss of high-quality agricultural land (likely best and most versatile). However, once mitigation is considered, residual negative effects are not likely to be of significance.

## Housing sites: Site Specific Policies

### Site A: Land at Sandpit Field

#### Site Specific Policy A: Land at Sandpit Field, East of Little Fields (Area A on Figure 5)

Land at Sandpit Field is allocated for around 10 new Almshouses subject to the following criteria being satisfied:

1. Main vehicular access to the site will be from Little Fields.
2. Careful consideration should be given to the alignment of the eastern boundary and integration of the development into its edge of village setting, which may involve planting of locally originating hedgerow species, careful placement of open space, or other measures to reduce the visual impact of the site to preserve the rural character of this sensitive site.
3. Where new planting is required this should be of native varieties and should be informed by The Essex Design Guide and the Danbury Design Guide.
4. Hedgerows and trees on the site and its margins should be retained; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are replaced with trees of the same value or better elsewhere on site. These should be supplemented with native species to ensure the residents are buffered from road noise and pollution, and to reduce the visual impact of the development. Incorporate street tree planting where appropriate, prioritising the use of native species.
5. Development should provide suitable flood risk management and Sustainable Drainage Systems (SuDS).
6. Dwellings should be single storey with a maximum of 2 bedrooms.
7. Any proposed development should have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended.
8. Residents will have access to a private garden space either individual or communal for health and wellbeing.
9. Land within the site but beyond the developed area will be designated as open space for uses such as tree planting, net gain biodiversity factors, outdoor activities or allotments.



## Danbury Neighbourhood Plan

### Reasoned Justification for Site A:

- 5.12** From the western end of Sandpit Field, (its boundary with Little Fields) the development will extend eastwards approximately 100 metres. The area of the development including buildings, roads and green space is approximately 0.6 hectares.
- 5.13** Main vehicular access will be from Little Fields sited approximately 23 metres north of the kerb line of the A414 with visibility splays based on the Highways Technical Manual (Essex Design Guide). Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority.
- 5.14** Almshouses are allocated under specific criteria, the main one being that residents must be born in Danbury or have lived in the village for 10 years. They are let under a Licence to Occupy and at affordable rents, which will be 100% affordable housing for people of Danbury, who fulfil the charity's criteria (Supporting Document 31).
- 5.15** Development at the site could contribute to meeting some of the identified Danbury's housing needs to support minor long-term positive effects in relation to housing objectives.
- 5.16** Site is close to village amenities and facilities, such health care provisions, schools and local shops and businesses; close proximity to the local bus network which travels east into Maldon /Dengie areas and west into Chelmsford/South Woodham Ferrers and the Sandon Park & Ride.
- 5.17** Access will be from a minor road, Little Fields, leading directly onto the A414. This has no impact on the rural characteristic lanes within Danbury which is valued by the residents as stated in the village questionnaire.
- 5.18** Development will be low form dwellings which protect the sensitive landscape setting of the Grade II Listed Garlands Farmhouse.
- 5.19** Site has good access to the nearby recreational areas and Public Rights of Way (PRoW).
- 5.20** There is an opportunity to create or enhance existing wildlife connectivity within the area to achieve net gain biodiversity.



Figure 6: Site plan A

## Site B: Land at Tyndales Farm West

### Site Specific Policy B: Land at Tyndales Farm West (Area B on Figure 5)

Land at Tyndales Farm West is allocated for around 65 new homes subject to the following criteria being satisfied:

1. Main vehicular access to the site will be a new junction from the A414 together with an associated diversion of Cherry Garden Lane east into the proposed access road, subject to detailed design including provision of bus stops and associated crossing points on the A414.
2. Careful consideration should be given to the alignment of the eastern and southern boundaries and integration of the development into its edge of village setting, which may involve planting of locally originating hedgerow species, careful placement of open space, or other measures to reduce the visual impact of the site..
3. Trees and Planting:
  - a. Protect existing trees and hedges from removal or harm across the site including at the site entrance; where they need to be removed it must be demonstrated through a landscape strategy that they will be replaced with planting of the same or better value. Where new planting is required, this should be of native varieties and should be informed by The Essex Design Guide and the Danbury Design Guide.
  - b. A strong landscape buffer is required to provide a new settlement edge on both the open eastern boundary immediately west of the PRow and the southern boundary of the site, with provision of multifunctional green infrastructure (see Glossary) linking hedgerows and trees.
  - c. A strong landscape buffer is also required, initiated prior to development, on the northern boundary alongside the A414 and diverted Cherry Garden Lane along with the retention and strengthening of existing roadside hedgerows and hedgerow trees.
  - d. On the northwestern edge of the site, the rapid establishment of a landscape buffer, initiated prior to development, is required, to provide filtered views and soften the development edge.
  - e. To reduce the impact on residents' views from the western edge of the site the existing landscape buffer should be reinforced by maximising the introduction of characteristic landscape, visual and habitat enhancements.
  - f. The required landscape buffers with appropriate root protection must be achieved before ground works commence.
  - g. For dwelling boundaries within the site, the use of natural hedging where appropriate to allow free flow for existing wildlife corridors will be supported. Incorporate street tree planting where appropriate, prioritising the use of native species.

4. Pre-application advice should be sought from Natural England to consider potential impacts on the nearby SSSIs (Danbury Common and Woodham Walter Common).
5. Consultation is required with ECC Minerals and Waste Planning Authority early in the master-planning stage as the very northern portion of the site is within the 250 metres boundary of Royal Oak Quarry.
6. Street lighting should be kept to a minimum consistent with road and pedestrian safety and be at a low height and with low light levels, as must other external lighting on the development; this site falls within an SSSI impact zone.
7. Development should provide pedestrian and cycle connections to existing routes adjacent to the site.
8. Development should provide suitable flood risk management and Sustainable Drainage Systems (SuDS).
9. Development may also be required to provide financial contributions towards the following:
  - a. Appropriate improvements, as necessary to the local and strategic road network as required by the City Council in conjunction with the Local Highways Authority
  - b. Primary and secondary education and early years and childcare provision as required by the City Council in conjunction with the Local Education Authority
  - c. Additional library facilities as required by the City Council in conjunction with Essex Library Service.
  - d. Healthcare provision as required by the City Council in conjunction with the NHS/CCG.
10. Onsite open space is to be used for such uses as tree planting, biodiversity net gain factors, outdoor activities (including formal play space) or allotments.

### **Reasoned Justification for Site B:**

- 5.21** With a proposal of around 65 dwellings, this site offers opportunities for a good mix of housing providing, affordable housing and new community facilities whilst retaining the character of Danbury.
- 5.22** A short distance to key village amenities and facilities, such as health care provisions, schools, shops, and businesses. Close proximity to the local bus network, which travels East into Maldon/Dengie areas and West into Chelmsford /South Woodham Ferrers and the Sandon Park & Ride.
- 5.23** Access to the site will be directly onto the A414. Cherry Garden Lane east will be diverted onto the proposed access Road. There will be provision of bus stops and crossing points on the A414. There will be very little impact on the rural characteristic lanes which is valued by the residents as stated in the village questionnaire.

## Danbury Neighbourhood Plan

- 5.24 Provision for Open Space was identified as a 'need' for Danbury (Supporting Document 22) and this site can offer recreational space for the new development and the wider community. There is also the opportunity to create or enhance existing wildlife connectivity within the area to achieve biodiversity net gain.
- 5.25 Providing recreation/open space will relieve pressure on the surrounding SSSIs.



Figure 7: Site Plan B

## Site C: Ex Play Area South of Jubilee Rise

### Site Specific Policy C: Ex Play Area, South of Jubilee Rise (Area C on Figure 5)

Land at Ex Play Area, South of Jubilee Rise is allocated for 2 new dwellings or around 4 one-bedroom apartments subject to the following additional criteria being satisfied:

1. Vehicular access will be from Jubilee Rise.
2. Consideration must be given to the siting of the sub-station and the protected oak tree on the boundary to the site.
3. Consideration must be given to the displacement of on-street parking that may be caused by development and the impact of this on parking provision for existing residents and visitors.
4. Existing planting of boundaries to be replaced once access point has been established.
5. Where new planting is required this should be of native varieties and should be informed by The Essex Design Guide and the Danbury Design Guide.
6. Protect viable existing trees and hedges within the development site from removal or harm; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are provided of the same value or better elsewhere on site.
7. Character and scale of the development to be determined by the adjacent residential development.

### Reasoned Justification for Site C:

- 5.26** As a very small infill site, there is an estimated capacity for one to two dwellings (AECOM July 2022).
- 5.27** Main vehicular access to the site will be from Jubilee Rise, where the impact on the local lanes will be minimal.
- 5.28** The site has a low potential for significant effects and is not likely to form part of any future growth strategy (Supporting Document 21)

# Danbury Neighbourhood Plan

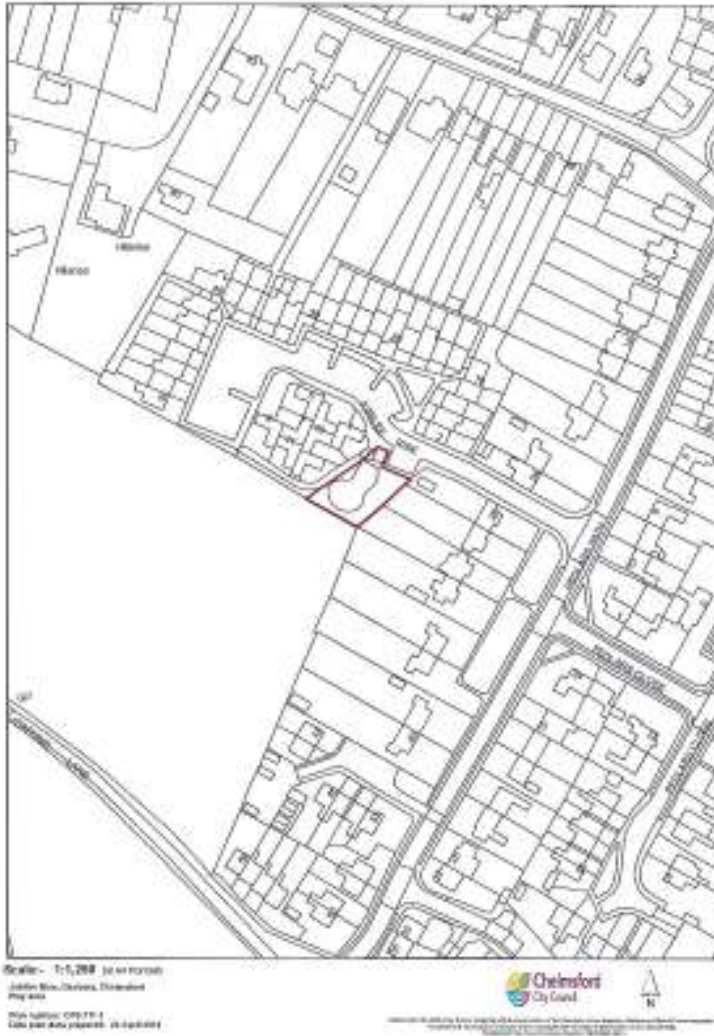


Figure 8: Site Plan C

## Site D: Danecroft, Woodhill Road

### Site Specific Policy D: Danecroft, Woodhill Road (Area D on Figure 5)

Land at Danecroft, Woodhill Road is allocated for around 14 new homes within the curtilage of the existing retained dwelling, subject to the following criteria being satisfied:

1. Main vehicular access to the site will be from Woodhill Road.
2. Pre-application advice should be sought on heritage matters to reduce the risks and therefore preserve and where appropriate enhance the setting of the neighbouring listed buildings and adjacent Conservation area.
3. Pre-application advice should be sought from Natural England to consider potential impacts on the nearby SSSI (Danbury Common). Development of this housing allocation will comply with DNP9: Recreational pressure on SSSI land around Danbury.
4. Where new planting is required this should be of native varieties and should be informed by The Essex Design Guide and the Danbury Design Guide. For dwelling boundaries within the site, the use of native hedging to facilitate wildlife movement in this formerly biodiverse area will be supported.
5. Protect existing trees within the development site from removal or harm; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are replaced with trees of the same value or better elsewhere on site, including some semi-mature.
6. Development should respect the immediate surroundings having regard to scale siting, and proximity to the setting of The Cricketers and The Poplars.
7. The development layout should respect neighbouring rear boundaries, especially to the South along the Woodhill Road.
8. Development should provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

## Danbury Neighbourhood Plan

### Reasoned Justification for Site D:

- 5.29 14 dwellings allow the site to contribute to support long term positive effects in relation to housing objectives.
- 5.30 A short walk to the centre of the village to gain key facilities that the village offer including public transport and medical/educational services.
- 5.31 Access will be from Woodhill Road with appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority. Parking for Lyndhurst will be moved to the rear of this property to facilitate the new access. This should have little impact on the characteristic local lanes which the residents value.
- 5.32 Strong mitigation will protect any adverse effects to the Grade II listed Cricketers Arms and Poplars through high quality design & layout including biodiversity enhancement.
- 5.33 The development layout of houses will ensure that suitable distances of neighbouring rear boundaries, such as back-to-back and back-to-side distances, between existing and new properties are respected.
- 5.34 Development could also provide an opportunity to create or enhance existing habitats and contribute to the vitality of wider habitat connectivity in the area in order to achieve a net gain in biodiversity.
- 5.35 Close proximity to Dawson Memorial field and Danbury Leisure Centre which offers a variety of activities for adults and children.

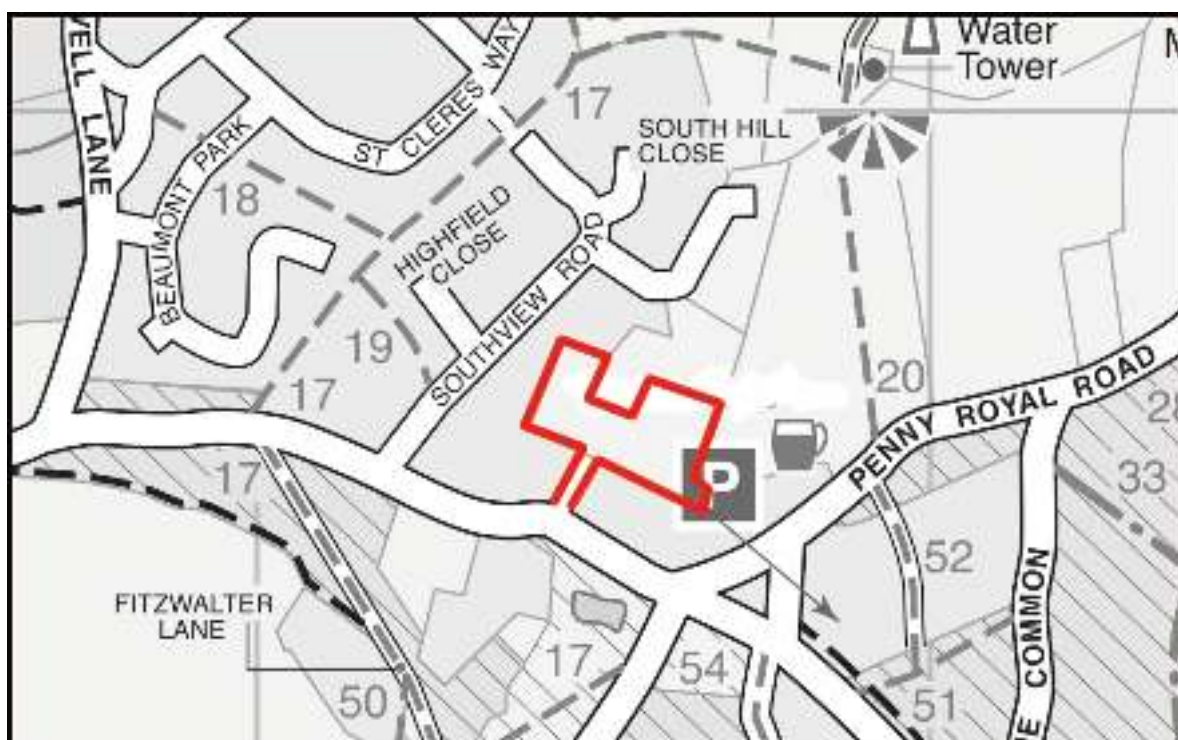


Figure 9: Site Plan D



## Site E: Land at Mayes Lane

### Site Specific Policy E: Land at Mayes Lane (Area E on Figure 5)

Land at Mayes Lane is allocated for a maximum of two 3 bedroomed dwellings subject to the following criteria being satisfied:

1. Main vehicular access to the site will be from Mayes Lane.
2. Proposals should demonstrate how they preserve or enhance the character or appearance of the Conservation Area, and how features which contribute to the character of the area are retained.
3. Development should be compatible with its surroundings having regard to scale, siting, form, architecture, and materials of adjacent residential development, and in particular to Mayesfield.
4. The new dwellings should be limited to 1.5 storeys to minimise their visual impact on the host property, Mayesfield and the Conservation Area.
5. Where new planting is required, this should be of native varieties and have regard to The Essex Design Guide and the Danbury Design Guide.
6. Existing trees within the development site should be protected from removal or harm; if this is not possible then a landscape strategy should be secured to ensure that any trees removed are replaced with trees of the same value or better elsewhere on site.
7. Existing natural screen between the site and house, Mayesfield, should be retained to protect the spacious character and landscape setting of the existing building.
8. New native hedging should be planted alongside the new access road from Mayes Lane to the new properties to minimise the impact of the development on the host property, Mayesfield and the Conservation Area.
9. Hedging affected by creation of the access must be replaced with suitable native planting on the boundary.
10. The access should be constructed of permeable material and be in keeping with the character of the host property and minimise the impact on the conservation area.
11. Any gates should be in keeping with use within the locality or adjacent area, be made of natural materials and provide an open barrier to maintain the rural aspect.

### Reasoned Justification for Site E:

- 5.36** Centrally located for all amenities within the centre of the village.
- 5.37** Excellent location for public transport links.
- 5.38** Access onto a priority 2 road.

## Danbury Neighbourhood Plan

- 5.39 No impact on the character of the local lanes.
- 5.40 The host property, Mayesfield, is a building of significant historic interest within the Conservation area. It is important that the proposed dwellings are constructed to an exemplar standard, limited in height, and fully respect the setting and character of Mayesfield with new planting and choice of materials which will complement the existing property and minimise the impact upon the conservation area.
- 5.41 Any new gates installed at the entrance will maintain a view through them (such as a five-bar gate), rather than a solid gate, to preserve the character of the Conservation Area.
- 5.42 Part of the required allocation of housing for Danbury.



Figure 10: Site Plan E

## Housing type, mix and tenure DNP2

### Policy DNP2: Housing type, mix and tenure

1. All proposals for new housing developments within the Danbury Parish must demonstrate how the types of homes provided will contribute to a balanced mix of housing (i.e. for rental, shared or full ownership which would include, for example, homes for young families and older persons and those with disabilities).
2. New development of 10 or more homes will be supported where the size and mix of the dwellings are consistent with the adopted Local Plan (Policy DM1).
3. On developments for less than 10 homes, proposals for smaller and/or mid-size dwellings (1 to 3 bedrooms) will be encouraged and preferred over the development of 4+ bedroom dwellings.
4. The nationally prescribed 30% discount on First Homes applies to new residential developments which meet the threshold on affordable housing. Development proposals which propose to apply a discount of 30% or greater will be supported.
5. Affordable housing shall be provided in accordance with Local Plan Policy DM2.
6. Developments with bungalows of up to 3 bedrooms will be supported.

- 5.43** Development for less than 10 homes is not covered by Policy DM1 of the Local Plan. Policy DNP2 seeks to begin to address the shortage of smaller homes in Danbury identified below.
- 5.44** A Housing Needs Assessment (HNA), (Supporting Document 20) was undertaken in 2020, during the preparation of this Plan. This identified a significant shortage of smaller properties having 3 or less bedrooms which are within the reach of young people and families.
- 5.45** The 2021 Census data (paragraph 2.28) reveals the plan area has a much higher proportion of people in the 45-64 and 65+ age categories than seen at the City Council or national level. These are groups that are for the most part likely to reach retirement age over the Plan period to 2036 and will become the largest source of demand for housing. At the same time there is a lack of smaller and affordable properties for younger families.
- 5.46** This Danbury Census data also shows a significant decline in the population aged 25 to 44 since 2001 whilst the 60+ age group has increased dramatically.
- 5.47** The HNA highlights how Danbury has an unusually high proportion of large homes, with almost half of all homes having four or more bedrooms. For comparison purposes, across Chelmsford as a whole, around a quarter of all homes have four or more bedrooms, and nationally, the figure is lower still, at around a fifth of all homes. Large properties in Danbury also experienced the greatest level of growth between 2001 and 2011 among all home sizes.
- 5.48** The HNA advises that the supply of smaller or mid-sized dwellings should be prioritised. Engagement with the community on this topic showed a broadly similar preference for two-

## Danbury Neighbourhood Plan

and three-bedroom homes. The HNA states that 21% of need is for one-bed homes, 27.9% for two-bed homes and 51.1% for three-bed homes. However, flexibility should be considered to enable space for working from home or for home schooling as this need became evident since the impact of Covid-19. The allocations under Policy DNP1 are to meet the wider needs of the City Council area.

- 5.49** A significant shortage of smaller properties having 3 or less bedrooms which are within the reach of young people was identified in the HNA.
- 5.50** The lack of social or affordable rented dwellings identified in the HNA is also an affordability challenge for Danbury residents. Community engagement shows most Danbury residents would agree that open-market housing is widely unaffordable.
- 5.51** Historically smaller properties have been bought and subsequently extended into 4 and 5 bedroom homes which has created a shortage of those smaller units.
- 5.52** The Parish Council is keen to avoid the village 'stagnating' as younger people are gradually being priced out and they have to relocate from Danbury. If there is a continued availability of smaller, affordable housing stock, younger people will be able to remain and return to the village to redress the balance and keep the village vitalised. The Census 2021 population detail to support this is included in paragraph 2.30 above.
- 5.53** The Parish Council will support the development of smaller homes and secondly to retain as far as possible the existing stock of these smaller homes.
- 5.54** Bungalows also represent a higher proportion of all housing in Danbury in comparison to the housing stock across Chelmsford as a whole, as well as nationally. As bungalows continue to hold wide appeal to the existing population (see Supporting Document 11), it is recommended that, where possible, a proportion of bungalows be promoted in new housing to enable the increasing number of older residents to downsize to more appropriate accommodation.

## Sustainable Housing Design DNP3

### Policy DNP3: Sustainable Housing Design

1. The design and standard of any new development should aim to meet a high level of sustainable design and construction including measures which minimise waste reduction, re-use and recycle minerals, and use sustainable materials, including in relation to their procurement and be optimised for energy efficiency, targeting zero carbon emissions.
2. All Homes should be 'Future Homes Standard' ready as a minimum. Proposals for net zero development that exceed the Future Homes Standard, and which are in line with the Greater Essex Planning Policy Position for Net Zero Carbon Development (Supporting Document 33) will be supported.
3. Subject to the development being found to be acceptable when judged against other policies in the Chelmsford Local Plan, innovative approaches to the construction of low carbon homes, including construction to Passivhaus standards, and which demonstrate sustainable use of resources and high energy efficiency levels, will be supported. All Homes should be 'Future Homes Standard' ready and be informed by the Net Zero Carbon Toolkit (or any guidance to be published by Chelmsford City Council at a later date) <https://www.westoxon.gov.uk/media/2ddb125k/net-zero-carbon-toolkit.pdf>, including:
  - a) Subject to topography, layout and good urban design principles, buildings should be orientated to maximise solar gain and use design features that also provide for solar-shading.
  - b) Creation of airtight buildings that benefit from dual aspects and include cross-ventilation, and which allow for efficient heating and cooling of buildings.
  - c) Integrate efficient, renewable energy technologies within the development, including, as appropriate, ground source and air source heat pumps, photovoltaics, and solar panels.
  - d) The use of low carbon and recycled materials should be prioritised where possible.
4. Insofar as planning permission is required, alterations to existing buildings should be designed with energy reduction in mind following guidance set out in the Net Zero Carbon Toolkit (see section 5.59 of this document for more details).
5. Proposals for new development or expansion of existing properties should be capable of receiving gigabit speed and reliable mobile and broadband connectivity. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections. Where connectivity is not currently available suitable ducting that can accept gigabit broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

## Danbury Neighbourhood Plan

- 5.55** Future growth and development in Danbury provides an opportunity to secure reduced emissions, potentially through the construction of highly energy efficient homes, the provision of decentralised energy networks and the retrofitting of existing homes to reduce their energy use and fuel bills. Buildings should be designed to maximise solar gain and incorporate technologies that maximise the use of energy from renewable sources.
- 5.56** All development in Danbury will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change.
- 5.57** For new homes, the Home Quality Mark developed by BREEAM is intended to provide an indication of the quality and environmental performance of those homes. Housebuilders are encouraged to use this assessment method. The government has also been consulting on a new 'Future Homes Standard' in recent years. The Future Homes Standard is set to be adopted in 2025, and amongst other criteria, looks set to require all new homes built to produce 75-80% less carbon emissions than homes delivered under current regulations, require homes to be fitted with low carbon forms of heating, and become Net Zero.
- 5.58** The Parish Council will particularly support proposals for new buildings that are 'Future Homes Standard' ready and/or which achieve zero or near zero net energy consumption in line with the Passivhaus Standard (see References).
- 5.59** Essex County Council has, with the Essex Planning Officers Association in collaboration with all Essex-based local authorities, prepared a 'Planning Policy Position for Net Zero Carbon Development Homes in Greater Essex'.
- 5.60** This requires new buildings to meet high building fabric and energy efficiency standards, avoid use of fossil fuels and maximise renewable energy generation to achieve operational energy balance. Evidence underpinning the policy indicates that building to net zero is technical feasible, financially viable and legally justified.
- 5.61** A good practice guide to achieving net zero development ([The Net Zero Carbon Toolkit](#)) has been published. It presents a set of key design features that should be reflected in new developments which include but are not limited to:
- Using simple and compact building forms, avoiding or limiting features such as stepped roofs, terraces, overhangs and balconies, all of which increase the surface area of the building and decrease the energy efficiency of the building.
  - Orienting buildings to optimise solar gain and prevent overshadowing. Elevations facing +/-30° south will benefit from solar gains all year round. Vertical and horizontal shading, such as brise-soleil, should be used to help control solar shading and gains at different times of the year.
  - Minimising heat loss from north facing facades through the use of smaller windows, offset by larger windows on south facing facades to allow for solar heat gain. This should be reflected in the internal layout of the building and location of habitable rooms.

## Danbury Neighbourhood Plan

- Designing airtight buildings and ventilation systems that maintain good air quality whilst reducing heat loss. Mechanical Ventilation and Heat Recovery units should be installed in new buildings. Dual aspect buildings are favoured, allowing for cross ventilation.
- Install and use heat pumps as a low carbon way of heating the property. Solar Photovoltaic panels can also be utilised. Roof tiles and panels should be designed such that they are sensitive to the setting and views due to Danbury's elevated position.

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

## Built Form DNP4

### Policy DNP4: Built Form

1. All development should be compatible with its surroundings having regard to scale, siting, form, architecture, and materials and landscape of the area in which it is located and have regard to the Danbury Design Guide.
2. Materials use for new buildings or extensions should usually complement the local palette in Danbury, typically:
  - Brick (traditionally red)
  - Roofing with clay plain tiles and natural slates
  - Rendering in light, natural colours
  - Weatherboarding in black, white, or cream.
  - Natural materials will be required in heritage settings and other sensitive locations.
3. Within new developments, there should be a variety of housing styles that follows a general coherent theme and complements the village character. Innovation will be encouraged provided it is sympathetic to character and context: outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings. Schemes that respond to and reinterpret local design cues, and which demonstrate an imaginative sense of place whilst respecting the surrounding context, are encouraged.
4. To create an inclusive community a range of property sizes and design should be included.
5. The maximum height of new development or extensions should be predominantly 2 storeys or around 8m from ground to ridge reflecting the prevailing building height and character of the built form. A limited number of 2.5-3 storey buildings will be supported where it can be demonstrated that they are appropriately sited and would relate positively to local character and would not impact on the landscape setting of the village. Any 2.5-storey buildings should include an upper floor plan significantly smaller than the floors below and with a window or dormer fully contained within the roof area. Exceptions to the maximum indicative height may also be considered in the case of non-residential buildings which may have larger floor to ceiling heights subject to the prevailing local character and context.
6. New buildings and extensions should employ Essex vernacular forms and dimensions wherever appropriate e.g. rectangular rather than square plan forms, with pitched roofs spanning the narrower plan dimension.
7. Within developments consideration should be given to the role green infrastructure can play in the sustainable design of buildings:



## Danbury Neighbourhood Plan

- a) Green Roofs/Walls: The provision of these features allow ecosystems to function and deliver their services by connecting urban, peri-urban and rural areas. Alongside biodiversity habitat creation, green roofs and walls can provide water storage capacity, flood alleviation and energy saving potential. In addition to buildings, these features can be provided on sustainable transport infrastructure (such as on bus stop/ cycle storage facilities).
  - b) Wildlife Bricks: The provision of wildlife bricks creates habitats for invertebrates.
8. Roof pitches should mirror the surrounding vernacular and flat roofs that are visible from public spaces should be avoided where possible.

- 5.63** Danbury has been influenced by its topography, geography and development character. All new dwellings should respect the uniqueness of Danbury.
- 5.64** Chelmsford City Council's adopted Making Places SPD, the Essex Design Guide, and the Danbury Design Guide (see Supporting Document A) are important considerations and should be referred to as these provide the evidence base for DNP 4: Built Form. Applicants are required to regard these closely. The maximum roof height should retain the local setting.
- 5.65** To clarify expectations and reconcile local interest, consideration should be given to engage the local community by offering workshops at an early stage in the development process depending on the scale of development.

## Street Scene DNP5

### Policy DNP5: Street Scene

1. Where possible new housing should be set back from the road with provision for a front garden to maintain Danbury's existing spacious and open character.
2. Where new properties are terraced, safe and convenient rear access should be provided to allow residents to access their garden without having to walk through their homes.
3. Utilities/services should be sympathetically designed and camouflaged/underground where possible.
4. Provide parking on plot where possible and set back from the main building line to reduce the visual dominance of parking.
5. Sensitively integrate cycle parking, waste and recycling storage, preferably to the side of the property, to limit the visual impact on the appearance of the street.
6. Street furniture needs to be appropriate to the local environment and non-intrusive to the street scene.
7. To preserve the openness of Danbury, any existing small gaps between buildings or structures should, as far as possible, remain, so as to retain these views and character of the area. Where new development is planned, applicants should have regard to the importance of these views and the general openness of the area and create spaces or gaps in such a way that they can remain so in perpetuity and not be subsequently developed or infilled.
8. Splitting of gardens and back land developments should be avoided as both destroy the open contribution these make in all 6 of Danbury's main residential localities.

- 5.66** One of Danbury's characteristic features that is highly valued by residents is the sense of openness and green space in the street scene. The Danbury Design Guide (Supporting Document A) illustrates this aspect in its Section 2.
- 5.67** Adequate parking and improvements to footways are also a priority and opportunities to address these will be taken. Where provision is made for facilities that are likely to be accessed by car, adequate off-road parking space should be provided.
- 5.68** Planting in front gardens also helps to prevent run off and flooding risks associated with climate change.
- 5.69** Applicants are invited to pay close regard to the photographic evidence for DNP5: Street Scene provided in this document and in the Danbury Design Guide, Supporting Document A.

## 6. Environment

### Objective

**To seek protection, conservation, and enhancement of this significant element of Danbury’s character, open spaces, multifunctional green infrastructure and local lanes.**

- 6.1 Danbury residents place a very high priority on the importance of the countryside, wildlife areas, open spaces, conservation area(s) and protected lanes, together with the network of public rights of way and commons. Some nature reserves are fragmented, and there is much that could be done to reconnect, conserve, and enhance the area's heritage and biodiversity.
- 6.2 Therefore, these will be protected and enhanced where possible, and ways sought to mitigate the potential recreational pressure on the Sites of Scientific Interest, Country Parks and Local Wildlife Sites and nearby RAMSAR sites (Supporting Document 32).
- 6.3 Opportunities will be taken to enhance the existing accessible open spaces and rectify any shortfalls in provision. Strong efforts will be made to protect the character of Danbury’s lanes.

### Environment and Biodiversity DNP6

#### Policy DNP6: Environment and Biodiversity

1. Contributions from all qualifying developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).
2. Development proposals should conserve or enhance biodiversity in the Neighbourhood Plan area and aim to secure a minimum biodiversity net gain of 10%, as demonstrated through use of the most up-to-date version of the Natural England / Defra Biodiversity metric at the time of application.
3. Biodiversity net gain should be delivered on-site wherever possible unless undeliverable, in which case proposals for net gain will be sought off-site ideally within the Neighbourhood Plan area. It must be demonstrated that proposals for off-site net gain are deliverable.

- 6.4 Mitigation will be sought to protect and enhance the Sites of Special Scientific Interest, Country Parks and Local Wildlife Sites to reduce recreational pressure. In addition, opportunities will be taken to enhance existing accessible open spaces and off-road routes

## Danbury Neighbourhood Plan

and to rectify any shortfalls in both provision and accessibility for all vulnerable user groups. Protection of the character of Danbury's lanes will be paramount.

- 6.5** A summary of Danbury's Open Countryside and Protected Areas is in Supporting Document 1.
- 6.6** The Neighbourhood Plan area is within the zone of influence of the Essex Coast (Figure 4) and thus, where appropriate, contributions towards the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is required by new development.
- 6.7** As many areas within and adjacent to the Danbury Neighbourhood Plan Area are subject to national environmental designations such as SSSI and Ancient Woodland, they are given significant protection under the NPPF and Standing Advice from Natural England and the Forestry Commission (See References for the NPPF 2023, chapter 15) and also (Supporting Document 2). See also Policy DNP9: Recreational Pressure on Sites of Special Scientific Interest.
- 6.8** These sites contribute significantly to Danbury's biodiversity, multifunctional green infrastructure and rural and landscape character as do locally designated Wildlife sites, Nature Reserves and areas on the Natural England Priority Habitat Inventory. Local Wildlife Sites help to connect protected habitats providing a corridor for wildlife and plant species to travel between them (Supporting Document 3). This would also be true of Priority Habitats.
- 6.9** Planning applicants should have regard to the Essex Design Guide for strategies which maintain and increase the benefits of the multifunctional green infrastructure.
- 6.10** The Environment Act 2021, coupled with the declaration of a Climate Emergency, has raised the importance of biodiversity and natural habitats. Planning applicants are strongly encouraged to submit a biodiversity net gain plan as part of development proposals. Net gain should ideally be achieved through on-site measures and be demonstrated through use of the Natural England/Defra Biodiversity Metric (see References). The greening of development sites can take a variety of forms and include the use of landscaping, green roofs, walls, and sustainable urban drainage systems. The Wildlife Trusts envisage creation of a Nature Recovery network, with greenery integrated into all development and resulting in a net gain for wildlife. It is proposed that nature is brought back into the places where people live their lives, also having a positive impact on health and wellbeing.
- 6.11** The [Essex Local Nature Partnership](#) was established in March 2022. The partnership is preparing a Greater Essex Local Nature Recovery Strategy. This will form a baseline for habitat information across the Greater Essex area, promoting biodiversity management and improvement. Alongside this, an [Essex Biodiversity Net Gain Guidance Pack](#) has been prepared. This supports on-site delivery of biodiversity net gains, or off-site deliverability where it cannot be accommodated on-site. Essex County Council is also investigating the opportunity for developers to purchase biodiversity credits that can be used to provide additional biodiversity benefits in specific locations on land owned by the County Council.

## Danbury Neighbourhood Plan

Any delivery of off-site biodiversity net gains will be expected to contribute towards opportunities for local nature recovery in Danbury.

- 6.12** Danbury and its neighbouring villages are rural areas with green infrastructure in abundance. By incorporating multifunctional green infrastructure into their plans and integrating it with existing green infrastructure within and adjoining the village, developments can make a positive contribution to Danbury's rural and landscape character; biodiversity; the connectivity of designated sites and green spaces for wildlife, plant species and people; and reduce recreational pressure on protected and sensitive habitats.

## Wildlife Connectivity DNP7

### Policy DNP7: Wildlife Connectivity

Where appropriate, developers should demonstrate how proposals will contribute to the emerging Essex Local Nature Recovery Strategy by conserving and enhancing networks of habitats and species to improve connectivity between the following designated sites:

1. Danbury Central Reserves to Thrift Wood, Runsell Green
2. Thrift Wood, Runsell Green to Thrift Wood EWT, Bicknacre
3. Hyde Woods to Danbury Common
4. Blakes Wood to Backwarden.

- 6.13** Through the Environment Act 2021, local nature recovery strategies are being developed across England. The emerging Essex Local Nature Recovery Strategy is part of this nationwide network, to provide opportunities for creating new habitats and recovering space lost for nature. One of the main aims is to enhance connections between habitats to support wildlife movement and ecological processes<sup>1</sup>. The supporting mapping includes locations for ‘combined strategic habitat creation opportunities’, which are opportunity areas offering the best locations for linking up existing habitats<sup>2</sup>.
- 6.14** Danbury Central Reserves comprise Birch Wood, Pheasant House Wood, Poors Piece, Scrubs Wood, Spring Wood, Backwarden, Hitchcock’s Meadow and Heather Hills, along with parts of Woodham Walter Common and Little Baddow Heath where they fall within the Danbury parish<sup>3</sup>.
- 6.15** The boundaries for these sites and others listed in Policy DNP7 can be viewed in detail on the Sites of Special Scientific Interest and Essex Wildlife Trust Nature Reserves layers on the Chelmsford Adopted Local Plan interactive Proposals Map<sup>4</sup>.

<sup>1</sup> Essex Local Nature Recovery Strategy.pdf

<sup>2</sup> <https://consultations.essex.gov.uk/rci/ddb68e54/consultation/subpage.2024-06-24.1896780320>

<sup>3</sup> <https://www.essexwt.org.uk/nature-reserves/danbury-ridge>

<sup>4</sup> <https://chelmsford.gov.maps.arcgis.com/apps/webappviewer/index.html?id=f9f1a487f11d4fb08d0bb99ae40f5069>

## Open Spaces DNP8

### Policy DNP8: Open Spaces

Development that triggers provision of new open space on-site (10 dwellings or more) should:

1. Follow the standards established in the Chelmsford Local Plan, 2020. The design of this space will be required to reflect good design principles.
  - a) Avoid creation of left-over space that lacks purpose.
  - b) Integrate open space within the development rather than pushing this to the periphery.
  - c) Locate new green space within walking distance of as many residents as possible.
  - d) Link green spaces through a network of multifunctional green routes, accessible to all user groups wherever possible, including public rights of way and tree-lined or landscaped streets.
  - e) Provide a range of open space types, which may include areas of play, opportunities for growing food, and quieter areas for relaxation.
  - f) Ensure that play areas and public spaces are well overlooked wherever possible, providing natural surveillance of the space. Hidden spots must be avoided.
  - g) Enable play spaces to be accessible for all children and incorporate elements relating to nature and landscape as well as play equipment.
  - h) Provide a connected network of green spaces that incorporates measures that minimise surface water run-off and which help extend the range of insect pollinators.
2. Where new green spaces are to be provided this should, where possible:
  - a) Be designed to provide permeability for wildlife through and around development.
  - b) Be functional as wildlife habitat in their own right not just as a link between habitats.
  - c) The width of wildlife corridors should be proportionate to the requirements of target species.
  - d) Allow for movement of nocturnal wildlife, with the impact of lighting and glare minimised.
  - e) Where landscaping is to be provided, native species appropriate to the area must be used wherever possible.
3. Proposals for enhancements to the biodiversity of existing green spaces will be supported.
4. Development resulting in the loss of accessible open space (Figure 11) will not be supported.

## Danbury Neighbourhood Plan

- 6.19** Danbury's open spaces are highly valued and contribute to the rural character and village feel (Supporting Document 7).
- 6.20** On developments of 10 or more dwellings, Open Space should be provided on site in new developments, as set out in Chelmsford's Local Plan. Providing Open Space on site will prevent unnecessary car journeys to access open space elsewhere thereby reducing recreational pressure on nearby designated sites.
- 6.21** In its Statement of Common Ground with Natural England in May 2018, Chelmsford City Council identified that Natural England had advised the need to include protection of designated sites from increased recreational pressure (Supporting Document 4, p3). Policy DNP9 seeks to achieve this protection. The provision of open space should seek to divert recreational pressure from sensitive, designated sites, providing recreational opportunities elsewhere and/or contribute to the management of local sites making them more resilient to recreational pressure.
- 6.22** The target species for Policy DNP8 2) c) will be identified through the Biodiversity Checklist and Report that is required as a validation document by CCC at planning application stage for most development, as set out in the Local Validation Requirements List (available here: [www.chelmsford.gov.uk/media/xvtn5wmc/local-validation-list-feb-2024.pdf?allId=49147](http://www.chelmsford.gov.uk/media/xvtn5wmc/local-validation-list-feb-2024.pdf?allId=49147)).
- 6.23** Connecting open spaces and the village amenities by public rights of way, accessible to as many user groups as possible, can assist in reducing vehicular traffic and bring residents closer to nature. Danbury has several SSSIs, woodlands and local wildlife sites which are interconnected and connected to the village amenities by a network of public rights of way. They are used and valued by the residents of Danbury (Supporting Document 7).
- 6.24** Figure 11 shows the Accessible Open Spaces in Danbury. This includes play space, amenity green space, accessible natural green space, allotments, parks, Village Greens and Common Land, and sports and recreation grounds in Danbury and its parish Boundary. Public rights of way are included to demonstrate connectivity.



## Danbury Neighbourhood Plan

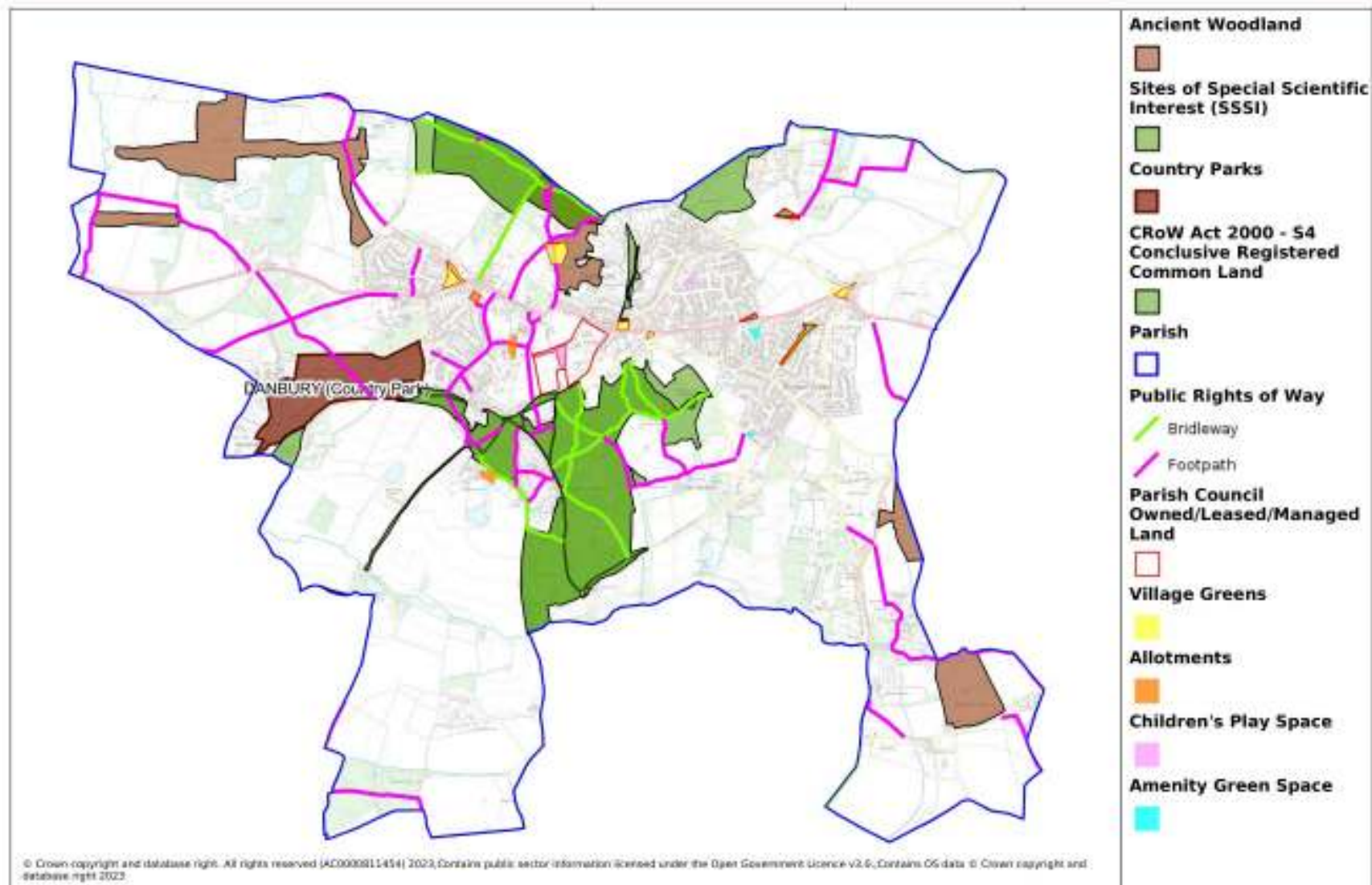


Figure 11: Accessible open space in Danbury

## Recreational Pressure on Sites of Special Scientific Interest DNP9

### Policy DNP9: Recreational Pressure on Sites of Special Scientific Interest

1. Prior to submission of a planning application for more than 10 houses, developers shall:
  - a) assess the potential impacts of increased recreational pressure on SSSI designated sites from developing a housing allocation.
  - b) provide an appropriate strategy for mitigating any identified impacts.
2. In consultation with Natural England, the assessment of the potential impacts of increased recreational pressure on the SSSI designated sites is likely to include (but not be limited to) the following requirements:
  - a) an examination of recreation options likely and available (e.g. dog-walking, walking, jogging, mountain biking, etc).
  - b) an assessment of the area within which residents of the proposed development would likely visit (by various transport modes) to undertake regular recreational activities – particularly but not exclusively dog walking.
  - c) an assessment of access routes to the SSSI sites from the proposed development, including Public Rights of Way and permissive paths.
  - d) an assessment of carrying capacity / current pressures and potential impacts on the SSSI sites, in consultation with site managers.
  - e) an assessment of whether the area and type of on-site open greenspace is provided in sufficient quality and quantity, with particular reference to daily dog-walking activities.
  - f) the extent to which off-site green space provision will be required to off-set any lack of on-site provision.
3. In consultation with Natural England, the design of a mitigation strategy to address additional recreational pressure arising from a development site is likely to include (but not be limited to) the following requirements:
  - a) provision of Suitable Alternative Natural Greenspace (SANG) of a sufficient size and natural quality to mitigate for the likely effects of additional visitor pressure on the SSSI sites, including provision of on-site informal open space and/or alternative off-site 'dogs off leads' areas/walking routes.
  - b) have regard to the Natural England SANG provision standard, which is 8ha per 1000 new population, based on 2.4 people per new dwelling.
  - c) contribution towards the management/maintenance of the SSSI common land around Danbury, to increase the resilience of the sites to visitor pressure.
  - d) a contribution to off-site visitor engagement (e.g. wardening etc.), visitor access management and/or visitor education/information (e.g. footpath way markers, information boards, etc.) at those designated sites considered likely to be visited by the new residents for recreation.

e) provision of information packs to householders explaining the sensitivities of the SSSI sites, and promoting good practice and alternative open space provision such as any SANG created alongside new development.

4. Developers will work closely with representatives from Danbury Parish Council, Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide mitigation, by forming an oversight group at the outset. The scope of the parties' involvement and any reimbursement of costs shall be agreed between the parties and the applicant at an early stage of the pre-application process.

- 6.25** The three SSSIs within the Danbury parish are shown on Figure 12, Danbury Common SSSI, Woodham Walter Common SSSI, and Blakes Wood & Lingwood Common SSSI. These SSSIs are in reasonably proximity (easy walking, cycling or driving distance) to the Danbury Neighbourhood Plan housing allocations. The additional residents and visitors arising from the housing allocations have the potential to materially affect these historic assets.
- 6.26** All three SSSIs are subject to existing recreational pressure: car parks are at capacity at peak times, with on-road car parking occurring, which is affecting fragile road verges, footpaths are in poor condition/are being widened due to high pedestrian use, and damage is occurring from mountain biking. The existing visitor pressure has resulted in poaching and trampling of the SSSI, which affects the notified interest features. Damage to the SSSI is also occurring from nutrient enrichment from dog fouling.
- 6.27** Figure 12 includes a darker green area indicating the size of the unfavourable but recovering part of the SSSIs due to the pressure described in the preceding paragraph.

## Danbury Neighbourhood Plan

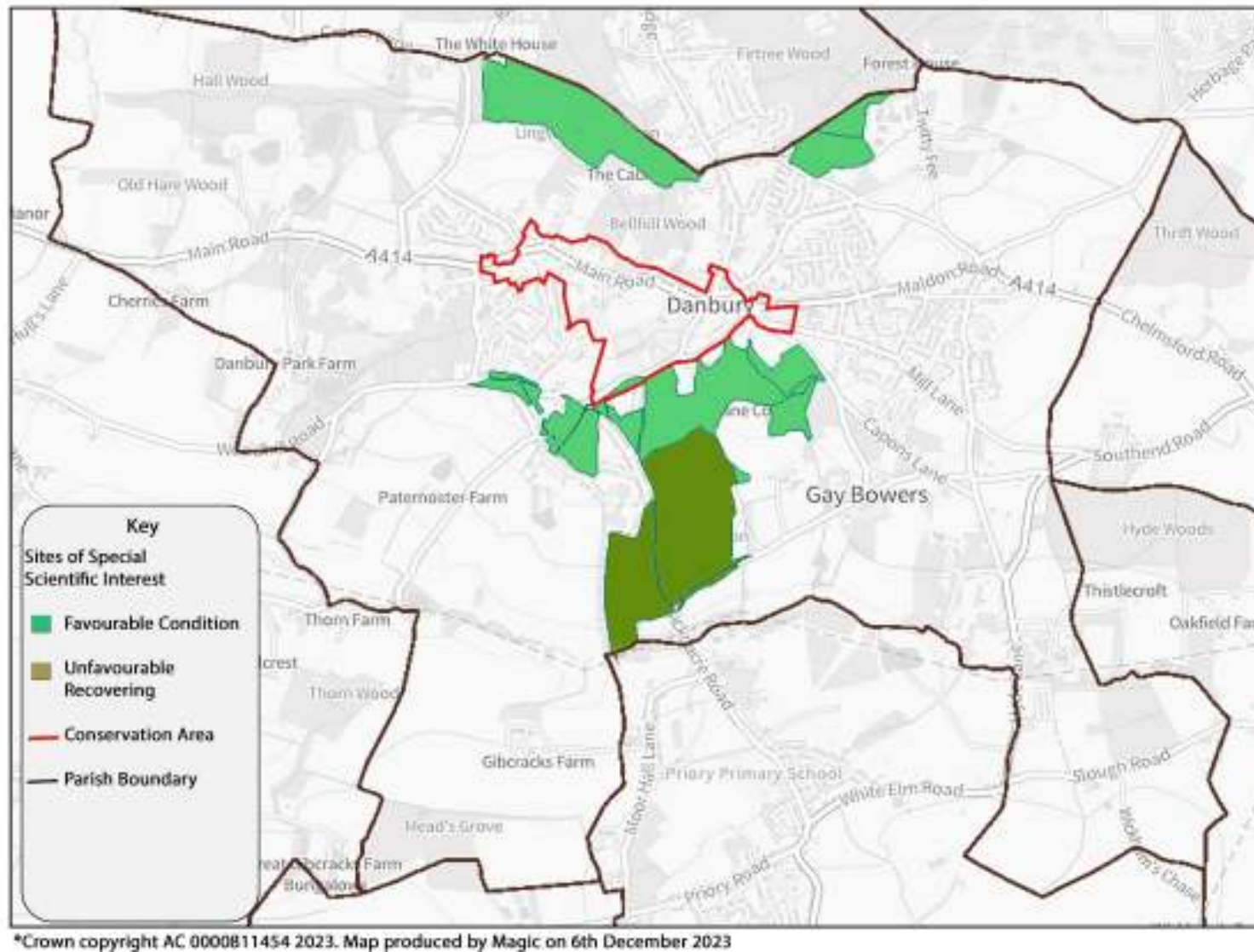


Figure 12: Conservation Area and Sites of Special Scientific Interest

## Light Pollution and Night Skies DNP10

### Policy DNP10: Light Pollution and Night Skies

1. Development proposals which include external lighting will be supported where it is demonstrated that they protect the night sky from light pollution through:
  - a) The number, design, specification, and position of lamps.
  - b) Having regard to the latest Government Planning Practice Guidance on light pollution'.
2. Any lighting scheme must not impact negatively on local residents and on areas of ecological value including woodland and green spaces – specifically near habitats used by bats and other light-sensitive protected species.

- 6.28** In Danbury, the CPRE Night Blight Map (see References) indicates that the areas with highest level of radiance are those alongside the Maldon Road corridor, with radiance falling beyond this, reflecting the rural character of the Parish. It is therefore important that future development proposals within the neighbourhood area are mindful of the impact lighting has on the surrounding environment.
- 6.29** In the Residents' Questionnaire in 2018, 62% of respondents were against new street lighting being installed in the rural or outlying areas of the Parish. Furthermore, 75% of respondents wanted new or replacement external property lighting to be controlled to reduce light pollution.
- 6.30** The Parish Council supports measures to protect and enhance the dark night sky throughout the Neighbourhood Plan Area, recognising the benefits it brings in terms of health and well-being for residents and wildlife. Meanwhile, excessive lighting (security lights, floodlights, streetlights) wastes energy whilst disrupting the behaviour patterns of people and wildlife.
- 6.31** High Kelvin rated lighting can create a harsh glare, disrupt sleep, and disturb nocturnal wildlife and their habitats. The International Dark-sky Association (IDA) advises that outdoor lighting should not exceed a rating of 3000 Kelvins. Equally, the IDA recommends that any light fixtures with an output above 500 lumens should be fully shielded and pointing downward to minimise glare and skyglow. Further information has been produced by the Institute of Lighting Professionals (see References) or later relevant regulations.

## Trees and Hedges DNP11

### Policy DNP11: Trees and Hedges

1. New planting - where new planting is required this should be of native varieties and should be informed by The Essex Design Guide and the Danbury Design Guide.
2. Harm to or loss of any trees and hedges which are important to the character and appearance of the area will not be supported unless a landscape strategy is secured to ensure they are provided elsewhere on site.
3. Proposals for development should demonstrate that opportunities for providing and integrating landscape into the development have been maximised. Development that includes street, garden and boundary tree and hedge planting will be supported. These should be species appropriate to local character, habitats, and the location in which they are to be planted to ensure that they will thrive long term.

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



Boundary treatments contributing to the rural character of the village.

- 6.33** 'Tree Species Selection for Green Infrastructure, A Guide for Specifiers' (See references: Hirons and Sjoman, 2019) explains the benefits of trees and the importance of selecting species to benefit the local environment and community, as opposed to merely their aesthetic. Trees should be selected for their ability to thrive in the local environment, provide biodiversity, climate change and aesthetic benefits; resistance to pests and disease; and **not** provide a disservice for example, root systems damaging property and footways; rapid hedge growth obstructing footways; or producing copious amounts of pollen near residential areas. It is important to work with Essex County Council highways officers to ensure that the right trees are planted in the right places, solutions are found that are

## Danbury Neighbourhood Plan

compatible with highways standards, the needs of different users consistent with NPPF and maintenance issues associated with street tree planting are resolved.

- 6.34** Tree species should also complement naturally occurring species in the area and enhance the biodiversity of the local SSSIs, Woodlands and Local Wildlife Sites. Advice can be sought from the Essex Wildlife Trust and National Trust who manage these designated sites.

### Landscape Character and Setting

- 6.35** Danbury is set on a hill and enjoys uninterrupted views across the Chelmer Valley, the Blackwater River and Estuary, woodland and farmland. These views are particularly prominent from two landmarks in the Village, St John's Church from the top of the spire, and from the War Memorial. In addition, there are expansive views across Dawson Memorial Field and from Runsell Lane.
- 6.36** The Landscape Sensitivity and Capacity Assessment Report, 2017 (Supporting Document 6a) suggests that Chelmsford City Council planning guidelines conserve the views across each of these landscapes and that new development on the hillsides be sited so as not to intrude on the views.
- 6.37** Information about Danbury's historic landscape character can be found in Supporting Document 17. An integral part of the character of the village are the green spaces, common land and village greens. Views from the high point of the Iron Age Fort give Danbury the benefit of highly regarded vistas. These are a valued part of the Historic and Landscape Character of the Village (See Key Views Supporting Document 30).
- 6.38** Danbury has the largest area of common land in Essex apart from Epping Forest. Owned by the National Trust since 1953, these 214 acres of woodland and heathland include Danbury and Lingwood Common also the High Common of Bell Hill Wood which formed part of the ancient woodland along Danbury Ridge (See Figure 11).
- 6.39** Many of the green spaces evident along the roadsides are formed from privately owned land, with numerous long front gardens presenting a soft margin of trees and hedges, which significantly contribute to the green environment and character of the village. Larger plots date from earlier village greens, remnants from medieval manors, notably Eves Corner, Runsell Green and Elm Green. Griffin Meadow is owned by the Church Authorities.
- 6.40** The parish still retains much of its rural aspect with arable fields and some sheep farming at its perimeter which contributes to the local economy and its valuable wildlife resources.

## Danbury Key Views Identified DNP12

### Policy DNP12: Danbury Key Views Identified

1. Development proposals should protect the key views into and out of the village and minimise the visual impact on the landscape. These key views are identified within this policy and are illustrated on Figure 13.
2. The following key views are identified for protection:
  - 1) St Johns Church, South of the Water Tower, over Hanningfield Reservoir
  - 2) From the War Memorial towards Chelmsford
  - 3) From Runsell Lane over Blackwater
  - 4) From Griffin Hill (A414) looking West towards Chelmsford and beyond
  - 5) From the Anchor over The Warren
  - 6) Fitzwalter Lane Footpath to Paternoster Farm
  - 7) Dawson Field towards the south
  - 8) Riffhams Lane towards Riffhams House
  - 9) From Southview Road towards Hanningfield Reservoir

**6.41** Responses to the Residents' Questionnaire (Supporting Document 11) supported the protection of the nine key views listed in Policy DNP12.



## Danbury Neighbourhood Plan



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**Figure 13: Map of Key Views of Danbury**

## Key Views Designated for Protection

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



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

### 2. From the War Memorial towards Chelmsford



Extensive distant views towards Chelmsford and beyond, falling away towards the flood plain of the river Chelmer. This was an important vantage point during Napoleonic Times

## Danbury Neighbourhood Plan

right up to World War II. The Listed War Memorial is the focus of Armistice Day activities. Elm Green continues to remain a village green. 77% of Danbury Residents requested that this view be protected. The open aspect of this view is sensitive to change, such as an increase in height of any future development including extensions, and any further planting of trees. Both these issues would need to be carefully considered.

### 3. From Runsell Lane towards the Blackwater



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

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



The photograph is taken within the original settlement of Danbury with the Griffin Public House on the opposite side of the road. A valued view that requires planning applications to

## Danbury Neighbourhood Plan

be carefully considered. 65% of residents would like to see this view protected. The view would be susceptible to any proposed infill.

### 5. From the Anchor over the Warren



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

### 6. Fitzwalter Lane Footpath (nearby) to Paternoster Farm



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

**7. Dawson Field towards the south**



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

**8. Riffhams Lane towards Riffhams House**



## Danbury Neighbourhood Plan

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

### 9. From Southview Road towards Hanningfield Reservoir



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

#### Table 1: Aspirations for Environment

1. Support will be given to organisations working to enhance the Wildlife Corridors and improve connectivity between them. This relates to areas that enable the movement of species between habitats and prevent them from becoming isolated within protected areas. Such organisations include Essex Wildlife Trust, Essex County Council's developing LNRS (Local Natural Restoration Strategy) and National Landscapes (formerly AONB, Area of Outstanding Natural Beauty).
2. Proposals for Biodiversity net gain that contribute towards enhancement of the Danbury Ridge wildlife corridors will be supported. Any enhancements should reflect the character, role and function of that corridor.
3. Within the wildlife corridors:
  - a) Existing areas of heathland should be conserved, and pockets of heathland elsewhere joined up wherever possible.
  - b) Traditionally managed areas of woodland will be supported.
  - c) Support should be given to increasing the number of 'wildlife-friendly' gardens in the area.

## 7. Transport and Movement

### Objective

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

### Connection to Sustainable Transport and Village Amenities DNP13

#### Policy DNP13: Connection to Sustainable Transport and Village Amenities

1. New developments should, where appropriate, be designed to integrate with the multifunctional green infrastructure network (see Glossary) and provide access to public and community transport and connect with the social, community, retail, and employment areas of the village.
2. Proposals for major housing development (see Glossary) will be required to provide safe pedestrian and cycle connections within the site and connecting into the existing wider network and to Danbury's facilities, amenities, schools, public transport network and green spaces.
3. New or extended Public Rights of Way (PRoW), footways, and cycle routes should be sensitively designed to reflect and, wherever possible, enhance the character of local lanes, roads, and existing verges.
4. New walking and cycling routes should be well overlooked by development frontages to benefit from natural surveillance and increase the sense of security. Cycle routes should not be located to the rear of development plots unless there is good natural surveillance.
5. New footways and footpaths should be capable of incorporating cycle routes where possible and be accessible to all vulnerable users.
6. Footways should be wide enough to give a feeling of separation between vehicles and pedestrians. Where possible off-road cycle routes should be provided.

**7.1** Information about local community transport (DNP13.1) is available via this website: <https://www.community360.org.uk/what-we-do/community-transport/>

**7.2** Danbury's geographical position, being midway between the City of Chelmsford and Maldon and the Dengie Peninsula, which is subject to significant growth, means that the A414 carries the bulk of the traffic (including increasing levels of HGVs/service vehicles) between

## Danbury Neighbourhood Plan

these areas, with a noticeable effect on the village. This can be seen in the intensification of rat running via the local lanes and heavy traffic on the A414.

- 7.3** Danbury's residents very much want to see improvements to this situation. A range of questionnaire results relating to transport and movement is available in Supporting Document 7 and 11.
- 7.4** The A414 is a major trunk route that connects Chelmsford and the A12 with Maldon and the Dengie, providing direct access to local businesses, Heybridge and Maldon's retail parks, tourist attractions and residents. Much of the traffic volume is caused by through traffic as it is a road well used by cars for commuting, shopping, educational and recreational purposes. In addition, HGVs serve businesses, LGVs make home deliveries and there are public transport and emergency vehicles. It also serves two quarries, one at either end of the village and, in the future the new Maldon crematorium.
- 7.5** The nearest train station offering direct, frequent links into London, for residents of Danbury, Maldon, and the Dengie Peninsula, is Chelmsford, although a new station is planned at Beaulieu Park with a target opening date by the end of 2025. There is a Park and Ride facility at Sandon for which the most direct route is along the A414 through Danbury. Regular bus services operate through the village.
- 7.6** The biggest issue for Danbury, identified by Residents Questionnaire, 2017 (Supporting Document 7) was heavy traffic along the A414 which bisects the village separating the North and South areas. Significant housing and economic growth at both Maldon and Chelmsford have increased traffic and HGV volumes along the A414. The resulting traffic flows through Danbury cause long tail backs with pinch points at Well Lane and Eves Corner (Figure 14). Consequently, rat running along the local lanes is a further concern for residents.
- 7.7** The impact of planned growth in Maldon was studied through the Duty to Cooperate between Chelmsford City and Maldon District Councils. The need for additional mitigation was agreed in an A414 Danbury Statement between Essex Highways and Chelmsford City Council (Supporting Document 9). Two schemes were recommended to improve traffic flow, only one (part time traffic lights at Eves Corner) was implemented. However, the Position Statement between Chelmsford CC, Essex CC and Maldon DC concluded that "The development of pre-signals at Eves Corner would reduce current levels of congestion, however following proposed growth allocated in the (Maldon) LDP, queuing along the A414 during peak periods would be significantly worse". (Supporting Document 10). The recommended signalisation of the Main Road/Well Lane junction was not installed. The combination of these concerns resulted in the existing mini roundabout being maintained. However, as part of the South East Local Enterprise Partnership funding the carriageway was re-surfaced and white lining refreshed to promote improved driver behaviour and safety through increased skid resistance.

### Impact of traffic flows on Air Quality

- 7.8** All along the A414 throughout Danbury, residents are subjected to levels of air pollution (including Nitrogen Dioxide). During 2018 to 2024, there was an Air Quality Management



## Danbury Neighbourhood Plan

Area (AQMA) along the A414 between Eves Corner and Butts Lane in place where the National Air Quality Objective was exceeded (Figure 10). This was caused by the canyoning effect of tall buildings set close to the road, the prevailing wind direction and vehicles queuing up the hill towards Eves Corner (Supporting Document 19).

- 7.9** At a meeting of Chelmsford City Council on 30<sup>th</sup> January 2024, following an improvement in air quality within the last three years, it was decided to revoke the AQMA (Supporting Document 8). Air quality monitoring will continue.
- 7.10** Air pollution increases illness from many respiratory diseases, including asthma, as well as stroke and heart disease. In 2019, 5.6% of mortality for the Chelmsford area was found to be due to man-made fine particulate air pollution, with road traffic accounting for the great majority of the problem (Public Health England, 2019, see References).
- 7.11** Residents expressed the need for more places to cross the A414 safely. However, this has to be balanced with the need to maintain the free flow of traffic through the village, which in itself would aid air quality problems. There are 5 controlled pedestrian crossings shown on Figure 15

## Connectivity

- 7.12** The A414 splits the village into two and yet there are just five pedestrian crossing places along its 2.5 mile length (approximately) between St Clere's Hall and Runsell Lane (Figure 14). Between Well Lane and the western limit of the village, there are stretches with either no footway or footway only one side and there are no safe crossing places. Likewise, the last safe crossing place to the East is adjacent to Belvedere Road.
- 7.13** Away from the A414 Main/Maldon Road, Danbury is characterised by a number of local lanes and other roads that do not have footways. With the speed limits on these lanes varying between 40 and 60 mph, the proximity to traffic may deter residents from walking, opting to use the car instead for local journeys. Residents' Questionnaire 2018, (Supporting Document 11) highlighted the need for additional footways when walking along busy roads. However, the provision/extension of new footways need to be balanced with residents' desire to protect the character of the local lanes.
- 7.14** There are 52 Public Rights of Way of various lengths and including Bridleways linking Main Road to areas North, South, East and West. Residents valued these but felt that more maintenance was required. In and around Danbury Common, an area popular with Mountain Bikers, there is anecdotal evidence of conflict between cyclists, horse riders and pedestrians.
- 7.15** There is just one cycle route running to the North of Danbury between Maldon and Chelmsford – a section of Sustrans Route 1, (Supporting Document 12). Since this is an indirect route, it is more suitable for recreation than commuting.

## Danbury Neighbourhood Plan

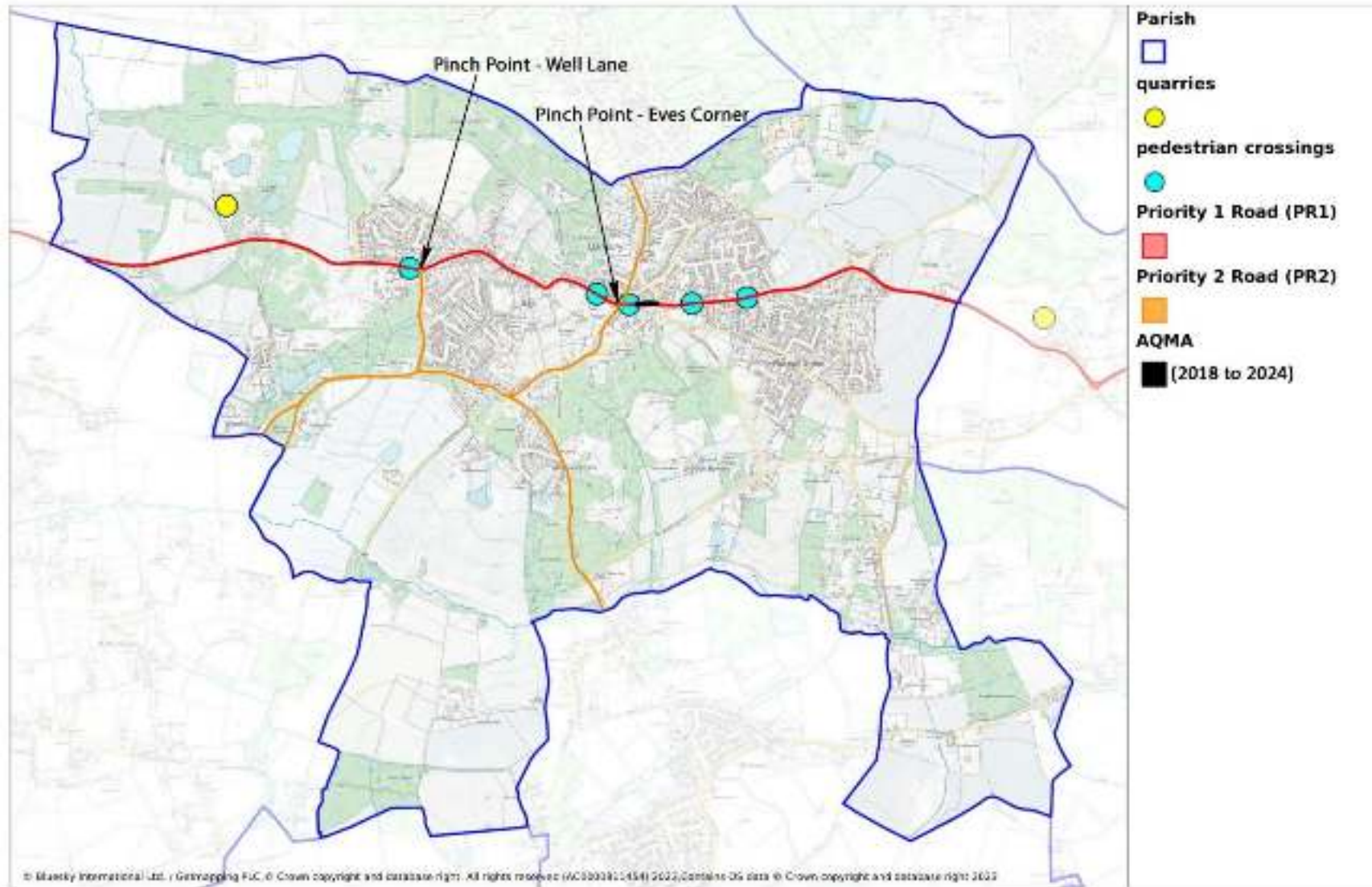


Figure 14: Connectivity through Danbury - Priority 1 (A414) and Priority 2 Roads

## Danbury Neighbourhood Plan

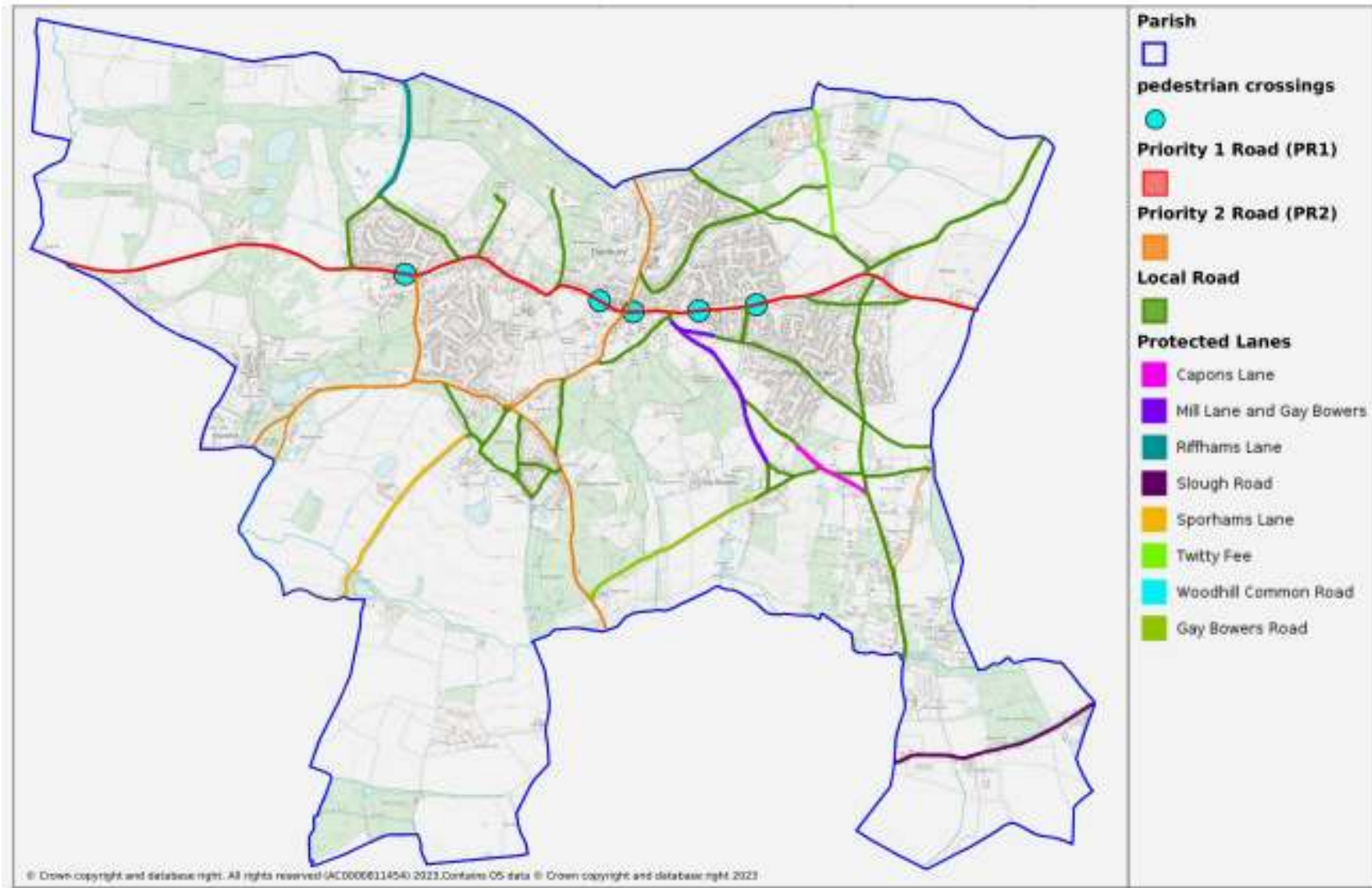


Figure 15: Connectivity through Danbury - Local and Protected Lanes

**Table 2: Aspirations for Connectivity**

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

## 8. Recreation and Leisure and Amenities

### Objective

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

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

**8.1** Danbury’s leisure facilities and community groups (Figure 16) are well used and are a priority for residents (Supporting Documents 7 and 11). New facilities that residents might like to see provided in Danbury include more outdoor exercise equipment for all ages. Some equipment has recently been installed to meet the request from residents, but more could be provided throughout the village. The existing play areas could be improved where required.

### Provision of Recreational and Leisure Facilities DNP14

#### Policy DNP14: Provision of Recreational and Leisure Facilities

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

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

2. Proposals that involve the loss of any space used for community purposes will only be supported where an equivalent replacement for alternative provision is made for that use, and or where the application is supported by material which demonstrates the benefits to the community which outweigh the harm created by loss of that facility.

3. Proposals for new or improved community facilities in Danbury will be supported.

These include:

- a) Provision of additional play space, youth play space or a community garden/ orchard/allotment in the east of the village.
- b) Provision of a cycling facility to reduce recreational pressures on Danbury Common and reducing conflicts with other uses.

4. Proposals for new or improved community facilities will be supported where:
  - a) The proposed development would not have a significant negative impact on the surrounding amenity nor local environment.
  - b) The proposed development should be accessible to all and be designed with flexibility in mind such that it can be adapted for multiple use and activity over time.
  - c) The proposed development would preserve the significance of any affected designated and non-designated heritage assets and their setting.
  - d) The proposed development should be capable of receiving gigabit speed and reliable mobile and broadband connectivity. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections. Where connectivity is not currently available suitable ducting that can accept gigabit broadband, fixed line gigabit cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.
5. Where provision is made for facilities that are likely to be accessed by car, adequate off-road parking spaces should be provided.

### 8.2 Responses to Residents' Questionnaires (Supporting Documents 7 and 11) told us:

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

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

- a) Most of them use the Dawson Field and that they enjoy a range of outdoor activities including biking, football, playing with friends, visiting the parks, walking the dog and tennis. Indoor activities include trampolining, reading, gym, dancing, art, music, and baking (Supporting Document 13). Many of these activities can be undertaken in Danbury.
- b) When asked what would improve the parks, the children told us that they would like more facilities including slides, a zip line, net swing, handstand wall, gym equipment and a taller climbing frame (See section 8.4 below). They would also like to see a bike track and swimming pool.

### 8.4 The Chelmsford Open Space study identified that Danbury has a shortfall in the provision of youth play space and sports and recreation grounds (Supporting Document 22). New recreational facilities have been installed at the Dawson Memorial Field in 2022 for older children. Some areas were underutilised, and by providing more facilities in these areas

## **Danbury Neighbourhood Plan**

particularly for children, teenagers and young adults, could reduce the occurrence of anti-social behaviour.

## Danbury Neighbourhood Plan

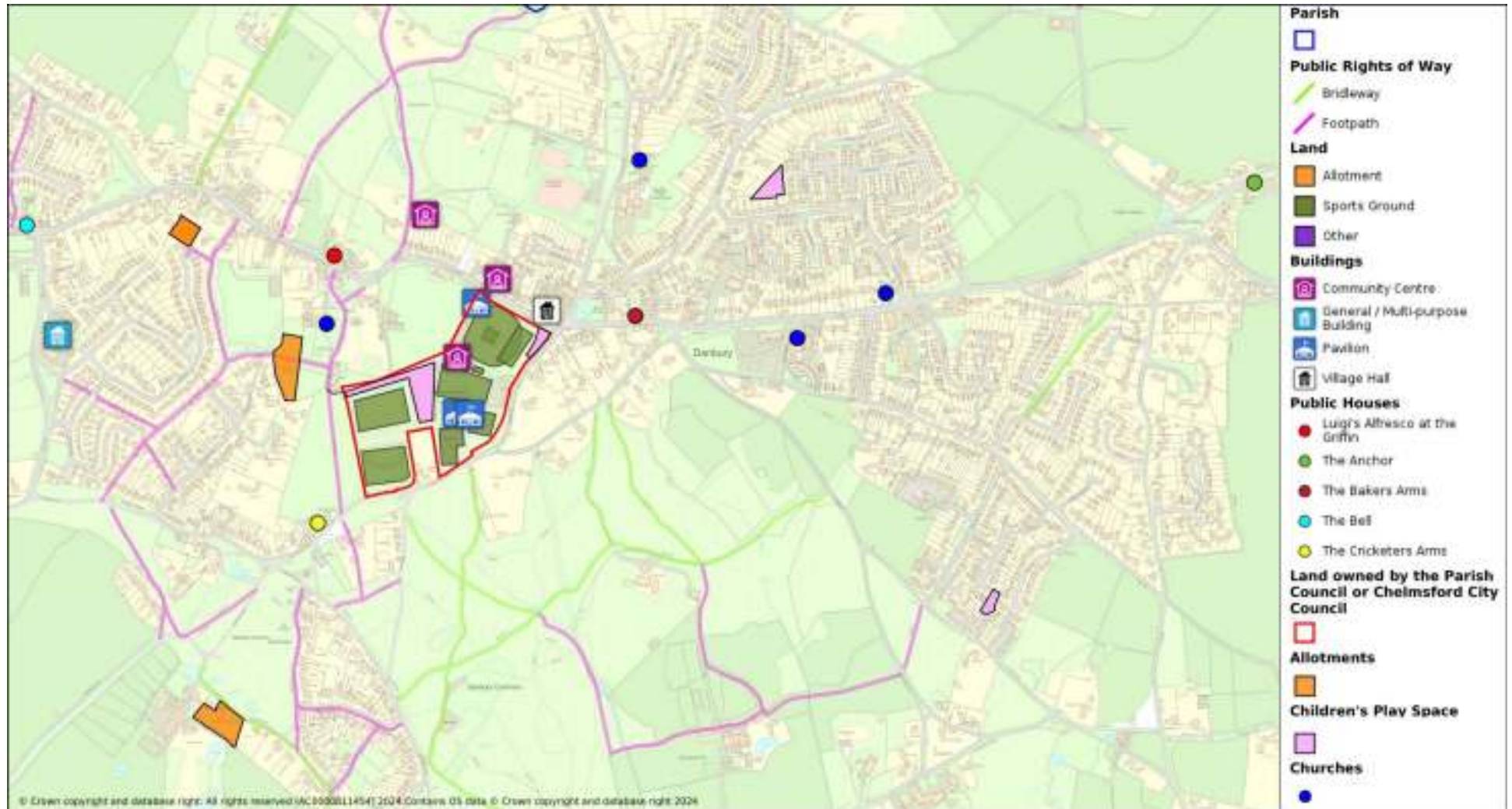


Figure 16: Leisure and Recreational Services



## Danbury Neighbourhood Plan

- 8.5** There is a variety of clubs and activities available for residents of all ages including indoor activities such as Bridge, photography, amateur radio, snooker, darts, Scouts and Guiding, Badminton, and a variety of gym classes. Outdoor activities include football, cricket, basketball, tennis, and bowls.
- 8.6** The Dawson Memorial Fields are centrally located in the village and are accessible both on foot, cycle and in the car, with cycle and parking provision.
- 8.7** Whilst the children’s play space at Rumsey Fields has recently been upgraded by Chelmsford City Council, the space at Potters Close would benefit from being improved and will be, in time, by Chelmsford City Council.
- 8.8** Danbury Common, at the end closest to Copt Hill, along with other Essex Wildlife Trust areas have become a destination for Mountain Bikers. As Danbury Common is an SSSI and there is limited parking, the Parish Council does receive complaints concerning street parking and conflict between cyclists, equestrians and pedestrians using the public rights of way throughout the woods.
- 8.9** Chelmsford Local Plan Policy DM21 provides protection for community Danbury’s important amenities include public open spaces, fragile wildlife sites, community facilities such as the Medical Centre, library, places of worship, schools, village halls and retail opportunities.
- 8.10** The presence and provision of social and community infrastructure is critical to sustaining and meeting the day-to-day needs of local residents, providing access to essential services and facilities, and helping to maintain a high quality of life. Facilities, which include schools, healthcare, churches, sports, and community centres, also have an important role to play in strengthening social networks, sense of community and identity
- 8.11** Amenities that are assets of community value are:
- A large majority of respondents supported the selection of essential facilities being nominated as Assets of Community Value in the Residents’ Questionnaire, 2018 (Supporting Document 11).
  - Existing designated Assets of Community Value.
  - The Old School House (home to the Parish Council) and the library.
- 8.12** Other buildings/facilities that are of value to the community are:
- The Village Hall.
  - Post Office.
  - Griffin Meadow.
  - Listed Village Public Houses.

**Table 3: Aspirations for Recreation and Leisure**

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

**Table 4: Aspirations for Assets of Community Value**

1. To make formal application to Chelmsford City Council towards the following to be designated as Assets of Community Value:
  - Village Hall.
  - Post Office.
  - Griffin Meadow.
  - Listed Village Public Houses.

## 9. Business and Economy

### Objective

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

- 9.1 Encouraging new economic growth must not cause any demonstrable harm to the character of the area, nor lead to an increase in congestion. Future requirements need to include at least gigabit speed and reliable mobile and broadband connectivity, together with effective transport links.
- 9.2 Opportunities to increase green energy will be sought, provided projects are in keeping with, and not detrimental to, the character of the area.
- 9.3 Commercial developments should be sympathetic to the existing street scene.
- 9.4 Parking provision should be sufficient within a commercial development and allow for extra demand needed for service industries.
- 9.5 Business and retail windows and doors should be sympathetic to or enhance the building's design and that of neighbouring properties; this is particularly relevant in the Conservation Area.
- 9.6 Business signs and adverts should be restrained in size and brightness.

### New Employment Development DNP15

#### Policy DNP15: New Employment Development

1. Further small-scale businesses will be supported, as will those that entail working at home.
2. Proposals that provide new employment opportunities will be supported where they do not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
3. Proposals for new employment development should be well integrated with and complement existing businesses. Their size and design should respect the character of the immediately surrounding area and have regard to principles outlined in the Danbury Design Guide.

4. Proposals for development should not have a significant impact on the local living environment nor the amenity of any adjacent residential properties or other land users.
5. The retrofitting of existing employment uses to include renewable energy technology will be supported.
6. Within the employment areas illustrated in Figure 17, proposal for employment activity will be supported subject to meeting the criteria of this policy.
7. Proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable mobile and broadband connectivity. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections. Where connectivity is not currently available suitable ducting that can accept gigabit broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

**9.7** The main businesses areas and retail areas are shown in Figure 17. There are at least 98 businesses operating throughout the village which have led to Danbury being a Key Service Settlement. Danbury provides a range of key services, for example:

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

**9.8** New business opportunities are welcome, but it is important to retain the character of the village. Therefore, new businesses should be set up in areas which complement existing businesses, e.g. Eves Corner which is mainly retail.

**9.9** Danbury Business Park (formerly, the British Legion Industrial Estate) is designated as an employment area within the Local Plan which accommodates local businesses. There is also a non-designated area at Well Lane, accommodating several local businesses. Across the two sites, local businesses provide services/products that are of benefit to Danbury Residents (Figure 17).

### **Main Business Areas (coloured red on Figure 17)**

- **Bell Works, Well Lane, CM3 4AB** (marked as 1 on map): Bell Works has several industrial units, each of which provides employment opportunities and facilities that are of benefit to residents. There are about 80 employees at this location in a varied range of services. Since it provides local employment opportunities and facilities towards the centre of the

## Danbury Neighbourhood Plan

village, it is considered that it could be designated as an employment zone rather than for residential use.

- **Danbury Business Park, Maldon Road**, Danbury, CM3 4QJ [previously Royal Legion Business Park] (marked as 7 on map): The Danbury Business Park has several industrial units, each of which provides employment opportunities and facilities that are of benefit to residents.
- **Brooks Brothers Timber** CM3 4PG (marked as 11 on map): The Danbury site is involved in the production, storage and distribution of timber products. There are 66 full time employees.

### Retail and Small Business Areas (coloured blue on Figure 17)

- **The Spinney, 121 Main Road**, CM3 4DH (marked as 2 on map): It houses 8 businesses including a café, hair care and medical treatments. It has parking provision.
- **Eves Corner, Main Road**, Danbury, CM3 4QF (marked as 5 and 5a on map): Eves Corner lies at the heart of village and houses a wide range of businesses and services such as a pharmacy, café, estate agents. Bakers of Danbury (builders) have been in business since 1878.
- **Maldon Road and Main Road**, A414 Main retail areas (marked as 3, 4, 6, 8, 9, 9a and 10 on map): There are four public houses and a wide variety of shops and businesses along the A414 route throughout Danbury.

### Additional Business Areas

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

**Table 5: Aspirations for Business and Economy**

1. The Parish is keen to identify opportunities for small scale, community led and owned green energy projects to support local residents and businesses.
2. Designation process is ongoing for Bell Works, Well Lane industrial estate as a business zone.
3. The creation of a Danbury Business Hub was supported by 75% of respondents to Questionnaire number 2 (Supporting Document 11). This could provide meeting space, shared workspace and photocopying/printing services for small, local businesses and residents. Currently, Danbury Library provides access to the internet and a photocopier.

## Danbury Neighbourhood Plan

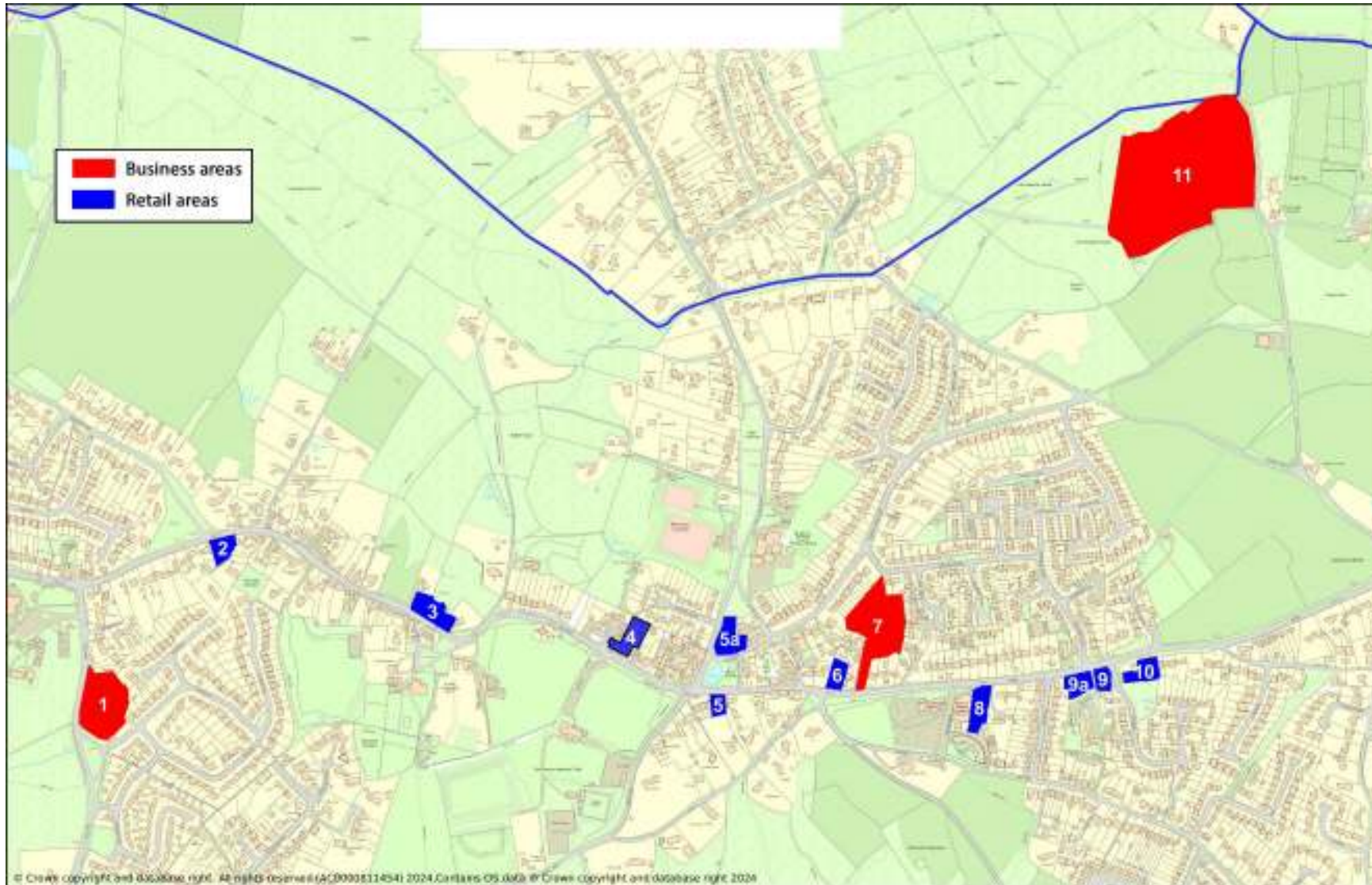


Figure 17: Main Retail and Business Areas

## 10. Heritage

### Objective

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

- 10.1** Danbury has (to date) 59 listed heritage assets, 54 listed buildings, 3 scheduled monuments, 2 registered parks and also a Conservation Area (Figure 18). These designated heritage assets (see Supporting Document 29) will be protected and enhanced by the NPPF and Chelmsford Local Plan because they contribute considerably to the character of Danbury and any development negatively impacting on these assets will not be supported.
- 10.2** Respondents to the questionnaires identified a number of heritage and non-heritage assets and rural features which they felt should be protected.
- 10.3** The NPPF defines heritage assets as: 'A building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).' Chelmsford City Council uses the criteria detailed in Supporting Document 16 when preparing its local list.
- 10.4** Together with Danbury's listed buildings and Conservation Area there are old buildings that, whilst not listed, contribute to the character of the village. Danbury also has Scheduled Monuments, two registered Parks and Gardens (Figure 18) and eight protected lanes (Figures 11 and 14), all of which contribute towards the character of the village and provide clues to its history.
- 10.5** The distribution of Listed Buildings, primarily along the Main/Maldon Road through Danbury hints at the locations of the once separate Hamlets that make up Danbury Parish today – see paragraph 2.9.
- 10.6** The historic core of the Parish has been designated as a Conservation Area from The Bell in the west to Bay Meadow in the east.
- 10.7** Remnants of the open spaces that separated each of the original three hamlets (St John's Church area, Eves Corner and Runsell Green) can still be seen today and are an integral part of the historic and landscape character of the village.
- 10.8** The open space at Eves Corner and Frettons House is what remains of the separation between the settlements at Eves Corner and the St John the Baptist Church and provides a buffer from more modern developments to the Southwest. The open space at Bay Meadow provides a buffer between the more modern developments from Runsell Green and the Historic Core at Eves Corner.

### 10.9 Suggested additions to the Chelmsford City Council Local List:

- Blackmore House, Woodhill Road, late 18<sup>th</sup> century.
- Boarded cottages Plumptre Lane and Horne Row, 18<sup>th</sup> century.
- Boarded Well Cottages, south side of Woodhill Road, 18<sup>th</sup> century.
- Furzelea, Bicknacre Road, late 19<sup>th</sup> century.
- Retail outlets adjacent to the Griffin Inn, Main Road, 17<sup>th</sup> century (altered 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup>).
- Heathcote, 1 Eves Corner, late 19<sup>th</sup> century.
- Houses built by Bakers of Danbury along Woodhill Road, Fitzwalter Lane and Ludgores Lane, late 19<sup>th</sup> century.
- Library, Main Road, 1835.
- Mayesfield, Mayes Lane, early 20<sup>th</sup> century.
- Old House, south side of Woodhill Road, 1724.
- Parish Council Office and nursery school, Maldon Road, 1840.
- Vernacular brick cottages south of The Cricketers, 19<sup>th</sup> century.
- Village hall, Main Road, 1912.
- Wickham House, Runsell Green, 1839.
- Workers' cottages on the north side of Woodhill Road, built 18/19<sup>th</sup> century.



## Danbury Neighbourhood Plan

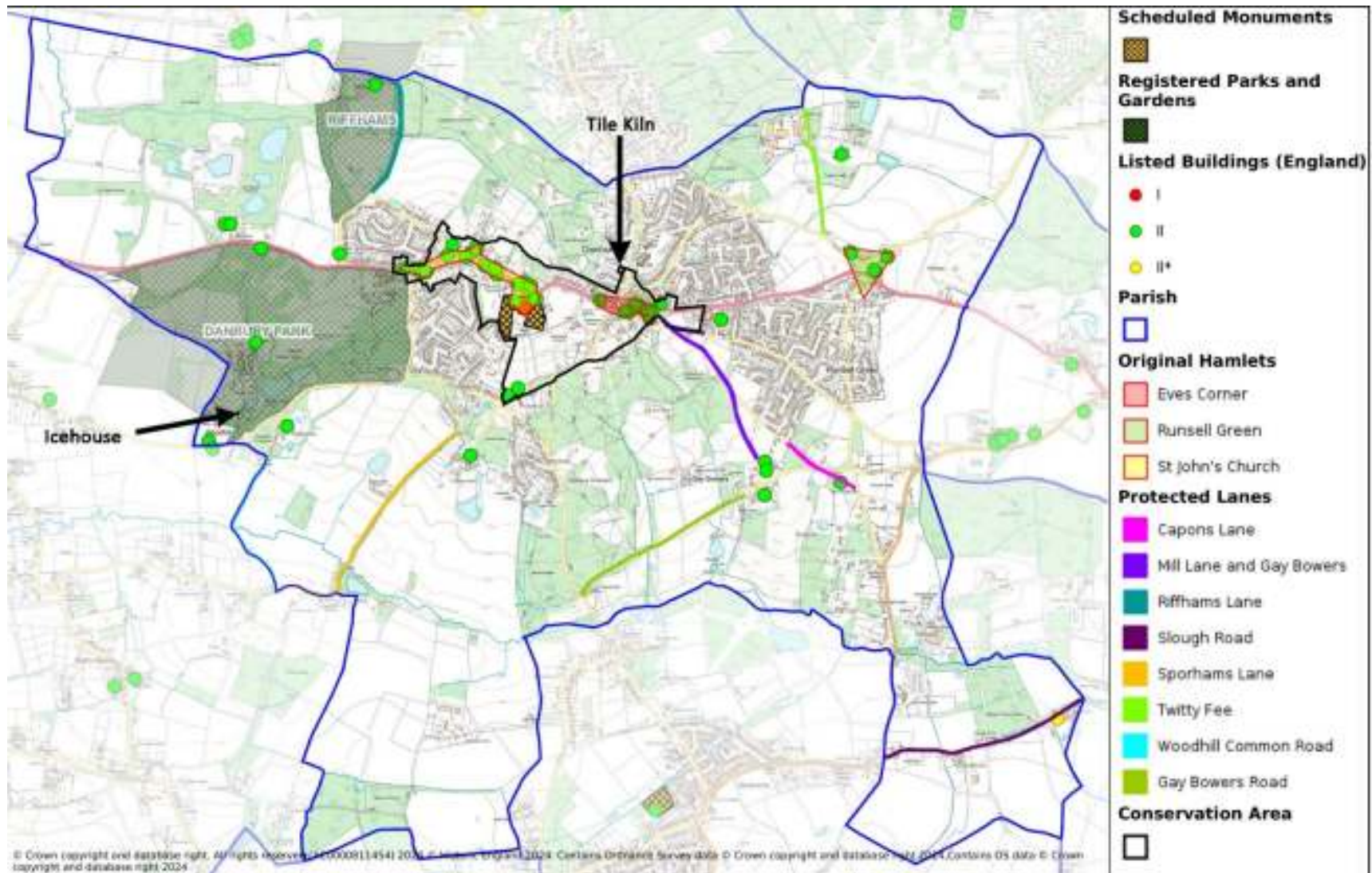


Figure 18: Heritage Assets and Historic Settlements

## Rural and Protected Lanes DNP16

### Policy DNP16: Protected Lanes

1. Development proposals for Protected Lanes will only be supported where it can be demonstrated that the proposal will not:
  - a) Detrimently affect the character and setting of a Protected Lane through changes to trees, hedgerows, banks, ditches, or verges.
  - b) Give rise to a material increase in traffic using a Protected Lane such as to have a significantly adverse effect on the character of the lane.
2. Safety of pedestrians on these often-narrow lanes without footways must be a criterion when considering planning applications.

**10.10** The Protected Lanes in Danbury are listed below (Supporting Documents 18a, 18b):

- Mill Lane (Northern end)
- Gay Bowers Lane
- Gay Bowers Road (excluding NE stretch)
- Capons Lane
- Sporhams Lane
- Woodhill Common Road (boundary with Sandon)
- Twitty Fee
- Riffhams Lane
- Slough Road

**10.11** Figures 16 and 18 show the Protected Lanes diagrammatically. Detailed information of their respective lengths affected can be viewed in detail on the Protected Lanes layer on the Chelmsford Adopted Local Plan interactive Proposals Map<sup>5</sup>.

**10.12** Danbury evolved from a group of separate small settlements: round St John's church, Eves Corner and Runsell Green. The lanes linked these with the common land, farmland, grazing and public houses. They remained as further buildings slowly linked the settlement areas; they are both a reminder of Danbury's evolution and an important part of its rural character beyond the A414. Many are narrow, sometimes single lane, and most have no footways or lights. The questionnaires showed support for these lanes to be protected and not widened, straightened or lit.

**10.13** Respondents to the Residents' Questionnaire 2017 (Supporting Document 7) were keen to protect both protected and non-designated local lanes. Narrow local lanes, that although not given protected status, contribute to the rural character of the Parish.

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<sup>5</sup> <https://chelmsford.gov.maps.arcgis.com/apps/webappviewer/index.html?id=f9f1a487f11d4fb08d0bb99ae40f5069>

**Table 6: Aspirations for Heritage Assets**

1. Lanes that should be considered for protection:
  - a) Hyde Lane South
  - b) the rest of Capons Lane
  - c) the North East end of Gay Bowers Road
  - d) Runsell Lane
  - e) the South East end of Mill Lane east of Hyde Lane, and
  - f) the small triangle comprising Woodhill Common Road, Woodhill Cottages and Woodhill Road.
2. Formal recognition for Non-designated Heritage assets identified in paragraph 10.9 above will be requested from Chelmsford City Council.
3. To have Griffin Meadow designated as a Local Open Space working with appropriate agencies.
4. Explore adding new conservation areas at:
  - a) Woodhill house triangle and cottages
  - b) Gay Bowers House and converted barn
  - c) Fitzwalter Lane

## 11. Projects and Next Steps

### Projects, aspirations and the Community Infrastructure Levy

- 11.1** The Community Infrastructure Levy (CIL) is a charge levied on development which is payable to the local authority and is intended to be spent on infrastructure projects across the Chelmsford City Council that help address the demands placed on it resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces, and sports facilities.
- 11.2** A portion of CIL is payable to the Danbury Parish Council for spending on local projects in the Neighbourhood Plan area. The Parish Council will receive 25% of all CIL monies paid to Chelmsford City Council in respect of qualifying development within the Neighbourhood Plan area. In regard to what this money can be spent on, the [CIL Regulations \(2019\)](#) (at para 59C) state:
- “A local council must use CIL receipts passed to it... to support the development of the local council’s area, or any part of that area, by funding:*
- a. The provision, improvement, replacement, operation or maintenance of infrastructure; or*
  - b. Anything else that is concerned with addressing the demands that development places on an area.”*
- 11.3** The Chelmsford City Council CIL Charging Schedule was approved in February 2014 and took effect on 1 June 2014 (see CIL in references). All applications for development that are above the necessary thresholds will be subject to this charging schedule, or any subsequent updates to it. Payment is linked to an instalments policy, related to the scale and commencement of development. CIL Charging Authorities have published Annual Infrastructure Funding Statements which set out the infrastructure projects or types of infrastructure which the Council intends to fund by CIL wholly or partly.
- 11.4** Through consultation and work on the Neighbourhood Plan a series of projects have been identified towards which the Parish Council intends to direct the neighbourhood portion of CIL. These are referred to through the Neighbourhood Plan. These projects will be kept under review by the Parish Council.
- 11.5** Alongside CIL, the City Council will continue to negotiate Section 106 agreements with applicants which can provide funds or works to make development more acceptable in planning terms. The Parish Council will liaise with the City Council as to the most appropriate form of Section 106 agreement relating to applications within the Neighbourhood Plan area. The Essex County Council’s (ECC) Developers Guide to Infrastructure Contributions details the scope and range of infrastructure towards which ECC may seek from developers and landowners in order to make development acceptable in planning terms. Contributions will also be secured towards mitigation measures in accordance with the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).



## Supporting information

### Supporting Documents

A full list of supporting documents providing background and evidence to the Danbury Neighbourhood Plan is listed. The documents can be viewed using the link below.

[www.danburyneighbourhoodplan.com](http://www.danburyneighbourhoodplan.com) and in paper form at the Danbury Parish Council Office.

Supporting Document	Title	Source
A	Danbury Design Guide	Danbury
1	Open Countryside and Protected Areas	Danbury
2	Standing Advice/Guidance from Natural England – Ancient Woodland etc <a href="https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions">https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions</a>	
3	Local Wildlife Sites - Wildlife Trusts <a href="https://www.wildlifetrusts.org/cy/node/19383">https://www.wildlifetrusts.org/cy/node/19383</a>	
4	Natural England/Chelmsford CC Statement of Common Ground <a href="https://www.chelmsford.gov.uk/media/qnahgebq/socg-02-statement-of-common-ground-natural-england.pdf">https://www.chelmsford.gov.uk/media/qnahgebq/socg-02-statement-of-common-ground-natural-england.pdf</a>	
5a	Site Options and Assessment Report, April 2019. AECOM	Danbury
5b	Individual Site Pro-formas, May 2019. AECOM	Danbury
5c	Site Options and Assessment Report, March 2020. AECOM	Danbury
5d	Site Options and Assessment Report, November 2021. AECOM	Danbury
6a	Extract from Landscape Sensitivity and Capacity Assessment Report, Amec Foster Wheeler, 2017 relating only to Danbury.	Danbury
6b	Addendum to the Landscape Sensitivity and Capacity Addendum, Wood. September 2020.	Danbury
7	Residents' Questionnaire No 1, 2017	Danbury
8	Air Quality AQMA Revocation Report - November 2023	Danbury
9	ECC Position Statement Traffic on A414, 2015 <a href="https://www.maldon.gov.uk/info/7050/planning_policy/9164/pre-submission-local-development-plan-evidence-base">https://www.maldon.gov.uk/info/7050/planning_policy/9164/pre-submission-local-development-plan-evidence-base</a>	
10	Maldon Position Statement on strategic highways issues, 2015 <a href="https://www.maldon.gov.uk/publications/LDP/supporting_documents/3%20Statement%20of%20Common%20Ground/DOC119.pdf">https://www.maldon.gov.uk/publications/LDP/supporting_documents/3%20Statement%20of%20Common%20Ground/DOC119.pdf</a>	
11	Residents' Questionnaire No.2. QA Research Report, 2018	Danbury

## Danbury Neighbourhood Plan

Supporting Document	Title	Source
12	Sustrans Route 1 <a href="https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-1/">https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-1/</a>	
13	St Johns School Questionnaires Report, 2017	Danbury
14a	ECC Minerals and Waste Planning Authority Response, March 2019	Danbury
14b	ECC Minerals and Waste Planning Authority Response, April 2019	Danbury
15	Essex County Council Highways Access Technical Note, August 2021	Danbury
16	Register of buildings of local value <a href="https://www.chelmsford.gov.uk/media/hh5b5zzv/local-legacy-guide-to-the-register-of-buildings-of-local-value-in-chelmsford.pdf">https://www.chelmsford.gov.uk/media/hh5b5zzv/local-legacy-guide-to-the-register-of-buildings-of-local-value-in-chelmsford.pdf</a>	
17	Historic Environment Characterisation Project, p25	Danbury
18a	Protected Lanes – Assessment Update, 2017 <a href="https://www.chelmsford.gov.uk/media/2d1hoxm2/eb-088-protected-lane-assessment-additional-lanes.pdf">https://www.chelmsford.gov.uk/media/2d1hoxm2/eb-088-protected-lane-assessment-additional-lanes.pdf</a>	
18b	Protected Lanes Study – Summary Report, 2009 <a href="https://www.chelmsford.gov.uk/media/hmal4vel/eb-086-protected-lanes-study-summary-report.pdf">https://www.chelmsford.gov.uk/media/hmal4vel/eb-086-protected-lanes-study-summary-report.pdf</a>	
19	BBC Canyon Effect <a href="https://www.bbc.co.uk/pressoffice/pressreleases/stories/2009/10_october/30/pollution.shtml">https://www.bbc.co.uk/pressoffice/pressreleases/stories/2009/10_october/30/pollution.shtml</a>	
20	Danbury Housing Needs Assessment (HNA), 2020	Danbury
21	Strategic Environmental Assessment for the Danbury Neighbourhood Plan, March 2024	Danbury
22	Open Space Study, Green Space Area Profiles, 2016-2036, part 2 of 2 <a href="https://www.chelmsford.gov.uk/media/od0lfcoh/eb-101d-open-space-green-space-area-profiles-part-2-of-2.pdf">https://www.chelmsford.gov.uk/media/od0lfcoh/eb-101d-open-space-green-space-area-profiles-part-2-of-2.pdf</a>	
23a	Chelmsford Local Plan Heritage Assessments, Technical Note, March 17 and Addendum 2 – for Danbury, April 2019	Danbury
23b	Chelmsford City Council Heritage and Conservation Officer advice, March 2020	Danbury
24	Sites Selection and Allocation Report, March 2022	Danbury
25	Call for Sites Report, November 2018	Danbury
26	Impact on Local Highways Network, March 2022	Danbury
27	Assessment of Selected Sites against Plan Objectives, December 2022	Danbury
28	Chelmsford City Council - Making Places SPD <a href="https://www.chelmsford.gov.uk/media/idpmbu3z/making-places-spd.pdf">https://www.chelmsford.gov.uk/media/idpmbu3z/making-places-spd.pdf</a>	
29	Historic England List of Danbury assets 20-12-2023	Danbury
30	Not used	
31	Almshouse requirements for occupation	Danbury
32	RAMS SPD <a href="http://www.chelmsford.gov.uk/media/0fznrja3/essex-coast-rams-supplementary-planning-document.pdf">http://www.chelmsford.gov.uk/media/0fznrja3/essex-coast-rams-supplementary-planning-document.pdf</a>	
33	Greater Essex Planning Policy Position for Net Zero Carbon Development <a href="https://www.essexdesignguide.co.uk/media/2954/net-zero-carbon-planning-policy-for-greater-essex-november-2023.pdf">https://www.essexdesignguide.co.uk/media/2954/net-zero-carbon-planning-policy-for-greater-essex-november-2023.pdf</a>	

### List of Policy Titles

Reference	Policy Title	Page
DNP1	Housing Site Allocations	29
	Site Specific Policy A: Land at Sandpit Field	32
	Site Specific Policy B: Land at Tyndales Farm West	34
	Site Specific Policy C: Ex Play Area, South of Jubilee Rise	37
	Site Specific Policy D: Danecroft, Woodhill Road	39
	Site Specific Policy E: Land at Mayes Lane	41
DNP2	Housing type, mix and tenure	43
DNP3	Sustainable Housing Design	45
DNP4	Built Form	48
DNP5	Street Scene	50
DNP6	Environment and Biodiversity	51
DNP7	Wildlife Connectivity	54
DNP8	Open Spaces	55
DNP9	Recreational Pressure on Sites of Special Scientific Interest	58
DNP10	Light Pollution and Night Skies	61
DNP11	Trees and Hedges	62
DNP12	Danbury Key Views	64
DNP13	Connection to Sustainable Transport and Village Amenities	71
DNP14	Provision of Recreational and Leisure Facilities	77
DNP15	New Employment Development	83
DNP17	Rural and Protected Lanes	90

### Glossary

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

**Affordable Housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

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

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



## Danbury Neighbourhood Plan

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

**AONB (Area of Outstanding Natural Beauty) – see National Landscapes**

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

**Brownfield Site:** See Previously Developed Land

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

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

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

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

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

**Essex Wildlife Trust:** The Wildlife Trust’s vision is to bring people close to nature and land and seas rich in wildlife.

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

## Danbury Neighbourhood Plan

**Multifunctional Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities, and can be used for wildlife corridors, flood migration, access etc.

[https://consultations.essex.gov.uk/rci/essex-gi-standards/supporting\\_documents/Essex%20Green%20Infrastructure%20Framework%20Guidance%205.21.pdf](https://consultations.essex.gov.uk/rci/essex-gi-standards/supporting_documents/Essex%20Green%20Infrastructure%20Framework%20Guidance%205.21.pdf)

**Heritage Asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

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

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

**LNRS (Local Natural Restoration Strategy):** Part of the Nature Recovery Network (NRN) which is made up of 48 Local Recovery Strategies. Introduced in the Environment Act 2021, the LNRS is a statutory requirement on Local Government e.g. Greater Essex being Essex plus Grays and Southend.

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

**Major housing development:** development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more (see NPPF Glossary).

**National Design Guide:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/962113/National\\_design\\_guide.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf)

**National Landscapes (formerly AONB) -** Designated Areas of Outstanding Natural Beauty are on par with the UK's National Parks, each is an outstanding landscape whose distinctive character and natural beauty is so precious that it is safeguarded in the national interest.

**NPPF:** The National Planning Policy Framework: sets out the government's planning policies for England and how these are expected to be applied – most recent update December 2023. [https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf)

## Danbury Neighbourhood Plan

**Previously Developed Land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

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

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

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

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

**SPD:** Supplementary Planning Document

**Strategic Environmental Assessment (SEA):** A Report that must be published for consultation the draft version of the Plan. The Report “identifies, describes and evaluates” the likely significant effects of “the plan, and reasonable alternatives”.

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

Further information on SSSI and their special interest features can be found at <http://www.magic.gov.uk>.

Developers can obtain further information on SANG requirements from Natural England, by using their Discretionary Advice Service. Natural England, National Trust and/or Essex Wildlife Trust costs associated with detailed input to the pressures assessment/mitigation strategy work would need to be covered by the developers to facilitate this work.

**Standing advice:** This refers to a material planning consideration that should be considered when making decisions on planning applications. It replaces the need for each agency to give an individual response to planning consultations. It has the same authority as an individual response.”

**Sustainable Danbury:** aims to provide local information and inspiration to live more sustainably covering energy efficiency, to promote re-use and recycling including improved repair, to encourage sustainable lifestyle choices such as local food production and travel, to promote wildlife conservation and enhancement across the village and home gardens. <https://sustainabledanbury.org/>

## Danbury Neighbourhood Plan

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

**Use Classes:** The Town and Country Planning (Use Classes) (Amendment) (England) regulations 2020 and further amendments (from 1<sup>st</sup> August 2021) puts uses of land and buildings into various categories known as ‘Use Classes’. Use class B2 refers to general industry and Use class B8 refers to storage and distribution, for example. A Guide to Use Classes can be found at

<https://lichfields.uk/media/7156/guide-to-the-use-classes-order-in-england.pdf>

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

## **References**

**Chelmsford Local Plan:** <https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/>

**Policies Map Danbury:** <https://www.chelmsford.gov.uk/media/urxpszdy/local-plan-map-danbury.pdf>

**CPRE Night Blight Map:** <https://nightblight.cpre.org.uk/resources>

**Hirons and Sjomann, 2019, Tree Species Selection for Green Infrastructure,** A guide for Specifiers, Tree Design Action Group.

**Essex Design Guide:** <https://www.essexdesignguide.co.uk>

**Institute of Lighting Professionals (ILP):** <https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/>

**Maldon District Council 2017, Approved Local Development Plan 2014 – 2029,** p18

**My Community / Locality, 2017, Community Infrastructure Levy;** Neighbourhood Planning toolkit: <https://mycommunity.org.uk/locality>

**National Design Guide 2021:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/962113/National\\_design\\_guide.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf)

**Natural England / Defra Biodiversity Metric:**

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

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

**NPPF 2023, Ch. 15, Conserving and enhancing the natural environment:**

[https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf)

**Passivhaus:** <http://www.passivhaus.org.uk>

**Public Health England (Fingertips 2019):** <https://fingertips.phe.org.uk>

# Danbury Parish Council

Neighbourhood Plan 2023-2036



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