

Planning Guidance
for the
Parish of Danbury

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How the Danbury Planning Framework was produced

The Danbury Planning Framework (DPF) has been developed from information supplied by the people of Danbury by way of:-

The Village Questionnaire
The Village Workshop
The Business Questionnaire
The Schools Workshops
The Village Drop-In Day

The consultations, which were an integral part of the Danbury Parish Plan (reviewed in 2010), are supplemented by additional surveys of the built environment by members of the Parish Plan Team.

Being constructed from the information supplied it conveys the expressed views of the community on how they wish to see their village cared for and improved; what development they do and do not consider acceptable. Change in many ways is inevitable and the village does not want to be stuck in a time warp; the challenge is to manage and direct change such that it is sympathetic to and actually enhances the local environment in which it is happening. Development must be beneficial to the community, harmonise with the local area and, very significantly for the people of Danbury, it must not be injurious or detract from the local environment which is so important to the overwhelming majority of residents. Maintaining, preserving and improving the quality of the unique environment in which Danbury is situated are significant priorities for the village; they are priorities which transcend age groups. A lot of change occurs through property alterations not needing planning permission. The document is therefore about managing buildings, gardens and streets and caring for the village.

The framework is intended to be read by anyone planning property alterations or a development of any description in the Parish of Danbury. The document is intended to convey additional information about the character, landscape and the visual and architectural identity of the village of Danbury to assist those altering their property or seeking planning approval in formulating their application. It does not supersede or override policies contained in the Chelmsford Core Strategy and Development Control Policies 2001-2021 (adopted 20th February 2008) or current or future planning legislation from central Government. However, being agreed with Danbury Parish Council as being representative of the Council's own planning philosophy, as endorsed by the views of the village, the document is complementary to Chelmsford Borough Council's planning objectives. The Danbury Planning Framework thus gives additional reference on what may be acceptable in the village to enable beneficial conservation, development and change whilst maintaining the unique identity of Danbury in its regionally significant setting.

Carrying out the assessment of a village the size of Danbury has been no small task and this was the prime reason for dividing the village into discrete neighbourhoods enabling members of the Parish Plan Team to survey smaller areas which could then be described individually prior to collation into an overall assessment. The 'neighbourhoods' and their titles are only a convenience tool for the purposes of the exercise; they are not intended to, and nor should they be interpreted as, having any substantive identity in delineating certain parts of the village.

Status of this document

This is a guidance document for designing new development, for maintaining and caring for the village and for promoting enhancements. It complements the Borough Council's planning policy and has been adopted as part of the Local Development Framework. It is now a material consideration in determination of planning applications by virtue of the research and community consultation.

Specific guidance notes (DPF notes) are included in the text to influence the design and specification of works. All DPF notes are also listed at the back of this document for ease of reference.

Relationship to the Parish Plan

Some of the information previously published in the Danbury Parish Plan Report is replicated in this Planning Framework; this is intentional and is not duplication of what has already gone before. The two documents, though related, are discrete stand alone entities in their own right which may be read by those who will not have seen (and may have no need to see) the companion document. Additionally, the Planning Framework contains more focussed information and specific guidance on the built environment and development related issues that affect the village.

The Parish Council plays a role in leading action on key issues and making representations to Borough and County Councils for policy changes. Matters being pursued by the Parish Council are highlighted in Section 15, separate from the design guidance.

This Planning Framework is dedicated to the people of Danbury whose wholehearted support for the Parish Plan project has made its compilation possible.

In general all proposals for development should have regard to the current provisions of Planning Policy which have been established nationally and for the area of the relevant Planning Authority.

This Danbury Planning Framework (DPF) indicates the special characteristics of the Parish which need to be taken into account in respect of any development proposals.

DPFI: Development proposals within the Parish of Danbury will have to satisfy the requirements of the Core Strategy and Development Control Policies and Supplementary Planning Documents issued by Chelmsford Borough Council and any succeeding statement of planning policy existing at the time that a planning application is made.

The design of new development, whether in an application for planning permission or permitted development should pay due regard to the guidance in the Danbury Planning Framework and should respect the quality of the local natural and historic environment, character, landscape, street scene and spatial quality.

I. DEFINED SETTLEMENT AREA

The Borough Council's planning policy sets out a Defined Settlement Area for Danbury shown in Map I of this Framework. The purpose of Defined Settlements is to contain urban growth and avoid sprawl into the countryside.

Consultation underway in 2010 seeks to update these settlement boundaries to reflect new development that has taken place, and ensure defensible boundaries. The new boundaries will cover Danbury parish within one area – the current Defined Settlement boundary encloses three distinct areas which closely encompass the existing areas of developed settlement within the village.

Area 1 contains the areas of Riffhams Lane, Mildmays, Parkdale, Main Road as far as Frettons bend, Elm Green Lane, Well Lane, Southview Road and Woodhill Road to its junction with Penny Royal Road, The Heights, Daen Ingas, St Cleres and Beaumont Park.

Area 2 to the south is a discrete pocket containing the settlement of Horne Row.

Area 3 contains the greater part of the village settlement and stretches from Little Baddow in the north across the central part of the village between Frettons and Runsell Lane, Runsell Green and Gay Bowers to the south east.

Danbury Parish Council wishes to see the updated Defined Settlement Area defined tightly around existing developed settlement to reflect the existing boundary which is shown in Map I of this Danbury Planning Framework.

The geological feature known as Danbury Ridge is of special importance to the village. In the past development has undermined the fundamentally rural and wooded nature of the area and contributed to 'creeping' urbanisation in an area where such an environment is essentially out of character. Development should only be allowed if there is no impact on the essential character of the area. In particular many houses are set in large gardens with mature landscaping; these properties are integral contributors to the special character of the settlement.

DPF2: The pressure for development on some large garden plots lying along the ridge should be resisted to avoid losing the rural, wooded character and proposals should only be considered with due regard to maintaining and enhancing the character of the established local environment and avoiding undue impact on nature conservation in this part of Danbury.

DPF3: Any works undertaken as permitted development in large gardens on the ridge should be sited and designed to be sensitive to the special wooded character of the area.

DPF4: Development should be resisted in large gardens with mature landscaping; because these properties are integral contributors to the special character of the settlement.

2. DENSITY OF DEVELOPMENT

It has been already stated that Danbury is a village which has evolved over the centuries to be characterised by low density housing, spaciouly laid out and with a distinctly rural ambience. Within the defined settlement area there is little scope for further infilling and backland development is problematical. There is little room for any further expansion on the basis of multi-dwelling developments, a feeling overwhelmingly echoed by 80% of village residents in the village questionnaire. Even in the village centre, the layout is open and not at all characterised by the usual higher densities and tightness which is often in evidence in a village centre.

To be realistic and due to developments in the past, within the present Defined Settlement Boundary comprised of 3 discrete entities interspersed with significant open land, there is very little opportunity for any development of consequence. There is no scope for any increasing density of development and vigilance must be observed to ensure that single or small scale developments adhere strictly to the constraints of relevant Local Planning Policies, related Supplementary Planning Documents and the contents of this Framework. Although 39% of questionnaire respondents thought that the number of houses built in Danbury over the past 10 years was "about right", when asked if Danbury could accommodate more new housing 80% said "No", believing the village has grown large enough; 88% said any further development will spoil the environment, which is highly valued by adults and children alike. Only 9.8% said "Yes" to more development. Realistically it must be said that increasing density of development in Danbury will not enhance either the character or facility of the village, wherever it is located and irrespective of any community infrastructure that might be promised as integral to the development. Village schools are already using prefabricated temporary classrooms and whether or not healthcare services could cope would be a matter for conjecture. Volumes of additional traffic would inevitably be loaded onto the already overburdened A414 or onto the ill equipped village minor roads as a consequence of drivers trying to avoid the congestion.

In an area of well spaced dwellings on good sized gardens, substantial houses being erected on very small sites are incongruous and unacceptable.

Relevant Development Plan Document Policies apply; however, housing development should be respectful of the character, landscape, street scene and spatial quality. Plot size must be considered in relation to the immediate local environment irrespective of any density ratio that otherwise might be given consideration.

DPF5: If and when land suitable for housing development comes forward, the form and character of new development should be determined by site features and the surrounding existing character; development proposals should not be determined by density targets that could result in incongruous built form.

3. RELATIONSHIP WITH CHELMSFORD

Danbury has been part of the Chelmsford Borough, previously Chelmsford District, since 1974. There is therefore a significant political as well as a physical relationship arising out of the very proximity of the County Town to Danbury, being only 4.5 miles distant. However, Danbury is a village separate and distinct from the County Town. It is not a suburb of Chelmsford and that is how Danbury people wish it to remain.

Outside peak periods the A414 provides a usually direct, quick and easy access into the heart of Chelmsford with its retail parks, industrial estates, high street shopping names and entertainment facilities. Chelmsford itself provides significant employment opportunities for local people and via the rail station allows ready access to London. Notwithstanding the close relationship and easy access, Danbury does not want to become physically a part of Chelmsford, in fact the very opposite. 'Danburians' jealously guard the unique identity of their village and wish to see it maintained as a discrete village physically separated from the County Town and neighbouring settlements. Currently the A12 trunk road neatly divides Chelmsford from the Parish Boundary with part of Sandon Parish in between. There are local fears about the large scale development, both commercial and residential, underway on the western side of the A12 with concern that should it jump the trunk road then pressure on the Parish Boundaries would be considerable.

There has already been some small scale development at Sandon Manor on the Danbury side of the A414/A12 interchange. The recent sale of the adjacent small field has only served to heighten concern over ribbon development along the A414 and worries over why there is no designated Green Wedge to afford protection to the rural landscape in between Danbury and Chelmsford. Coalescence with the neighbouring areas of Great Baddow and Chelmsford is to be discouraged.

DPF6: Proposals for development on the edges of Chelmsford and Great Baddow would threaten the physical separation of Danbury which is key to its defined village character.

4. CHARACTER & LANDSCAPE

Eves Corner, with its traditional village green and duck pond, is seen by many as the village centre but Danbury is not compact and does not display a single visual or architectural identity. The village radiates from Eves Corner along the highways that have traditionally served the village, east and west along the A414 (Main Road/ Maldon Road) and northwards along Little Baddow Road.

The village architecture takes a number of forms and is not dominated by one style; however there are many fine examples of architectural styles that range from the 16th century to the present day. These include the Old Post Office (late 16th century) at one end of the scale and the various modern residential developments scattered throughout the village at the other. Notwithstanding the various styles and blending of old and new, the generally observed perception is one of a village with a distinctly traditional feel.

A notable feature, characteristic of the way the village has developed, is the identifiable neighbourhoods consequent on its evolution along the highways, infilling, absorption of smaller hamlets and block developments such as Belvedere, Beaumont Park, The Heights, St. Cleres, Daen Ingas, Hoynors and Baxters. It is only in such 'newer' developments that any uniformity of architectural styles is evident and which can be said to universally describe the essential feel and character of the neighbourhood concerned.

Danbury is situated on one of the highest points in Essex and with this dominance assumes a special importance in the geopolitical map of the local area, and indeed the whole county of Essex. The spire of the Parish Church of St. John The Baptist is a pre-eminent feature on the local skyline and still dominates despite the intrusive and incongruous presence of two communications towers which take advantage of the elevation.

The towers, although of lattice work construction, are noticeable and detract from the visual amenity of the Danbury Ridge, a geographical feature which is of recognised regional significance.

A significant feature of the village is the density of arboreal cover both within the defined settlement itself and along the margins, but within the Parish Boundary. Throughout the village, dwellings with large imposing gardens are a feature in many of the 'neighbourhoods'. These gardens benefit the local environment by acting as wildlife corridors; they invariably have numbers of trees, bushes and hedgerows which contribute markedly to the rural, leafy, heavily wooded and even arcadian charm that is associated with Danbury by residents and non-residents alike.

Because of the scarcity of development land within the defined settlement, gardens both large and not so large are under constant pressure from developers.

A Historic Environment Characterisation Report, commissioned by Chelmsford Borough Council in 2006, gives a good overview of the rich and significant environment of the parish, and helps to understand above and below ground remains of importance.

DPF7: Development proposals should demonstrate how they pay special regard to the environment and character of the site, the surroundings and the immediate local neighbourhood.

DPF8: The position, scale and proximity to existing buildings of proposed buildings in localities where residential gardens form an integral part of the village character should respect the special landscape characteristics and spatial quality of the area.

DPF9: The splitting of residential gardens for new building should be avoided because it can reduce the sense of spaciousness and can lead to an unsuitable suburban character.

DPF10: Backland development and infilling should be avoided where this would destroy the essential character and landscape of an area and the open contribution which gardens make to the local environment.

DPF11: Development should be avoided where new buildings do not have a road frontage, rely on long narrow drives or create an unsatisfactory relationship to an existing building.

DPF12: Development in an open plan area should respect the overall design ethos of the established open plan street scene.

DPF13: Enclosures of walls or fences should not be introduced into an area of open plan development.

DPF14: Housing development should be respectful of the plot size in relation to the immediate local environment irrespective of any intensity ratio that otherwise might be given consideration. Excessive increase in plot density will appear incongruous and out of character with the prevailing character and landscape.

DPF15: Development whether it be an extension or replacement building should respect the prevailing spacing of properties in the general street scene, to avoid untoward reduction of spacing and consequent degradation of the established character and street scene in order to maximise plot ratio.

The Danbury Lakes Country Park, situated outside the Defined Settlement boundary, is an invaluable local asset featuring traditional broad leaved and coppiced woodland which complement the natural appearance of ornamental lakes and formal gardens.

Originally part of the grounds to the palace of the Bishop of Rochester, the park attracts thousands of visitors every year from within the region and nationally. The Country Park is a 'green lung' in an already green village and provides a haven to a variety of wildlife.

Through the Danbury Lakes Forum the Parish Council works to ensure the Country Park is both managed and developed in a manner which ensures this important village asset is preserved to be used and enjoyed by future generations.

Notwithstanding the inclusion of a significant amount of estate type development the village still retains an open, light and airy feel which contributes to an atmosphere of rural calm. There are generally considerable distances between dwellings on opposite sides of a road, frontage to frontage. The nearby presence of the Danbury Lakes Country Park woodlands and scenic views over the adjacent farmland and commons contribute to the general feel of countryside ambience. The western side of Well Lane presents a completely arboreal outlook for the properties on the eastern side of the lane.

The area is crossed by a number of rural footpaths which facilitate access to other parts of the village and also give access to premises; as such they constitute an important part of the village infrastructure in this part of the community.

It is important that the integrity of the defined public footpaths is maintained; they are generally passable but are spoiled by the anti-social activities of some residents (and perhaps non-residents) that use them for fly-tipping garden refuse and other waste items including amounts of litter. Signs indicating 'No Dog Fouling' are few and seldom seen and certain stretches of the pathways have become veritable dog toilets. Being defined public footpaths they are by law only for passage on foot; however, 'No Cycling' signs are conspicuous by their absence. Cycling on the footpaths causes damage to the surface and introduces a safety hazard to walkers.

Village gardens are generally of good size and well maintained to lawns with trees, shrubbery and hedging in abundance and many with greens running down to meet the pavements. Some properties have trees which effectively screen the building from the access road and contribute to the green identity. The estate developments are almost entirely open plan; this is a significant feature contributing markedly to the 'feel' of the areas concerned and which must be considered when seeking to maintain their essential character. There are some dwarf walls in existence particularly in Daen Ingas and it is uncertain if these were part of the original planning concept. However, they are not incongruous with their surroundings and are not a detracting feature as they do not interfere with the overall open plan ethos but any future development should respect the open plan character of the area.

This particular area has been subject to ground movement with the consequence that some walls built as a retaining feature have been subject to damage, if left unattended such features will eventually detract from the acceptable and pleasing appearance of the neighbourhood generally. In the main there is no large scale use of fencing in the estate locations that impinges on the general street scene. Where fencing has been used (primarily in Beaumont Park) it has been part of an original planning design feature, such as a low wall with fencing infill; such original features are not out of keeping with the overall appearance, however applications for additions or extension should be subject to careful scrutiny.

Within the other 'estate' areas there was observed only one 'post development' fenced garden in an otherwise open plan area. The materials used and the installation are of good quality, the fence is in good condition and there is no reason to suspect that it will not remain so. However, the fence is out of keeping with its surroundings, alien to the observed character of the development and, there being no others, it is incongruous with the general street scene. Erection of similar structures would destroy completely the overall concept of the original development planning and seriously degrade the character and landscape of the entire area.

The abundance of generous gardens together with the rural wooded footpaths that cross the parish provide important wildlife habitats and wildlife corridors for the surrounding Sites of Special Scientific Interest (SSSI's) and nature conservation sites. Loss or degradation of these important amenities will be vigorously resisted.

DPFI6: The Parish Council will work with Essex County Council to ensure important village assets are appropriately managed and maintained.

DPFI7: Low shrubs and other planting are encouraged as means of delineating boundaries. Timber fence panels are discouraged as they detract from the rural, open character of streets and garden.

DPFI8: Any inappropriate development which could be prejudicial to the integrity of the footpaths and/or the adjoining hedgerows should be avoided.

DPFI9: Tree Preservation Orders (TPO's) are much in evidence within the Parish and extension of TPO's to protect and enhance the existing arboriculture will be encouraged.

5. DANBURY and LINGWOOD COMMONS

Danbury and Lingwood Commons are part of the ancient landscapes of the region. They are surviving parts of the medieval manors of St. Clere and Herons, names which are still found in Danbury's heritage to this day, plus an area of former common grazing land. Today managed by the National Trust, the commons include Special Landscape Areas (SLAs), and Sites of Special Scientific Interest (SSSI's). There are also adjacent areas managed by the Essex Wildlife Trust. In co-operation with the National Trust the commons should be subject to a specific character analysis in order to ensure future protection does not leave them disadvantaged.

The commons form an integral part of the overall character of the village, contributing markedly to the open rural setting and country village atmosphere which give the village its sense of identity. Lingwood Common and the surrounding areas are renowned in the spring for the display of bluebells.

6. ARCHITECTURE

As already described no one style of architecture predominates although it is true to say that within the eclectic mix the general feel of the village is traditional in overall appearance; whatever the era, style or size of buildings, even newer housing is invariably traditionalist in appearance adopting 'neo' or 'mock' style from one period or another. The overriding consideration for any development work must be to respect the character of the local neighbourhood in styles, materials, adornment and design features, scale and grain; particularly when any building of local, architectural or historic significance is involved or is in the immediate vicinity.

Notwithstanding the overall traditional and rural feel to the village, modern buildings are not unwelcome provided the contribution made to the architectural stock is complementary and beneficial in terms of design and architectural merit, materials used, sustainability, contribution to the character of the village and the acceptability of setting relative to immediate neighbours.

New buildings present the opportunity to introduce new and innovative technology which is beneficial to the environment and this is to be welcomed. However, innovative technology does not have to be, and in a village like Danbury should not be, always and inextricably linked to dramatic and futuristic design. To do so would eventually destroy the village character that makes Danbury what it is and it would cease to have the feel of a country village that has the benefit of being close to so many amenities and good communications; facets which make the village such a desirable place in which to live.

Architectural features such as windows and chimneys make a significant contribution to the statement a building makes about itself and its setting within the immediate locale. A chimney can be purely functional or it can add balance and vertical grace to the total design of the building; the latter is to be preferred.

Whilst picture windows are not absent from the village scene, windows with smaller panes tend to predominate and from an aesthetic viewpoint they enhance the feeling of country village charm that is an inherent part of the essential character of Danbury.

Dormer windows are a common characteristic in Danbury properties both new and old as part of the original design concept. They are a regular feature in building extensions, chalet type dwellings and loft conversions which are a practical way of creating greater useable space without increasing the vertical height of a building.

A dormer that is well balanced, is in proportion to the host building and is appropriately positioned can enhance the overall appearance and make a positive contribution to the character of the street scene. Conversely, where the dormer does not pay due regard to these concerns damage is done to the visual quality and balance of the host building and there is no beneficial enhancement of the local area.

New building technologies, just like traditional ones, must be respectful of the established environment and the prevailing street scene into which they present themselves. Materials used should be respectful of the overriding visual image of the village with natural materials being predominant.

Any building work should be sympathetic to and respect the architecture and environmental setting of existing buildings by way of materials used, aesthetic appearance, style, size and grain. These considerations are of particular relevance and importance to development proposals in the village Conservation Area.

DPF20: Future development should ensure that existing rooflines are retained in order to maintain the character and original design integrity of an area in the admittance of skyline.

DPF21: Any development should be sympathetic to its surroundings in physical and design terms: in estates of a single design concept, for example Beaumont Park, regard must be had to that existing and prevailing design concept in architectural statement and materials used.

DPF22: Materials and finishes used (in both commercial and residential developments) should reflect the character of the area in which they are located and blend with the overall presentation and setting of the building concerned; natural materials are preferred.

DPF23: Window frames should match the original frame material and the window frame pattern. Timber or aluminium tends to look better than UPVC window frames, which often look too heavy.

DPF24: Windows comprised of smaller panes are preferred to featureless sheets of glass.

DPF25: New or replacement windows should reflect the existing so that building symmetry is reinforced.

DPF26: Pitched roofs with tiles of natural appearance are always preferable to flat roofs or pitched roofs with concrete tiles.

DPF27: Any alteration to the visible roof to include a dormer window should ensure the dormer is well balanced with respect to the host building and pays careful regard to the existing street scene such that harmony is maintained with neighbouring buildings.

DPF28: In respect of extensions, including garages, porches and lean-tos, sloping tiled roofs are always preferred to flat roofs.

DPF29: Timber for external cladding, weather boards and box eaves is preferred to UPVC sheet.

DPF30: Boundaries delineated by natural indigenous hedging are more acceptable and complementary to the village character than bland fencing, featureless aesthetically unattractive walls or large ornate iron gates and railings.

DPF31: Wooden gates are preferable to ornate iron in a Danbury setting.

Detailed guidance on the appearance and setting of roof alterations is given in the leaflet: "Residential Roof Extensions Dormer Windows and Loft Conversions"; issued by Chelmsford Borough Council, Directorate of Sustainable Communities.

Site Specific Possibilities:

Bay Green Meadow adjacent to the Danbury Mission is an open space, within the Conservation Area, right in the heart of the village which has contributed markedly to the open country atmosphere which is such a feature of the village.

Part of the meadow is to be developed with a facility to replace the existing 'Lee House' Danbury Medical Centre and thereby bring enhanced medical care and facilities to the village. The Parish Council supports the provision of a new medical centre as essential, not only to support a sustainable village community in the 21st century, but also to cater for the needs of a growing population arising out of developments such as the Danbury Palace apartment project. However, Parish Council also recognises the need for such a significant development to be in substantial harmony with its village setting in the Conservation Area and close to the Eves Corner centre. The Parish Council will seek to ensure that any proposed development associated with the new medical centre is subject to the most stringent scrutiny. The Parish Council will also seek to ensure that the remaining undeveloped part of Bay Green Meadow is retained as a meadow and free of development in the future. It would be unfortunate if this remaining part of the meadow area ever became developed as it would signal a further erosion of valuable open land within the village centre which contributes markedly to its special character and open landscape setting.

DPF32: The remaining undeveloped part of Bay Green Meadow should be retained as a meadow and free of development in the future to protect the valuable open landscape character.

The BT Telephone Exchange in Hopping Jacks Lane is an unremarkable building that has been described as "unlovely". Though by no means certain, it is possible that this building may be rendered redundant by technology at some time in the future and thus open up the possibility for future redevelopment.

DPF33: If the BT Telephone Exchange is developed for housing, it should respect the character, landscape and street scene of Hopping Jacks Lane.

7. SIGNIFICANT BUILDINGS

58 & 60 Main Road (*17th Century – Listed, adjacent to The Griffin*). A 17th century timber-framed and plastered building altered in the late 18th century and now cement rendered. The windows are double hung sashes with glazing bars. The ground storey has 20th century built out shop fronts.

The Old Post Office (*Late 16th to early 17th Century – Listed, Main Road, north side*). A late 16th – early 17th century building with late 19th century alterations and extensions being added. To the outside the building is rendered over a timber frame; the roof is tiled and gabled. There is a late 19th century extension to the rear and a similarly dated wing added to the front. There is exposed timber framing with jowled storey posts braced to a chamfered tie beam. The right hand room of this house served as the village post office between 1875 and 1931.

The Griffin Inn (*16th Century – AD 1500 – Listed, Main Road, north side*). The original house was built soon after 1500 and became an inn in 1744 when it was known as ‘The Griffin’s Head’. Before becoming an inn the building was known as ‘Peppers’ and was owned by Thomas Emery. Sir Walter Scott stayed at the inn and mentioned it in the introduction to ‘Waverley’ (1814). The inn is timber-framed and plastered, now faced with roughcast to the front and weatherboarded on the west side and at the rear, with crosswings at the east and west ends. The building was considerably altered in the 18th century and later; it is of two storeys with attics and cellars. Windows are mainly of double hung sashes with glazing bars and two modern bays on the ground floor. The roof is tiled with two gabled dormers. There are two traceried panels of 15th century work (probably part of the wood screen of the church removed at the reformation) inside the inn.

The Chantry (*Early 16th Century, Main Road, south side*). A timber-framed and plastered building of early 16th century origin which has been much restored with sham timber framing on the front. The upper storey is jettied on the front on exposed joists.

Parish Church of St. John the Baptist, (*12th century – Listed, Church Green*).

Although thought to possibly date from 12th Century the earliest surviving part, the base of the north aisle, is 1233. A stone rubble church with stone dressings with a square west tower with a castellated parapet, outer diagonal buttresses and a shingled spire set back behind the parapet. The roof is tiled. The 16th Century Tower contains 8 bells and each pew has wooden animal carvings added since 1866. Of particular interest are three wooden effigies of The Knights of Danbury from around 1300. The effigies show the knights dressed in chainmail and surcoats, the one identified as William St. Clere was exhibited at The Louvre, Paris in 1968.

The Old Rectory (*Early 18th century – Listed, Church Green*). A large red and blue brick house with red brick dressings. The house is of early 18th century origin with 19th century alterations and additions.

Lingwood House (*Renovated 18th Century – Listed, Main Road, south side*). A timber-framed and plastered house refronted in red brick in the 18th century. The front is divided into 2 bays by brick pilasters with moulded brick caps and bases.

Millington House (*Early 18th Century – Listed, Main Road, south side*). An early 18th century brick house with various alterations and additions. A panel above the centre window bears the date 1719. It belonged to a family called Millington and was probably built by one of them.

Rectory Farm House (*19th Century core, perhaps earlier parts – Listed, Main Road, south side*). An early 19th century brick house possibly with an earlier core, now painted. It is 2 storeys with 2 window range, 2 light semi-circular arched windows with cast iron latticed casements. A central 6 panel door has an architrave with hood. A large modern extension has been added which is sympathetic to the host building.

Apple Tree Cottage (*17th Century – Listed, Main Road, north side*). A 17th century timber-framed and plastered house, now faced with roughcast on the first storey and weatherboarded on the ground storey. It has a 3 window range with small wood casements and a tiled roof.

111 Main Road, Trellis Cottage (*18th Century – Listed, Main Road, south side*). A late 18th century or early 19th century timber-framed and weather-boarded house of 2 storeys; the main block is 2 window range and a later extension on the east. There is a 4 panel door with a trellis porch.

No. 2 Colemans Lane (*18th Century, 19th Century, Colemans Lane*). A small 18th century timber-framed and plastered cottage, now cement rendered with 20th century pargetted patterns. The cottage has casement windows and a tiled roof, with 3 gabled dormers.

Elm Green Farmhouse (*16th Century – Listed, Elm Green Lane*). A 16th century timber-framed and plastered house with a cross wing at the north-west end. The ground storey is faced in brick and the 1st storey and gable of the cross wing is weatherboarded. The upper storey is jettied on the front.

135 Main Road, Sycamore Cottage (*Early 19th Century – Listed, Main Road, south side*). An early 19th century red brick house of 2 storeys and 3 window range. The ground storey windows have 3 arched lights with brick mullions and hood moulds with cast iron latticed casements. The first storey windows are casements.

117 Main Road, Rawlins (*Early 19th Century – Listed, Main Road, south side*). An early 19th century timber-framed and weatherboarded house with a colour washed brick front. It is of 2 storeys with 3 window range comprising double hung sashes with glazing bars. The ground storey windows have segmental arched heads. The centre window on the first storey is circular with radial glazing bars.

The Bell Inn (*17th & 18th Century – Listed, Main Road, north side*). The inn is of two storeys with a 3 window range of double hung sashes with vertical glazing bars to the frontage in plain reveals. The 17th – 18th century building is timber framed and plastered and built on an 'L' shaped plan. It was re-fronted in the 19th century and is now colour-washed.

Dukes (*Possibly very late 15th Century, Main Road, north side*). The name 'Dukes' is recorded in a court case dated 1499 and is presumed to refer to this house which still bears the name. The timber-framed house is built on a 'T' shaped plan. The south front, with 3 gables, has modern external features. The west end has exposed timber framing on a high brick plinth. The roof is tiled, with a central rectangular chimney stack at the west end of the main block

and a sloping roofed dormer between the gables to the main block. The interior has exposed timber framing, ceiling beams and joists.

St Cleres Hall (*19th Century on 16th Century site – Listed, Main Road, north side*). A red brick house of the 19th century and built in the Tudor style; standing on the site of a 16th century house the hall possibly has an older core. It is of two storeys and the windows are generally of 2 and 3 light casements with brick mullions and semi-circular headed leaded lights. The roof is tiled, with stopped gables.

Barn to West of St Cleres Hall (*17th Century – Listed, Main Road, north side*). Possibly earlier than 17th century, the barn is timber-framed and weather boarded with a small porch on the east side. The roof is half hipped at the north and south ends.

Main Lodge, Danbury Palace (*19th Century – Listed, Main Road, south side*). An early 19th century entrance lodge to Danbury Palace and built at about the same time as the Palace in the Tudor style. The roof is slated, with stopped gables and pinnacles and circular shafted chimney stacks.

Danbury Palace (*19th Century on 16th Century site – Listed, Danbury Park*). An early 19th century red brick mansion dating from 1832, it stands on the site of a mansion of the Mildmay family dated from 1589. From 1845 to 1890 it was occupied by the Bishops of Rochester and later of St. Albans.

The building was latterly used as a management centre after being ceded to Anglia Polytechnic University (APU) by Essex County Council. During 2004 the Palace became surplus to the requirements of APU and the property has now been sold for residential use. Planning approval was gained in September 2008 but the site has since changed hands and a further planning application is awaited. The development accommodates the listed building of the Palace.

Despite being modernist the new building carries through the existing spatial qualities of the Palace and does not intrude on its essential pre-eminence within the site. The ongoing concern of the Parish Council will be to ensure that the whole of the development, including the registered gardens, is subject to close scrutiny with respect to any future requests for additional development.

Danbury Parish Council has reservations about the proposed usage believing that such development would adversely impact on road safety, local services and public access to the historic building. It also feels that that in consideration of the listed building, its setting within the registered gardens, and its proximity to Danbury Lakes Country Park, that any additional development of the palace and gardens would be unacceptable.

Whatever the outcome Danbury Parish Council will work to ensure that development of the site respects the historic setting of the Palace and its relationship to the adjacent Country Park. The Parish Council will also work to ensure limited public access to the registered gardens, and that any development of the site takes full account of the potential effects on local services and facilities.

Woodhill (19th Century, Junction Woodhill Road and Woodhill Common Road) An interesting historical feature of this large 19th century house is the commemoration of the union of two families. There is an entablature on the left hand wing which bears the name "Carne", on the right is the name "Rasch". In the middle we see "Carne-Rasch".

Cricketers Arms – Listed (19th Century, Penny Royal Road). A late 17th century 2 bay house re-fronted and extended in the early to mid 19th century and incorporating 17th – 18th century outbuildings to the right. The south-west range is timber-framed whilst the north-east is stucco. Inside the southwest wing has a chamfered spine beam with lambs tongue stop. There is an open fireplace with chamfered bressumer. Much of the ground floor studding is visible.

Adam's Cottage, Moira Cottage and Blacksmith's Cottage (18th & 19th Century – Listed, Maldon Road, north side). These houses form a picturesque range of 18th – 19th century red brick cottages with no. 3 being plastered. They have casement windows, mansard double pitched tiled roofs, with 5 sloping roofed dormers to the front.

Holly Cottage (18th-19th Century – Listed, Maldon Road, north side). An 18th – 19th century timber-framed and plastered cottage which has been renovated and altered during the 20th Century. The mansard roof is tiled, with two flat headed dormers.

No. 8, Maldon Road (17th-18th Century – Listed, Maldon Road, south side). A timber-framed and plastered house from the 17th -18th century which is now cement rendered. There is a gabled wing and an original chimney stack to the west end of the house, the roof is tiled. The house has been renovated and altered during the 20th century.

Nos 12 & 14 Maldon Road (18th & 19th Century – Listed, Maldon Road, south side). An 18th – 19th century brick fronted house altered and renovated during the 20th century. There are two 20th century bays on the ground floor; the roof is tiled, with 3 sloping roofed dormers.

Eves Corner Cottage, Nos. 16 & 18 Maldon Road (17th & 18th Century – Listed, Maldon Road, south side). Originally a row of 3 17th-18th century cottages faced in red brick, they are of 1 storey with attics. Windows are hung with casements and the roof is tiled, with 4 gabled dormers.

Frettons (16th – 19th Century – Listed, Church Green). Rebuilt between the 16th and 19th centuries, it was probably an early 16th century Hall House with a later 16th century part on the south-west and a small 17th century kitchen wing on the south-east. It was altered externally in the 18th century and later wings added in the east and west.

Hill House (17th & 18th Century – Listed, Maldon Road south side). This 18th century red brick house with parapet and brick cornice was once a posting house called 'The Blue Boar'. It has been altered and added to during the 19th and 20th centuries. The windows are 20th century casements; a raised brick band runs between the storeys and the roof is tiled, with 2 flat headed dormers.

Old Riffhams (16th & 17th Century– Listed, Riffhams Lane). A Tudor house with a 16th – 17th Century timber framed interior and rear. The red brick exterior is of 'Queen Anne' style. Blacked out window panes may be a relic of window tax avoidance but this is uncertain.

Great Ludgores (16th – 18th Century – Listed, Ludgores Lane). Dating from 1560, Ludgores Lane. The present house is probably mid 17th century, refronted in the 18th century in brick. The original house probably dates from the 15th – 16th centuries. Raised brick bands run at parapet level and between the storeys. The roof is tiled, with 2 gabled dormer windows and a central cruciform chimney stack set diagonally.

8. HIGHWAYS AND INFRASTRUCTURE

Traffic passing through the village

Through traffic is concentrated along the A414 Main Road/Maldon Road. Prevailing traffic volumes are still perceived, by 88.7% of respondents to the Village questionnaire, as the main cause of traffic related difficulties in the village; 56.9% believed lorries were the main cause of traffic problems.

Through traffic of all kinds is undoubtedly the root cause of traffic problems in Danbury and although 63.8% of residents put this down to lack of a bypass, 71.7% blamed through traffic from and to Maldon and the Dengie. Because of the sensitive nature of the countryside around Danbury, the regional significance of its setting and the acknowledged disadvantages that a bypass would bring, such as noise, harm to the environment, attracting additional traffic and pressure for development, a bypass is not necessarily the optimum solution. Removing the Maldon and Dengie traffic to the A12 via a more advantageous route such as the A130 thus avoiding the village is the preferred solution. With existing industrial/commercial interests in the village, of which heavy lorries are a significant feature both now and in the foreseeable future, it becomes imperative that much greater priority is given to a viable non bypass alternative route to the A414 for the through traffic.

Resident and worker traffic movements

Approximately 300 residents work in the village whilst in the order of 700 travel into Danbury to work, with around 2,350 travelling out of the village for employment. These movements constitute 6,100 journeys per day; the majority are by car.

Road safety in the village

13.3% of residents citing pedestrian/vehicle conflict as causing traffic difficulties must be considered against 65.7% commenting that facilities for pedestrians in the village are either good or reasonable. That 65.3% of respondents think speeding is a problem on the roads in and around Danbury is reflective of activity on roads other than just the A414.

There have been various traffic calming measures introduced in the village over a number of years, these include:

- The two mini roundabouts at Eves Corner.
- The Pelican Crossing at the Esso filling station and Tesco.
- The Pelican Crossing at the Co-op.
- Mini roundabout at junction with Well Lane.
- Zebra Crossing at bus stop by Danbury Park School.
- 30mph speed limit over the greater part of the A414 through the village.
- Speed camera.
- Automated 30mph warning sign.

There is no doubt that a measure of traffic calming has been achieved by these initiatives. That being said there are areas of the village where kerb heights require to be raised and footways improved or provided.

Maldon Road and Main Road inevitably feature in the list of danger spots identified by villagers. However, the top ten also includes three areas in the immediate vicinity of Woodhill Road (including Woodhill Road and Bicknacre Road themselves) which is significant when considering the lesser proportion of village population that lives in the area.

Rat-running traffic on minor roads

Little Baddow Road, Woodhill Road, Mayes Lane and Well Lane, Hopping Jacks Lane and Runsell Lane as well as their respective feeder roads and lanes are used as 'rat-runs' to avoid the A414.

It is believed that through traffic from Maldon and the Dengie now use the minor route as a preferable alternative to congestion and slow moving traffic on the A414. Runsell Lane, a single track road with passing places is also mentioned, having itself become more heavily used as a 'return' in recent times. These other roads are not designed for such volumes or weight of traffic, especially at peak times. The blind bends and dips make entry into them a hazardous operation.

'Rat-running' increased during the A414 improvement works leading to the consequent fear that many vehicles of all descriptions have remained on these routes post completion of the improvement work. Any further measures to reduce speed or calm traffic on the A414 will have a commensurately deleterious effect on the other village roads mentioned.

The impact on the local traffic situation and road safety will be a serious consideration when considering planning applications affecting village roads.

Access to and egress from the new medical centre is just such a factor; claims that this will bring additional calming to the A414 have to be balanced by the prospect of other village roads becoming more dangerous as vehicles seek alternative routes.

Character of rural lanes and verges

It must be remembered, and notwithstanding the proximity of Chelmsford and Maldon, that Danbury is still a country village which the residents wish to remain as such. Paved footways are not only impractical on many of the rural lanes; they are also incongruous with the rural setting and character of the village.

Removal of through traffic and the rat-running, which exists as a consequence, will restore such lanes to their previous tranquillity and obviate the need for pavements in the process.

DPF34: Traffic should be deterred from using minor roads as an alternative to the A414 to ensure road safety in the village.

DPF35: On busy roads in the village kerb heights should be raised and footways improved by the County Highways Authority to ensure pedestrian safety.

DPF36: Solutions should be sought to preserve common land and verges from erosion throughout the parish.

Lighting

There is good coverage of street lighting which is to be found on all of the 'main' roads, estate roads and most of the side roads within the village. That having been said it should be recognised that Danbury, especially on the margins, is fundamentally rural in character. Over lighting would be detrimental to the overall environmental amenity of an area. Naturally dark pockets exist along the country lanes and defined rural footpaths, some of which give access to properties. These should be preserved as an accepted and valuable feature of a neighbourhood, not being part of the normally lit street scene. 38% of questionnaire respondents thought the village should have more environmentally friendly street lights whilst 33% thought more street lights were necessary; it naturally following that between 62% and 67% thought street lighting adequate. The village workshop commented on the nature of some external residential lighting which is intrusive and in excess of what is required for ordinary security purposes. Such lighting contributes markedly to light pollution and seriously degrades the environment of the naturally darker areas.

Where relevant the provision of external lighting on residential properties should be included on any application for planning consent; but in any event should pay due regard to the guidance given in this document.

Between 1993 and 2000 light pollution in Essex rose from 81 to 94 using the pixel median as a measure, an increase of 16%. In the Eastern Region it rose from 57 to 69, a 21% increase which means the region now has only 5% totally dark skies left (Source CPRE). The Parish Action Plan and this Planning Framework seek to reduce existing light pollution in the village and to make passive infra red (PIR) control a requirement of external residential lighting, with permanently on external residential floodlighting prohibited.

All lighting in the village should be very carefully considered with respect to position, type, direction and wattage, (and/or light output as wattage is no longer a reliable guide). The design of lighting employed merits special consideration such that any lighting is not intrusive thereby causing a nuisance to neighbouring properties and to ensure it does not add to levels of light pollution. White light is always preferable to yellow sodium lighting which is also not considered acceptable in the residential environment.

The Parish Council recognises the need to carefully consider the impact of lighting within its own control and within that of its leaseholders, such that existing lighting is operated within designated time frames and upgraded to take advantage of technical innovation that is helpful in minimising light pollution. Even shielded lighting creates a 'lit block' and can contribute to an urban feel in what is still a rural village, residents want Danbury to stay a rural village.

Lighting as part of a development proposal can have a significant affect on the surrounding area as well as immediate neighbours. Light pollution is increasing in rural areas; developers and residents should bear in mind the following guidance when considering external lighting installation and include any proposals for external lighting on the planning application drawings and other documents.

DPF37: Provision of additional street lighting will only be acceptable in the following circumstances:

- residents immediately affected by the provision have been consulted;
- whenever street lighting is proposed on the basis of improving public safety the alleged safety risks shall be clearly demonstrable.

DPF38: In order to maintain the integrity of Danbury as a country village street lighting in the rural lanes and outlying areas of the village will be resisted because it will damage a valuable feature of neighbourhood character.

DPF39: In public street lighting, white light is always preferable to yellow sodium lighting which is also not considered acceptable in the residential environment.

DPF40: Proposals for new or replacement external lighting, whether or not in connection with a planning application, should use white light in preference to yellow which is not considered suitable for residential external lighting in Danbury.

DPF41: External security lighting or general floodlighting, whether commercial or residential, should be PIR controlled and not left permanently on, to reduce existing light pollution in the village and to avoid nuisance.

DPF42: Lighting on property within the Defined Settlement boundary, particularly within the Conservation Area, should be carefully designed and positioned to avoid intrusion and nuisance to neighbouring properties and to ensure it does not add to levels of light pollution.

Street Furniture

Much of modern street furniture is incompatible with a rural village setting, for example the new railings and bus shelter on the A414 outside Danbury Park School and the railings at Eves Corner. In the interests of personal safety there is no reason why the bus shelter could not retain its open aspect and yet be constructed from more sympathetic materials, including timber, such as exist in other parts of the Borough. Railings should be painted in an appropriate shade in order to harmonise with their rural surroundings.

Overhead telephone and electrical services are unsightly and detract from the aesthetics of the village street scene, particularly along Main Road. The Parish Council will liaise with the appropriate supply undertakings and seek a timetable to achieve a phased reduction of the overhead services leading to eventual elimination.

DPF43: Within the constraints of legal standards and safety specifications all street furniture installed in Danbury should be designed to be as inconspicuous as possible and constructed to be sympathetic to the area in which it is sited.

DPF44: Paint colour for street furniture should be agreed between the highway authority or utility company and the Parish Council.

DPF45: Bus shelters should be constructed to complement the rural setting of the village and agreed with the Parish Council.

DPF46: Existing overhead utility services should be buried whenever the opportunity arises and all new installations should be buried.

9. CONSERVATION AREA

The Conservation Area (CA) for Danbury was first designated in 1973 and has been subject to revision, most recently in 1991. A CA is an area of architectural and historic interest wherein the Borough Council, responsible for designating the CA, has a statutory duty to preserve or enhance its character and appearance. That character derives not only from the siting and design of the buildings within it, but also from the spaces created together with such features as walls, landscape, materials and the activities which take place within the area.

Chelmsford Borough Council is reviewing its Conservation Areas via preparation of Conservation Area character appraisals and reviews; the outcome of the review will form a basis for future enhancement and protection of a Conservation Area's character and landscape.

Danbury has grown along the old main road as an elongated settlement; there is no defined tightly knit historical core and 'old village' around which there has been modern expansion. A single Danbury Conservation Area of irregular shape within a continuous boundary is currently designated within the village. This Planning Framework will help to inform the review and re-appraisal of the Danbury Conservation Area. The existing CA does not include areas and buildings which are worthy of inclusion and there seems to be no justification for a CA forming a single area enclosed by one continuous boundary, when other separate areas of the village should also be considered for inclusion.

Matters of concern include:

There seems to be no logical basis in history for the application of the CA or where its boundaries start and finish: in lieu of information to the contrary it would appear that the area within the boundary has been determined somewhat arbitrarily. The CA encloses most of the de-facto village centre and open land separating the developed Eastern and Northern ends of the village from the developed block to the West, see Map 2.

The area includes the Dawson Memorial Field and the Community Centre. There is no doubt that they must be protected as open space and for community purposes, free from developmental threat, but CA designation does not seem to be the right method.

There are several buildings of architectural and historic interest (listed in section 7 above) included within the conservation area. However, there are properties which have been excluded which add significantly to the character of the settlement and whose contribution should be measured by inclusion in the Conservation Area:

- Houses with large gardens between Mayes Lane and Copt Hill, and Bay Green Meadow between Mill Lane and the Danbury Mission;
- The site of St John's Church and the ancient hill fort, an ancient monument;
- Properties opposite the Cricketers Arms Public House;
- The settlement of Horne Row;
- The area around Southview Terrace and Southview Road with the old Danbury cottages, significant dwelling houses and important rural footpaths.

Nor is there any reason why the CA for Danbury should be a single unit, it could and probably should, comprise more than one parcel as does the existing Defined Settlement Boundary.

10. VILLAGE NEIGHBOURHOODS

Danbury is not a compact village. Resultant on the historical absorption of smaller hamlets, it's growth along the main Chelmsford to Maldon road and modern housing development; several identifiable 'neighbourhoods' have emerged, each with their own, though sometimes similar, characteristics. The 'neighbourhoods' do not have specific formalised names or boundaries by which they are recognised but for identification purposes they are described as shown below and on Map 3.

One unchangeable feature of our village is the location of Danbury. While it retains its attractive rural surroundings and good local facilities it will continue to attract those seeking to escape the pressures of town living. Care must be taken to ensure that new housing development and building extension work, whilst providing adequate space and facilities to meet the needs of modern day life, not only preserves but also enhances the character of the village.

10.1. Mildmays Neighbourhood:

Comprising – Mildmays, Parkdale, Riffhams Lane, Elm Green Lane and Main Road between Elm Green Lane and Riffhams Lane.

Elm Green Lane is an old lane connecting the A414 with Riffhams Lane, the character of which has been maintained despite having development to much of it. The top of the lane adjacent to the A414 has a pleasant open green to one side and low density detached housing of mixed style to the other. This housing is generally set back from the road behind trees and hedges at the roadside. This and the fact that the lane has no footpaths, street lighting or an excess of other street furniture and road markings all help to maintain the rural character.

Further down the lane towards Riffhams Lane the housing is generally of single or one and a half storey, probably constructed between WWI and WW2.

Many have been extended and this has generally been done quite well. The lane past Parkdale gains a footpath to the south side and becomes more heavily wooded in this section, Houses and gardens are well maintained. The lane past Mildmays is heavily wooded on the north side. On the south side and dating from the 1970's or 80's are low density detached 4-5 bedroom dwellings.

Parkdale is a cul-de-sac off Elm Green Lane, the road surface being concrete with macadam footpaths to both sides.

Housing in the upper part is to both sides of the road and appears to be from a single developer with little variation in style that would probably be described as mock colonial complete with false window shutters and porticos. They are all 3 or 4 bed two storeys detached and built of a rather bland sand faced brick. All houses are positioned in a uniform line approximately 6m from the back edge of the footway with off road parking.

Gardens are well maintained however there is a lack of structural landscaping that has probably always been the case since the development was completed. The street is lit and has a pleasant footpath linking Parkdale to the A414, adjacent to The Bell public house.

The lower part of Parkdale changes to single storey houses with well-maintained gardens and generally better landscaping. The houses have more variation in the materials than those previously mentioned. It is noticeable that the footways here are in a poor state of repair.

A cul-de-sac off Parkdale is generally of the same character except that at the top of the road is a row of 3 storey houses presumably by a different developer. Materials are of bricks, metal balustrades and integral garage dominated elevations. Footways here are also deteriorating. Mildmays is another cul-de-sac off Elm Green Lane. The road and footways are of concrete and in reasonable condition.

Housing is all single storey of medium density and dates from the 1960's or 70's. Front gardens are approximately 6 – 8 m deep and fairly well landscaped.

Riffhams Lane (from Elm Green Lane to A414) is a country lane surfaced with macadam without footways and street lighting.

Housing type is mixed with low density 4-5 bed two storey detached dating from 1970's or 80's and 2 bedroom 2 storey semi detached housing from the 1930's. Development has only occurred on the east side, the west side being heavily wooded. Generally housing is set back from the road by some 10m with the front boundaries either being open or with hedges of various species.

10.2. Main Road West and Central Neighbourhood:

These two neighbourhoods form the basis of the designated Conservation Area either side of the Main Road, from the Bell PH at its western end and running eastwards to Butts Lane. It includes properties around the pond at Eves Corner and short stretches of other roads leading northwards from Main Road. The neighbourhood then extends southwards beyond the Parish Church and Community Centre, along Mayes Lane and Copt Hill to the Cricketers PH opposite Danbury Common. For the most part the neighbourhood is well served by street lighting, although several darker areas are in evidence, for example Butts Lane. This serves to underline that even in its centre and along the main road Danbury is still a country village at heart. Pavements are generally narrow and the kerbs, away from the A414, are in places almost level with the road surface, a situation that causes much concern to pedestrians.

Some properties fronting Main Road are among the oldest in the village. Nos. 8-10 Main Road dates back to the 15th century and was formerly a workhouse known as Douglas House before subdivision into 'Opotipot' and 'End House'. 'Frettons' and Berkeley Cottage are of similar age. These, together with the Village Hall, Heathcote School, Butts Farm, Willow Cottage, Kyrtle Cottage, Hill House, and The Bakers Arms are all part of the historic origins of the village as we know it today.

The Bell public house, Danbury Park School, Beauty at the Forge and Danbury Outdoors (formerly Danbury Youth Camp) all contribute to and impact on the area in some way.

The Bell public house, a listed building stands opposite the entrance to Well Lane when turning from the A414, Bell Hill. The public house is a well liked and well used local amenity that contributes to village life.

Any development work associated with the property is governed by listed building consent which should ensure that it remain in keeping with its existing appearance and its setting in the local area.

Beauty at the Forge has little environmental impact on the local community; patrons' car parking space is available in bays at the entrance to Danbury Outdoors and so does not unduly affect local roads in the immediate vicinity.

St. Cleres Hall is an imposing red brick house of 19th century origin and benefiting from listed building status. Extension work to the building has been carried out using materials and architecture sympathetic to the original. Listed status will ensure the architectural contribution the hall makes to the built environment. The site adjoins St. Cleres Hall quarry which is on the County Council's list of 6 preferred sites for mineral extraction.

Dating from the early part of the 13th century the base of the north aisle is the earliest surviving part of the parish church of St. John the Baptist; it is thought the church may possibly even date from the 12th century. Construction is mainly of stone rubble with stone dressing and hosts windows dating from the 13th century over the north aisle. The nave, south arcade and west tower are from the 14th century with the spire being added around a century later. In 1866 Sir Giles Gilbert Scott extensively restored the church; the roof structure was restored in 2000. The church looks over Church Green which separates the church building, Rectory and meeting room from Main Road. Notwithstanding the proximity of Main Road, the green lends the church setting and local environment an ambience of countryside calm and relaxation for those accessing via the local defined footpaths or for passers-by who just want to rest awhile. Detracting from the tranquillity of the church setting, with Church Green to the front and the graveyard and allotments to the rear, is the water tower communications tower which, following several extensions in height, and together with the Bakers Lane tower now vies with the church spire for dominance of this hill top position in what is acknowledged to be an area of the county that is of regional significance.

Nos. 44-50 Main Road are typical examples of speculative development of semi-detached houses between the wars. Further examples along this lower road were demolished, forming the site of no. 38-42. Good hedgerows are still growing along this section, screening residents from traffic.

The former school house was partly demolished to form the access to nos. 18A, B, & C. The remaining part, with a thatched roof, housed the branch library until a fire resulted in refurbishment. The adjoining classrooms and kitchen became obsolete when new schools were built in the 1960s. The building is now in the charge of Essex Youth Service.

An example of 1930's 'Modern' is the dental practice house at no. 6, although the distinctive original Crittall windows have been replaced.

Houses in Butts Lane signify the era of 1970's development.

Copt Hill and Mayes Lane run south west to Penny Royal Road and Danbury Common. Mayes Lane is a bus route with footways. Four of the five houses along it are large detached dwellings in the style of the Arts & Crafts movement. Opposite is the sports ground with a single street light opposite the entrance to the car park.

Copt Hill, little improved from its early days, is narrow, barely two car widths in parts, and single width only in others. Hill House, the adjacent Coach House, The Cottage and Wellview date back to the 18th century.

Winnington House and Heronsfield are early 20th century but their neighbours in very attractive wooded settings, and backing onto National Trust land, date from the post war period.

An example of a 'Colt' timber house has had a facelift resulting in loss of its original character. Some of the houses lie outside the Defined Settlement boundary.

Boundary fences and hedges are a valuable asset to privacy and a means of unifying the street scene. A significant stretch of an old hedgerow still remains on the south facing frontages on the Main Road, but a break occurs at nos. 14-16 and the Library, leaving bare the Co-op forecourt and parked cars.

There is good hedging in Mayes Lane, except for a fence in front of one home. The development of the 'mini-supermarket' and 'one stop shopping' has reduced the demand for small local shops whilst the mobility of the general population of the area has probably increased usage of the local road system. Danbury is no exception to the general trend and we must be vigilant to preserve the character of our village centre whilst not being impervious to the pressures for change brought about by our modern mobile lifestyle.

In the early 1960's the site of a former garage and adjoining semi-detached house (now the Co-op Danbury) was demolished to make way for a showroom and workshop which later became an engineering workshop. The remaining half of the semi-detached pair is now a veterinary surgery.

The resulting picture of this part of the village is a mixture of commercial and residential uses, the former for the most part being discreetly concealed behind a domestic façade with the exception of the somewhat intrusive appearance of the former workshop now finished in a stark off-white following its conversion to the Co-op provisions store.

Forecourt parking and the provision of a Royal Mail sorting office to the rear have resulted in increased traffic to and from the site with consequent disruption to the ambience of the general street scene.

Harmony of a street façade comes from using traditional building materials and muted colours; not always achieved when conversion or repair takes place. Unsatisfactory treatment may be the strong off-white coating of the Co-op and the red roof tiles of the Village Hall. Some residents also think the introduction of a fully glazed shop front to the former Paragon store strikes a jarring note to the prevailing rhythm of bay windows. This is a good example of where materials and finishes used (whether commercial or residential) should reflect the character of the area in which they are located and blend with the overall presentation and setting of the building concerned.

The pond at Eves Corner is a local landmark featured on postcards and is the epitome of the village scene, it is probably the best known view of Danbury. The Parish Council leases the land from the National Trust and maintains it for the benefit of the village. Despite the name, it is not so much a corner, more of a village green; the pond is almost certainly an old clay pit dug to supply the many tile kilns for which the area became well known.

The area was enhanced by financial contribution from the Danbury Society in collaboration with the National Trust when overhead services in the area were removed and placed underground.

DPF47: The Parish Council will continue to lobby the responsible authorities for improvements to pavements in the village.

DPF48: Materials and finishes used in the Main Road West and Central neighbourhood (whether commercial or residential) should reflect their character and blend with the overall presentation and setting of the building concerned.

10.3. The Park Neighbourhood:

Comprising – Well Lane, Beaumont Park, The Heights, St. Cleres, Daen Ingas, Southview Terrace, Southview Road, Highfield Close, South Hill Close and Penny Royal Road.

With the exception of Beaumont Park there is no predominant architectural theme in any of the roads comprising the neighbourhood. The Heights, Daen Ingas and St. Cleres are all of mixed design contemporary appearance of the 1960's and 1970's. It is this variation of detached houses, chalets and bungalows that contribute to the non-estate feel of these roads, notwithstanding their being an estate development.

Roof lines are similar but varied with dormer windows in abundance. The buildings are primarily of brick construction with features such as render and cladding, chimneys and tiles are tailored to give a sense of individuality. Being low level, bungalows are an important feature of St. Cleres and Daen Ingas providing not only variation in the built appearance but also admitting skyline and contributing to the open and airy impression of the developments.

The majority of properties have single or double garage accommodation available with the garage being either integral with or attached to the main dwelling. Fenestration is of the period and typically picture windows. Many of these have been replaced with modern replacement windows and are either plain glass or with a decorative leaded infill. There is no particular style or theme to the overall fenestration of dwellings in the area. Extension and renovation has been carried out to many of the estate located dwellings and generally this has not been out of keeping with the overall theme. There is however evidence of significant bulk being added to dwellings making them obvious by their very difference from their neighbours and thus detracting from the visual harmony of the area.

Southview Road, Southview Terrace, Woodhill Road and Penny Royal Road all possess a very eclectic mix of houses and architectural styles; large detached, smaller detached, semis, bungalows, chalet style and older style cottages. Building materials and finishes range across red brick, render, pargetting, cladding and stone dashing. Almost all of the properties, large and small, are individual in design and appearance. Roof materials are generally tiles of various sorts, mostly clay or concrete with some older composite cement slates' in evidence. Gardens are invariably good sized to large with trees, shrubbery, hedging and occasional low walls much in evidence. A number of TPO's are applicable in the area. Fencing is not typically part of the general street scene.

Properties are well spaced, contributing and benefiting from the 'countrified' ambience of the overall neighbourhood. Flat roofs exist but are not much in evidence; generally they neither contribute to nor enhance the local architectural amenity of an area.

There are a number of gardens in Southview Road and the associated roads which hold the possibility of 'backland development' and/or significant development of the existing property. Whilst the mix of architectural styles and differing types of dwelling suggest there is no overall theme to be maintained it is essential that it be recognised that backland development and infilling will erode the essentially spacious character of any of the village areas and destroy the existing street scene if it would create an essentially built frontage were non currently exists or to unacceptably increase plot density and overlooking. Loss of privacy and consequent erosion of quality of life through noise and loss of environmental amenity to existing residents of the area would be significant.

If any development in the village can be said to possess its own single unique identity it is Beaumont Park. This 1970's estate development is comprised wholly of detached Neo-Georgian 4/5 Bedroom 'executive' dwellings. The properties are set in reasonable to good sized plots and all have garages and driveways.

The houses feature distinctive roofs being either traditional hipped construction but with the eaves finishing inside a low parapet formed by the outside walls; or a composite of hipped roof cut short to finish in a flat roof construction with traditional eaves. Many of the properties also feature a distinctive curved bay window on either side of the front door. All of the houses are of the same red/buff coloured brick with tiled roofs as described above. In overall layout the development is spacious with open green spaces and greensward with coppiced woodland separating it from Well Lane and Woodhill Road; it is essential these features are preserved.

Most of the front gardens are open plan and there is little deviation from the overall theme except for a few low post and chain installations around some gardens. There are some brick walls with feather edge fencing infill. These are part of the original overall planning of the development and do not detract from the universality of the general theme; however, care should be taken to ensure that applications for additional enclosure do not compromise the original design concept or the established appearance of the development. There is little to no scope for backland or infill development in Beaumont Park. Any development will almost certainly be restricted to extension of existing properties. It is therefore essential that any such development respects the original planning concept, maintains the separation of properties and is wholly sympathetic to the existing Neo-Georgian design ethos.

A small number of traditional individually styled detached dwellings, both chalet and standard houses are to be found on Well Lane between the junction with Bell Hill (A414) and the Commercial Area further down Well Lane. These properties are of traditional red brick construction with tiled roofs and varying types of fenestration including dormer windows. The properties all occupy good to substantial plots enjoying frontages overlooking the woodlands of the Country Park. All of the properties have ample off street parking and garaging. Although remaining visible the properties effectively use planting and trees to screen themselves from the roadway with greensward sloping down to the paved footway.

Access to the neighbourhood is good being by way of metalled standard width two way carriageways with paved footways on either side. All dwellings have at least one but usually more parking spaces accessed by crossovers from the roadways. Where on-street parking

occurs it can be readily accommodated and does not detract from the viability of the access roads or traffic circulation. However, as in other parts of the village, unnecessary pavement parking is much in evidence.

None of the 'estate' access roads are, or form part of a through route, they are used solely for access to and egress from the properties. Well Lane, running between Bell Hill (Main Road) and Woodhill Road gives access to The Heights, St Cleres, Daen Ingas and Beaumont Park and is a feeder road linking the western part of the village with the A414, Bicknacre and Sandon. Road markings are acceptable within the neighbourhood area although it is felt that Woodhill Road would benefit from additional signage indicating hidden junctions and a reduction in traffic speed at such locations, particularly in the area of Well Lane to Penny Royal Road which forms the South Western boundary of the neighbourhood.

Here fast moving traffic becomes hidden by bends and dips in close proximity to junctions when travelling in both directions constituting a significant safety hazard for both pedestrians and all road users attempting to enter the traffic flow.

In addition to the normal paved footways the area is accessible via several defined rural footpaths which also give access to premises. Southview Terrace is accessed by unmetalled driveways leading off Woodhill Road and Southview Road which are adequate for their purpose. Southview Road leading to Highfield Close and South Hill Close is of acceptable width for two way traffic and does not suffer unduly from on street parking with the exception of the immediate junction with Woodhill Road. Vehicles (probably due to lack of parking facilities at some Southview Terrace properties) are parked in this area to the detriment of road safety both when exiting onto Woodhill Road and entering Southview Road.

DPF49: Extensions and developments including flat roofs will normally be resisted in The Park neighbourhood.

DPF50: At Beaumont Park, applications for additional enclosure should not compromise the original design concept or the established appearance of the development.

DPF51: Any development at Beaumont Park should respect the original planning concept, maintain the separation of properties and be wholly sympathetic to the existing Neo-Georgian design ethos and unique identity.

Commercial Retail & Non-Residential:

Danbury Park School is one of three primary schools in the village. The school occupies a large site adjoining Danbury Outdoors on the corner of Well Lane and the A414, Bell Hill. The school buildings are typical 1960's - 70's brick and prefabricated single storey design with sloping flat roofs. The building in itself is not unattractive but has to utilise some prefabricated temporary accommodation to provide sufficient classrooms for the current pupil head count. The continued use of such accommodation over a number of years, possibly until 2011, is deprecated. However, the temporary buildings are set to the rear of the main buildings and are not obtrusive. The main school buildings are set well back from the entrance on Well Lane and being screened by trees and hedgerows have a low visual impact. It is not thought there are any significant developmental issues concerning the school unless there were to be a major redevelopment of the site. Pavement parking is an issue arising out of parents performing the 'school run' during the school drop off and pick up times in the morning and

afternoon. Pavement parking occurs regularly adjacent to the bottle bank, by the school entrance and on the eastern side of Well Lane, causing nuisance and danger to pedestrians. As in other areas of the village measures will be considered to eradicate this inconsiderate behaviour.

Danbury Outdoors (Formerly Danbury Youth Camp) is a well established facility, on the edge of Danbury Lakes Country Park, run by Essex County Council providing adventure holidays and training courses for young people. Buildings within the complex are low level and do not present any significant development issues in themselves at this time. The centre's 'assault course' is opposite some of the properties in Well Lane and there have been instances of noise nuisance in the past, mainly to do with amplified music from the centre generally. The Parish Plan aims to ensure the centre is aware of, recognises and demonstrates its responsibilities to the local community who are affected by its activities. Development issues at the centre in the short term will tend to focus around construction associated with its 'outdoor adventure' activities, because these may not require formal planning permission, and any changes to the existing permanent accommodation. The centre must at all times remember that it has residential neighbours and any development work at the site should be discussed with the Parish Council, whether or not formal planning consent is required, in order to ensure that such development does not adversely affect the local community.

In the long term development concerns will only materialise should there be any change in use of the site or significant escalation of current activity.

DPF52: All proposed development at Danbury Outdoors should be discussed with the Parish Council whether planning permission is needed or not.

The Well Lane Commercial Area, stands opposite the woodlands of Danbury Lakes Country Park. It is bounded by Well Lane, The Heights and properties in Well Lane. The development is unremarkable in appearance being typical single storey pre-fabricated warehouse/factory type buildings with brick infill and corrugated roofing. The buildings are currently occupied by low impact commercial/industrial activity – car repairs, day nursery, beauty studio and a picture framing business.

The businesses in themselves have little impact on the surrounding area by reason of their current activities. Any change in use should be carefully considered against the impact on the closely neighbouring properties, particularly with regard to intruding noise. The site has given rise to issues regarding litter from packaging and management of the hedgerows bordering the site. Heavy vehicles serving the site are often unable to negotiate the service roads built for smaller vehicles and can cause noticeable damage to the entrance from Well Lane as a result.

It is suggested that the businesses concerned should be held responsible for reconfiguration of the site access to preclude further occurrence of unsightly damage to the greensward where it has been persistently driven over by vehicles. Users of the site should not park on either the pavement or the greensward. Any change of use should be carefully considered by the appropriate authority to ensure all parking requirements can be properly accommodated on-site without giving rise to parking on either the pavement or the greensward.

DPF53: Businesses/the site owner at the Well Lane commercial area are encouraged to improve the site access to prevent further damage to the greensward.

DPF54: Any change of use at the Well Lane commercial area should have particular consideration to impact on residential neighbours, noise, and parking requirements.

The Cricketers Arms Public House is a listed building situated on Penny Royal Road opposite the house known as 'The Old Bakery' and the Common. It is a well used 'local' by nearby residents and those travelling from further afield. The pub is of boarded construction with clay tile roofing and is possessed of several outbuildings; it can be described as a typical country pub which takes an active part in village life. The building has recently undergone sympathetic internal and external renovations. Any future developmental concerns will centre on ensuring that it remains true to character neither degrading its rural setting, situation and listed building status, nor adversely affecting local residents.

DPF55: Any development or alterations to the Cricketers Arms Public House should remain sympathetic to the historic character and setting of the public house and should not impact adversely on local residents.

Services:

As one would expect there are amounts of street furniture in evidence though not overly so, typically communications cabinets, street lighting and a number of electricity sub-stations being the most prominent examples. Being a rural area telegraph poles are frequently to be seen; although these can be intrusive the impact is softened by the presence of trees, shrubbery and hedgerows. Signage is generally not obtrusive and usually restricted to road junctions where it fulfils a warning or directional function. Speed limit signs on Well Lane and Woodhill Road are obvious but not obtrusive, there is a very obvious school crossing sign in the vicinity of Danbury Park School together with the expected road markings. Road name signs are low level and unobtrusive.

10.4. Horne Row Neighbourhood:

Comprising – Horne Row, Ludgores Lane, Sporhams Lane and the SW side of Woodhill Road opposite Southview Terrace. Not physically a part of Horne Row but included for grouping purposes is the small enclave of dwellings accessed via Fitzwalter Lane.

Horne Row has the appearance of a settlement within a settlement, its general situation being that it is set on the south western side of Bicknacre Road opposite Danbury Common. It is bounded by Common Land and Sporhams Lane leading to Ludgores Lane, which later joins Horne Row itself. Horne Row then junctions with Pump Lane which runs back to Bicknacre Road; Pump Lane is unmade and single track vehicle width for only a very short distance before giving into a rural footpath leading to Bicknacre Road.

The neighbourhood is surrounded by woodland, farm land and National Trust land. A number of properties run south along Bicknacre Road. Access is via Horne Row, Plumptre Lane which bisects the neighbourhood, or Ludgores Lane via Sporhams Lane. Sporhams Lane is a tarmac surfaced minor country lane (Grade 2 protected) allowing two way traffic before joining with Ludgores Lane on a right angled bend. Ludgores Lane is an unmade vehicle width single track road; it is bounded to one side by ancient coppiced woodland and hedgerow to the other, before giving way to a mature bungalow development sited opposite the woodlands. The buildings are in the main screened by hedgerow from the lane.

Horne Row, leading in from Bicknacre Road, is also an unmade vehicle width track allowing passage of two vehicles for about half of its length, narrowing down somewhat as it approaches the junction with Ludgores lane. Plumptre Lane is an unmade vehicle width track allowing two way passage and running between Bicknacre Road and Horne Row. Paved footways are absent within the neighbourhood with the exception of a small stretch along the Bicknacre Road frontage, running from Pump Lane back towards The Common and a short distance in the opposite direction. The unmade (and consequently uneven) roads and lack of paved footways may not be to the liking of everybody but they are a significant characteristic of this particular neighbourhood and certain parts of Danbury generally. They also provide an element of traffic calming and it is desirable that they are retained as an integral and inherent part of the overall character and landscape of Horne Row. Street lighting is not a feature of the neighbourhood, nor would it be appropriate for this very rural settlement as it would detract markedly from its charm and character. Dwellings do possess security lighting and providing this is managed in a responsible manner it should not pose a problem. Street furniture is not much in evidence other than the normally expected road name plates and signage at junctions with Bicknacre Road.

Electricity service poles are in evidence and this is not unusual in a rural area, it is uncertain if these are shared with telecommunications. It is to be hoped that these services could be buried at some time in the future when renewal or upgrade is required. The dwellings in the neighbourhood are mixed and varied in their architecture, in materials used, and in scale and form; they range from large detached houses set in spacious gardens to charming terraced cottages, but the overall theme is traditional both in design and materials used. It is almost true to say, but not quite, that there are no two properties the same. Construction of the buildings is mainly in brick utilising a variety of types and colour although red hues tend to predominate with buff being in evidence as well. Many properties are rendered or stone dashed and then painted in neutral shades, the natural look and usage of natural materials tends to predominate with weatherboarding and timber cladding also in evidence, tending to give the buildings a look of harmony with their environment.

The majority of the dwellings are well established with fenestration being in sympathy with the overall design of the dwelling, windows with smaller panes being well represented. Pitched roofs are the norm and these are of tile construction; the roofs are often relieved by dormer windows in many properties. Bungalows and chalet bungalows are very much in evidence, admitting more skylines and not allowing the taller higher roofed buildings to dominate; it is important for the character of the neighbourhood that the rich architectural mix is maintained and that extension work does not degrade the contribution bungalows make to the area. Several of the larger dwellings exhibit architectural chimneys which are a feature of the properties.

Property boundaries are in the main defined to the road frontage by hedging interspersed with trees which is in sympathy with this very rural setting. There has been some grubbing out to give an open plan aspect and there are some low walls with hedgerow behind but generally the overall impression is one of appropriately green screening to soften the visual impact of the buildings behind. Properties fronting Bicknacre Road tend to be more open although some of these are also significantly screened by foliage. There are some newer properties on Plumptre Lane which although noticeably more recent than some of their neighbours contribute to the rich mix of styles and age profiles that come together to make up the nevertheless individual neighbourhood of Horne Row.

Fitzwalter Lane is a footpath with vehicular access to a small number of dwellings which are of 19th and early 20th Century origin. Detached and semi-detached brick built under tiled roofs, the houses are secluded one from another by trees and shrubbery. Generally set in good sized gardens several of the dwellings back onto open or common land. Access is from Woodhill Road into Fitzwalter Lane; this is a dangerous junction, or from Sporhams Lane at the south western end of Fitzwalter Lane. The lane is unlit which is appropriate to the rural setting.

DPF56: The rich architectural mix in the Horne Row area should be maintained, and extensions should not degrade the contribution bungalows make to the area.

DPF57: The unmade roads at Horne Row should be retained as an integral part of the overall character and landscape.

DPF58: Street lighting would not be appropriate in the rural Horne Row area.

10.5. Hopping Jacks Neighbourhood:

Comprising – The areas adjacent to Hopping Jacks Lane bounded by Little Baddow Road from Lingfield Close to Runsell Lane, Runsell Lane (NB: the north side of Runsell Lane between Little Baddow Road and Clark’s Farm Road is outwith the Parish), North Side of Maldon Road, Butts Lane, Little Fields and including the Belvedere development.

Runsell Lane is an old highway running from Runsell Green to the Little Baddow road. In part it is a narrow lane between fields and continues, still narrow, partly between hedgerows and trees, with houses largely hidden by the hedgerows, standing in large plots.

At its western end it becomes rather wider with only informal verges on either side and here properties are substantial, set in very large plots. Only where Simmonds Way joins it are there any footways. Nursery Lane and Simmonds Way run between Runsell Lane and Hopping Jacks Lane. With cul-de-sacs, Armstrong Close, Hopkirk Close, Fairleads and The Leeway, this post-war development has become established as a pleasant residential area with mature trees and well landscaped gardens. Although mainly two-storey houses there are some bungalows.

Mostly in small groups of similar style there is a wide range overall of house types, designs, finishes and size, some quite substantial but generally in modest sized plots.

Little Baddow Road is a busy traffic route north from Eves Corner, through Little Baddow to Hatfield Peverel. On its west side, below the junction with Runsell Lane, is an area of older houses in narrow, deep plots, served by narrow, unmade, private roads. These dwellings are outside the Defined Settlement area and separated from the main road by a stretch of fairly open woodland. Hay Green is a pleasant, well established cul-de-sac of bungalows, some small, some extended into quite large properties, standing in larger than average plots.

Hopping Jacks Lane, also an old road, has been widened to relatively modern standards, with footpaths (in need of repair) and some street lighting. Development along it, almost entirely residential, is of very mixed ages, sizes and styles, including some larger houses set in substantial, well wooded, plots.

There are several significant trees and lengths of hedgerows. In the area between Hopping Jacks Lane and the main Maldon Road there is quite intense estate development with full estate standard roads, footpaths and street lighting.

West Belvedere, Belvedere Road, Dockwra Lane, Runsell Close and Runsell View include a mix of detached, semi-detached, terraced houses, bungalows and homes for the elderly. Just to the east, off Maldon Road, is Littlefields, a cul-de-sac of modern houses of a common architectural style.

Maldon Road (north side), part of the A414, east from Butts Lane, is fully developed as far as Littlefields. Near Butts Lane is the British Legion Industrial Estate, an area of small industrial units with a single access to the main road. Other than the industrial area, a doctor's surgery and a church, development is mainly housing, many dwellings sit well back from the road in quite deep plots. A significant length of incongruous fencing hides a more preferable hedge. Although now in situ the presence of such fencing should not be allowed to set precedent for the further erosion of the hedgerows.

Most of the area described should find itself adequately protected by the control afforded by relevant local planning policies and supplemented by Borough Council Supplementary Planning Documents and this Framework Document.

The exception is the area at the western end of Runsell Lane and part of Little Baddow Road, where there has been intrusive development including splitting of existing plots and backland development.

DPF59: Boundaries defined by hedges are preferable to fencing in the Hopping Jacks area, and existing hedgerows should be retained.

10.6. Runsell Green and The Lanes Neighbourhood:

Comprising – Maldon Road (south side) from Danbury Mission to Runsell Green, the areas accessed via Mill Lane, Green Meadows, Gay Bowers Lane, The Avenue, Hyde Lane, Pedlars Path, Capons Lane, Danbury Vale, Hoynors, Cherry Garden Lane and Barley Mead.

This part of the village is characterised by its network of old roads and lanes. Much of Cherry Garden Lane, almost all of Hyde Lane, Gay Bower's Lane, Capons Lane and a short section of Mill Lane have changed relatively little over the years, despite some being fully developed along their frontages. The narrow carriageways, now fully paved, some of single vehicle width, have hedges, banks and trees almost up to their edges, with consequently little or no space for pedestrians, cyclists or horse riders. There is a general lack of any street lighting or other furniture or facilities. Inconvenient they may be by modern standards, but they contribute substantially to the charm of the local environment.

These old roads which formed the original framework of the village are an integral part of the character and landscape of Danbury and must be protected. Any attempts to bring them up to modern highway standards would harm this character. Their narrow widths are in themselves a strong traffic calming measure and are to be welcomed for that alone.

These old streets have been developed, piecemeal over the years, with older houses and more recent construction where land became available or their owners realised a need to build.

There is little indication of any particular design or pattern through this part of the village; it has largely been haphazard. Most of the growth within this sector has been post WW2 although some, for example The Avenue, date from the first part of the 20th century. Running from Maldon Road to Mill Lane, The Avenue has adequate carriageway and narrow footpaths with mature trees within them. Most of the gardens have either low brick walls or hedges along the front boundaries.

One old road, Pedlars Path, once linked Cherry Garden Lane, Mill Lane and Capons Lane; Landisdale, a cul-de-sac, runs parallel to it. Dwellings are bungalows and chalet bungalows of typical early 70's design built in light red or yellow brick and manufactured tiled roofs. Many gardens have either low brick walls or hedges at the footpath edge and there is standard street lighting. The lower part of Pedlars Path, widened to standards appropriate at that time, now has a variety of housing, including some blocks of terraced houses with no garage provision.

Jubilee Rise, which runs off Pedlars Path, is an early post war council housing scheme with rows of terraced houses at high density, with very little garden space in front and behind, typically of very plain brick and tile design. Fortunately there was enough space to allow for car parking bays, off street. Within the estate there is a block of 'back-to-back' or 'back-to-side' houses of what was then quite advanced design.

Most of the remaining development in this area is estate building by single developers or construction companies, with bylaw or other standard road widths, footways and street lighting. Hyde Green, off Hyde Lane, is a development of substantial houses, with one large bungalow, all standing in large to very large grounds.

The dwellings are well designed, of similar style but by no means uniform with brick and stucco finish and mainly low pitched tiled roofs. The carriageway has a footpath on one side and then wide grass verges to the boundaries of the houses, usually marked with a low post and chain fence. The large open expanses have mature trees and shrubs in front of the houses.

This is a very low density development and the character of the area, as in other parts of the village generally, would be harmed by inappropriate infilling or backland development.

In the same area are Dilston and The Hawthorns, both cul-de-sacs with large houses of good, quite modern, design in fairly substantial plots. The houses in Dilston in particular, are of a uniform design, dark red brick, with some tile hanging, dark roof tiles, standard white painted window frames and 'colonial' type porches. The Hawthorns also has houses of a comparable design, although not so striking as Dilston. Both have single footways with open, well landscaped, front gardens.

Barley Mead is a fairly typical 70's estate, mixed 3- and 4- bedroom detached houses, with garages, single or double, attached or detached, on a pleasant layout, curved roads. Houses are of brick or stucco finish with tiled roofs. Mainly the front gardens and small informal grass areas are well landscaped and open.

Off the main Maldon Road behind the Esso petrol filling station and 'Tesco Express' store is Baxters, a Housing Association development of 3-storey blocks of flats of yellow brick and tiled roof construction. It is the only multi-storey development in the village and any

additional future development above two storeys will normally be considered inappropriate to the overall character of Danbury.

The access carriageway has off-street parking bays. Adjoining, and behind commercial premises is Hoynors, a rather higher density development of mixed types of 3 and 4 bedroom houses which display quite a variety of external finishes, brick, stucco and wood cladding, in a pleasing, informal layout.

The major part of Mill Lane is of adequate width with narrow footpaths, but parts are only single vehicle width. It has developed with housing of many ages and styles, including two recently completed houses, and enjoys only occasional street lighting. It gives access to several residential cul-de-sacs.

Danbury Vale is a typical 70's estate of mixed detached and semi-detached houses, brick, some tile hung and some wood facing. Green Meadows is of a similar period but with single storey development; any development proposal that would change this prevailing architectural theme would be contrary to the established character and would be resisted. Both have standard road widths and street lighting. Millfields is rather earlier, with a mix of detached, semi-detached and terraced houses of red brick and concrete tiled roofs.

The south side of Maldon Road has had a significant amount of commercial and other non-residential development. Near the junction with Cherry Garden Lane is Poulton Portables with its display of timber garden buildings and other sheds. A modern two-storey building houses an off licence and an estate agent. The Esso petrol filling station has been redeveloped with a Tesco 'Express' Store, housed in a functional building, with a stark white painted wall abutting the highway edge, and a modern prominent canopy. Old workshops have been refurbished as an auto repair workshop. These are next to the Danbury Mission beyond which is Bay Green Meadow, an open hedge bound field.

DPF60: The network of old roads and lanes should be protected from further modernisation to retain the character of Runsell Green and The Lanes area.

DPF61: Any development in Danbury Vale and Green Meadows should particularly respect the established architectural character of these areas.

II. PROTECTED LANES

Within the Parish Boundary there are two Grade 2 protected lanes (Sporhams Lane and Riffhams Lane). These lanes and those adjoining them are winding, narrow and bounded up to their edges by hedgerow. They are wholly unsuitable for regular passage by heavy goods vehicles and even light vehicles may only pass safely when travelling at very modest speed.

Any activity, development or otherwise impacting on the quality, character, integrity and/or appearance of these lanes is to be resisted. There are several other lanes in the village which contribute to the historic origins and landscape of Danbury. They too are narrow and winding, without footways, have trees and hedgerow right up to the edge of the carriageway and are barely single track in parts. These lanes are an inherent part of what identifies a country village. They will require careful management to ensure their essential character and their contribution to the identity of the village is preserved for future generations to enjoy. The Parish Council will oppose developments which would lead to the regular use of these lanes by heavy goods vehicles.

DPF62: Liaison will be sought with Chelmsford Borough Council/Essex County Council to expand the network of protected lanes and to identify candidates for Quiet Lane Status.

DPF63: Suggested lanes to which consideration should be given are: Hyde Lane, Capons Lane, Gay Bowers Lane, Cherry Garden Lane, Runsell Lane, Hopping Jacks Lane and parts of Mill Lane.

DPF64: Planning applications which would be prejudicial to the integrity and wellbeing of protected lanes, or to similar village lanes which do not currently enjoy protected status, should be resisted.

12. COMMERCIAL AREAS AND RETAIL ACTIVITY

Commercial and retail activity is centred on and around the *de facto* centre, Eves Corner. However significant commercial activity including independent retail outlets also radiates East and West along Maldon Road and Main Road respectively. There is one designated employment policy area – The British Legion ‘Pit’ – and a commercial area on Well Lane. It is felt these areas adequately address the requirement for such accommodation within the village. The commercial and retail community within the village have said, via the Parish Plan consultation, they do not believe there is any requirement for any further designated commercial or retail parks.

The village is richly served by the service sector and benefits from a variety of commercial and retail undertakings ranging across banking to building contractors, supermarkets to ski shops, car repairs to child care and grocery stores to garden buildings to name only a few.

There are gravel workings at St Cleres (restoration due by 2016) and Royal Oak (restoration due by 2022). The Essex Minerals Local Plan (1996), and the Essex and Southend on Sea Waste Local Plan (2001), part of Essex County Council’s Local Development Framework, still apply to these sites. Both are identified as preferred sites for sand and gravel extraction, and for storage of inert waste.

Consultation has commenced on an updated Minerals Development Framework for future mineral supply (anticipated adoption 2013), and a new Waste Development Document, which identifies possible options for future waste management in Essex (anticipated adoption 2014).

The Parish Council will strongly resist any further development of sand and gravel extraction and landfill sites within and around the parish.

Danbury as a Communications Centre:

Unloved, unsightly, but necessary; however, Danbury residents think the village has done its share for the technological revolution and the communications companies should now look elsewhere for increased capacity.

Danbury enjoys a commanding topographical position in central Essex. From the public footpath by the water tower it is possible on a clear day to see from the tower blocks in Southend in the East, to the Kentish hills and Hanningfield reservoir in the South and the hills of Stock and Galleywood in the West. From Elm Green and looking west the tall control tower at Stansted Airport and the high land around Thaxted can easily be seen. With the extra elevation from the top of St. John’s church a panorama of at least twenty miles distance can be obtained. Because of its situation Danbury has been used from earliest times as a signalling centre. Testimony to this lies in the beacon close to the footpath at the back of Frettons; this was erected in 1988 as part of a network commemorating the lighting of similar beacons on the approach of the Spanish Armada four hundred years previously.

The modern day equivalents of the beacons are the two radio communication towers one of which is located at the water tower, the other in Bakers Lane. The towers support a multiplicity of radio antennae which in general are either of "rod" or circular "dish" format. The rod antennae are used singly or as part of an array mainly for transmissions to mobile users, and for omni-directional broadcasting. The dish antennae are used for point to point radio relay links and also to receive the signals from a switching centre for retransmission on the omni-directional antennae at that site.

Transmission from these towers is all of non-ionising nature. That is to say the effect is one of heating only. They do not cause fundamental changes to matter in the way that, say, exposure to ultra violet light from the sun does. However that is not to say that radio waves are safe. The heating effect is not immediately sensed and damage can be caused to the internal organs of the body by this subtle heating. For this reason limits are set up, by Government sponsored bodies, to the amount of radiation emitted by radio transmissions. There is much public concern in Danbury, as elsewhere, as to whether these limits take into account sufficiently the many factors that must be considered and the public debate continues. Additional to the local residents and their families there is a primary school and a pre-school situated around 200 metres from the Bakers Lane tower.

Whatever the outcome over the safety aspects the environmental impact of the towers receives a more general consensus. The Danbury skyline is acknowledged as being of regional significance but it is markedly harmed by the presence of the two towers which do nothing to enhance the view of the Danbury ridge as seen when coming off the A12 slip road.

There is a finite limit to the number of antennae that can be attached to a given tower, both from mutual interference between antennae, and the fundamental strength of the structure. This will result in pressures from system providers considering expansion to make the towers larger or higher, or to seek planning permission for new sites, which can only be to the ultimate detriment of the local environment of Danbury. The view of the village is that they do not want to see continued expansion of the existing sites and feel it is time that alternatives are sought outside the village.

Planning and governmental bodies have a very complex balance to make between the public demand for communication services at a reasonable cost, and the environmental and possible health risks of the systems used. The people of Danbury insist that the continuing debate is conducted in public, in an informed and reasoned climate and in a manner which takes full account of Danbury's environmental value to the region rather than simply taking the view that one of the highest points in Essex must be the only viable place to put a tower and/or antennae.

BT has supplied broadband internet connectivity to the village. Whilst this is a welcome advance it is unfortunate there is no competition from another supplier.

DPF65: Existing communications towers should only be equipped to their currently agreed maximum. Once fully equipped, only replacement with similar or less intrusive antennae will be acceptable; further extension of the height of either tower is not acceptable to the local community. Any additional tower capacity requested by the operating companies should be sought outside the Parish of Danbury.

DPF66: Any further development of the Water Tower and Bakers Lane communications towers and the associated sites, or intensification of the currently agreed equipped levels would reduce or impinge upon the historic skyline of the Danbury ridge, hitherto dominated by the church spire.

13. ENVIRONMENTAL IMPROVEMENT

Satellite dishes - Planning permission is required for the erection of 'domestic' satellite antennae/dishes when installed within the Conservation Area and may be required under certain circumstances when erected elsewhere. In the event of doubt check with Chelmsford Borough Council's Directorate of Sustainable Communities before proceeding with installation of a satellite dish.

Fly-tipping - Many footpaths throughout Danbury and small amenity spaces within estates are spoiled by the anti-social activities of a minority. Fly-tipping of garden refuse, litter, dog fouling and cycling on the rural footpaths all spoil the environment for the majority.

Cycling - Cycling is a healthy and environmentally friendly means of travelling about the village. However, cyclists are reminded that they should observe the rules of the road and there are places where they should not ride at all such as Dawson Memorial Field. Cycling on all of the defined rural footpaths and footways in the village is illegal.

Dogs – Mans best friend is often also his worst enemy, or more correctly, is made so by some anti-social and inconsiderate owners. Dog walkers must clean up after their animals and take home the deposits for disposal, or dispose of them in a bin designated for the purpose. Dog owners must also recognise that dogs are not allowed in certain parts of the village such as the children's playground and playing field areas of Dawson Memorial Field.

The Parish Council supports the need for control and enforcement, as appropriate, by signs indicating 'No Dog Fouling', 'No Dogs' and 'No Cycling' and by the introduction of bylaws as appropriate. The Parish Council will press the appropriate authorities for these improvements via its Parish Action Plan.

On Street Parking - Other than where permitted by signage parking of vehicles on or partly on the footway or adjacent grass verges is not acceptable; it is even more unacceptable when such areas are used as display sites for vehicles offered for sale. It harms the verges; it is unsafe for pedestrians, especially those with visual impairment or other disability or those with young children and push chairs. Additionally such parking, especially of vehicles offered for sale, also grossly degrades the visual appearance and amenity of the village, both by the presence of the vehicles themselves and the obstruction they cause to effective maintenance of the greensward.

Well Lane Commercial Area - In light of environmental and recycling initiatives by Chelmsford Borough Council, the use of bonfires by landscaping contractors to dispose of waste material is no longer acceptable due to the pollution and nuisance it causes and the visible scars left on the greensward. The advent of kerbside recycling schemes and brown bin collections has also made largely redundant the need for garden bonfires. Bonfires are smelly; the smoke is invasive of people's homes and under certain circumstances even toxic. Residents of the village are urged to restrict their bonfires to November 5th and to dispose of their burnable waste using more environmentally friendly means such as the brown bin collections.

DPF67: The Parish Council will liaise with Chelmsford Borough Council/Essex County Council as necessary on implementation of environmental improvements.

14. LIST OF GUIDELINES

DPF1: Development proposals within the Parish of Danbury will have to satisfy the requirements of the Core Strategy and Development Control Policies and Supplementary Planning Documents issued by Chelmsford Borough Council and any succeeding statement of planning policy existing at the time that a planning application is made.

The design of new development, whether in an application for planning permission or permitted development should pay due regard to the guidance in the Danbury Planning Framework and should respect the quality of the local natural and historic environment, character, landscape, street scene and spatial quality.

DPF2: The pressure for development on some large garden plots lying along the ridge should be resisted to avoid losing the rural, wooded character and proposals should only be considered with due regard to maintaining and enhancing the character of the established local environment and avoiding undue impact on nature conservation in this part of Danbury.

DPF3: Any works undertaken as permitted development in large gardens on the ridge should be sited and designed to be sensitive to the special wooded character of the area.

DPF4: Development should be resisted in large gardens with mature landscaping; because these properties are integral contributors to the special character of the settlement.

DPF5: If and when land suitable for housing development comes forward, the form and character of new development should be determined by site features and the surrounding existing character; development proposals should not be determined by density targets that could result in incongruous built form.

DPF6: Proposals for development on the edges of Chelmsford and Great Baddow would threaten the physical separation of Danbury which is key to its defined village character.

DPF7: Development proposals should demonstrate how they pay special regard to the environment and character of the site, the surroundings and the immediate local neighbourhood:

DPF8: The position, scale and proximity to existing buildings of proposed buildings in localities where residential gardens form an integral part of the village character should respect the special landscape characteristics and spatial quality of the area.

DPF9: The splitting of residential gardens for new building should be avoided because it can reduce the sense of spaciousness and can lead to an unsuitable suburban character.

DPF10: Backland development and infilling should be avoided where this would destroy the essential character and landscape of an area and the open contribution which gardens make to the local environment.

DPF11: Development should be avoided where new buildings do not have a road frontage, rely on long narrow drives or create an unsatisfactory relationship to an existing building,

DPF12: Development in an open plan area should respect the overall design ethos of the established open plan street scene.

DPF13: Enclosures of walls or fences should not be introduced into an area of open plan development.

DPF14: Housing development should be respectful of the plot size in relation to the immediate local environment irrespective of any intensity ratio that otherwise might be given consideration. Excessive increase in plot density will appear incongruous and out of character with the prevailing character and landscape.

DPF15: Development whether it be an extension or replacement building should respect the prevailing spacing of properties in the general street scene, to avoid untoward reduction of spacing and consequent degradation of the established character and street scene in order to maximise plot ratio.

DPF16: The Parish Council will work with Essex County Council to ensure important village assets are appropriately managed and maintained.

DPF17: Low shrubs and other planting are encouraged as means of delineating boundaries. Timber fence panels are discouraged as they detract from the rural, open character of streets and garden.

DPF18: Any inappropriate development which could be prejudicial to the integrity of the footpaths and/or the adjoining hedgerows should be avoided.

DPF19: Tree Preservation Orders (TPO's) are much in evidence within the Parish and extension of TPO's to protect and enhance the existing arboriculture will be encouraged.

DPF20: Future development should ensure that existing rooflines are retained in order to maintain the character and original design integrity of an area in the admittance of skyline.

DPF21: Any development should be sympathetic to its surroundings in physical and design terms: in estates of a single design concept, for example Beaumont Park, regard must be had to that existing and prevailing design concept in architectural statement and materials used.

DPF22: Materials and finishes used (in both commercial and residential developments) should reflect the character of the area in which they are located and blend with the overall presentation and setting of the building concerned; natural materials are preferred.

DPF23: Window frames should match the original frame material and the window frame pattern. Timber or aluminium tends to look better than UPVC window frames, which often look too heavy.

DPF24: Windows comprised of smaller panes are preferred to featureless sheets of glass.

DPF25: New or replacement windows should reflect the existing so that building symmetry is reinforced.

DPF26: Pitched roofs with tiles of natural appearance are always preferable to flat roofs or pitched roofs with concrete tiles.

DPF27: Any alteration to the visible roof to include a dormer window should ensure the dormer is well balanced with respect to the host building and pays careful regard to the existing street scene such that harmony is maintained with neighbouring buildings.

DPF28: In respect of extensions, including garages, porches and lean-tos, sloping tiled roofs are always preferred to flat roofs.

DPF29: Timber for external cladding, weather boards and box eaves is preferred to UPVC sheet.

DPF30: Boundaries delineated by natural indigenous hedging are more acceptable and complementary to the village character than bland fencing, featureless aesthetically unattractive walls or large ornate iron gates and railings.

DPF31: Wooden gates are preferable to ornate iron in a Danbury setting.

DPF32: The remaining undeveloped part of Bay Green Meadow should be retained as a meadow and free of development in the future to protect the valuable open landscape character.

DPF33: If the BT Telephone Exchange is developed for housing, it should respect the character, landscape and street scene of Hopping Jacks Lane.

DPF34: Traffic should be deterred from using minor roads as an alternative to the A414 to ensure road safety in the village.

DPF35: On busy roads in the village kerb heights should be raised and footways improved by the County Highways Authority to ensure pedestrian safety.

DPF36: Solutions should be sought to preserve common land and verges from erosion throughout the parish.

DPF37: Provision of additional street lighting will only be acceptable in the following circumstances:

- residents immediately affected by the provision have been consulted;
- whenever street lighting is proposed on the basis of improving public safety the alleged safety risks shall be clearly demonstrable.

DPF38: In order to maintain the integrity of Danbury as a country village street lighting in the rural lanes and outlying areas of the village will be resisted because it will damage a valuable feature of neighbourhood character.

DPF39: In public street lighting, white light is always preferable to yellow sodium lighting which is also not considered acceptable in the residential environment.

DPF40: Proposals for new or replacement external lighting, whether or not in connection with a planning application, should use white light in preference to yellow which is not considered suitable for residential external lighting in Danbury.

DPF41: External security lighting or general floodlighting, whether commercial or residential, should be PIR controlled and not left permanently on, to reduce existing light pollution in the village and to avoid nuisance.

DPF42: Lighting on property within the Defined Settlement boundary, particularly within the Conservation Area, should be carefully designed and positioned to avoid intrusion and nuisance to neighbouring properties and to ensure it does not add to levels of light pollution.

DPF43: Within the constraints of legal standards and safety specifications all street furniture installed in Danbury should be designed to be as inconspicuous as possible and constructed to be sympathetic to the area in which it is sited.

DPF44: Paint colour for street furniture should be agreed between the highway authority or utility company and the Parish Council.

DPF45: Bus shelters should be constructed in timber to complement the rural setting of the village.

DPF46: Existing overhead utility services should be buried whenever the opportunity arises and all new installations should be buried.

DPF47: The Parish Council will continue to lobby the responsible authorities for improvements to pavements in the village.

DPF48: Materials and finishes used in the Main Road West and Central neighbourhoods (whether commercial or residential) should reflect their character and blend with the overall presentation and setting of the building concerned.

DPF49: Extensions and developments including flat roofs will normally be resisted in The Park neighbourhood

DPF50: At Beaumont Park, applications for additional enclosure should not compromise the original design concept or the established appearance of the development.

DPF51: Any development at Beaumont Park should respect the original planning concept, maintain the separation of properties and be wholly sympathetic to the existing Neo-Georgian design ethos and unique identity.

DPF52: All proposed development at Danbury Outdoors should be discussed with the Parish Council whether planning permission is needed or not.

DPF53: Businesses/the site owner at the Well Lane commercial area are encouraged to improve the site access to prevent further damage to the greensward.

DPF54: Any change of use at the Well Lane commercial area should have particular consideration to impact on residential neighbours, noise, and parking requirements.

DPF55: Any development or alterations to the Cricketers Arms Public House should remain sympathetic to the historic character and setting of the public house and should not impact adversely on local residents.

DPF56: The rich architectural mix in the Horne Row area should be maintained, and extensions should not degrade the contribution bungalows make to the area.

DPF57: The unmade roads at Horne Row should be retained as an integral part of the overall character and landscape.

DPF58: Street lighting would not be appropriate in the rural Horne Row area.

DPF59: Boundaries defined by hedges are preferable to fencing in the Hopping Jacks area, and existing hedgerows should be retained.

DPF60: The network of old roads and lanes should be protected from further modernisation to retain the character of Runsell Green and The Lanes area.

DPF61: Any development in Danbury Vale and Green Meadows should particularly respect the established architectural character of these areas.

DPF62: Danbury Parish Council will liaise with Chelmsford Borough Council/Essex County Council to expand the network of protected lanes and to identify candidates for Quiet Lane Status.

DPF63: Suggested lanes to which consideration should be given are: Hyde Lane, Capons Lane, Gay Bowers Lane, Cherry Garden Lane, Runsell Lane, Hopping Jacks Lane and parts of Mill Lane.

DPF64: Planning applications which would be prejudicial to the integrity and wellbeing of protected lanes, or to similar village lanes which do not currently enjoy protected status, should be resisted.

DPF65: Existing communications towers should only be equipped to their currently agreed maximum. Once fully equipped, only replacement with similar or less intrusive antennae will be acceptable; further extension of the height of either tower is not acceptable to the local community. Any additional tower capacity requested by the operating companies should be sought outside the Parish of Danbury.

DPF66: Any further development of the Water Tower and Bakers Lane communications towers and the associated sites, or intensification of the currently agreed equipped levels would reduce or impinge upon the historic skyline of the Danbury ridge, hitherto dominated by the church spire.

DPF67: The Parish Council will liaise with Chelmsford Borough Council/Essex County Council as necessary on implementation of environmental improvements.

15. DANBURY PARISH COUNCIL POLICIES, RELEVANT TO THE DANBURY PLANNING FRAMEWORK

- Danbury Parish Council policy wishes to see the Defined Settlement Area retained as shown in Map 1 of this Danbury Planning Framework.
- The Parish Council will seek full consultation with Chelmsford Borough Council on any proposals to change the boundaries of the defined settlement on the basis of the Parish Council policies described above.
- The Parish Council believes that Danbury must retain its recognisable independent identity from the surrounding urbanisation. Hence, Parish Council policy is to oppose any development along the A414 approaches to Danbury that will have the ultimate effect of extending the built environment at the eastern and western ends of the village. Because of the proximity there is especial concern relating to any development between Danbury and Great Baddow/Chelmsford.
- Danbury Parish Council policy will be to liaise with Essex County Council, Chelmsford Borough Council and lobby elected representatives to ensure that all roads within the village are effectively managed and maintained. They will also support the provision of the Hatfield Peverel – Maldon link to the A12 and downgrading of the existing A414 to divert traffic away from the village roads.
- The Parish Council will seek consultation with the responsible agencies on the acceptability of street furniture provision within the village setting.
- It is Danbury Parish Council policy to not normally support untoward reduction of spacing and consequent degradation of the established character and street scene in order to maximise plot ratio.
- It is Danbury Parish Council policy to not normally support backland development and infilling where this would destroy the essential character and landscape of an area and the open contribution which gardens make to the local environment.
- Danbury Parish Council will seek, in conjunction with the appropriate responsible authorities, to monitor abuses of and establish some kind of protection for the rural footpaths
- Parish Council will consult with Chelmsford Borough Council regarding Tree Protection Orders throughout the village.
- Danbury Parish Council will not normally consider it appropriate to delineate areas, within the Danbury Defined Settlement area, of different form or character, for increased density of development.
- It is Danbury Parish Council policy to not normally support any further development of the Water Tower and Bakers Lane communications towers and the associated sites, or intensification of the currently agreed equipped levels which would reduce or impinge upon the historic skyline of the Danbury ridge, hitherto dominated by the church spire.
- The Parish Council, in consultation with the Borough Council, will take action to eradicate pavement and verge parking whenever and wherever it occurs.

16. CHELMSFORD BOROUGH COUNCIL POLICIES, RELEVANT TO THE DANBURY PLANNING FRAMEWORK

The Local Development Framework (LDF) sets out the development plan for the Chelmsford borough which includes Danbury. The Core Strategy and Development Control Policies (adopted February 2008) sets out the strategy to manage strategic development and growth and the planning policies for determining planning applications.

Policies relevant to Danbury include among others:

- CP9 – protecting areas of natural and built heritage and archaeological importance
- CP12 – protecting and enhancing recreational provision
- CP14 – promotion and support of environmental quality and landscape character
- CP21 – ensuring buildings are well designed, fit for purpose and adaptable for long-term use
- DC1 – controlling development in the Metropolitan Green Belt
- DC7 – minimum and maximum standards for vehicle parking at developments
- DC11 – appropriate size and scale of replacement dwellings in the countryside
- DC12 – control over infilling small plots in the countryside
- DC14 – protected trees and hedges
- DC15 – protected lanes
- DC17 – conservation areas where development must preserve or enhance the character
- DC18 – listed buildings and preservation and enhancement of their special character
- DC24 – energy efficient design and use of materials
- DC31 – the provision of affordable housing
- DC32 – rural housing need
- DC37 – protecting existing local community services and facilities
- DC45 – achieving high quality development
- DC47 – extensions to dwellings
- DC53 – employment uses within rural areas
- DC57 – re-use of rural buildings
- DC58 – telecommunications equipment and installations

Some of these themes are amplified in the following Supplementary Planning Documents which should also be used to guide any proposal for change or development:

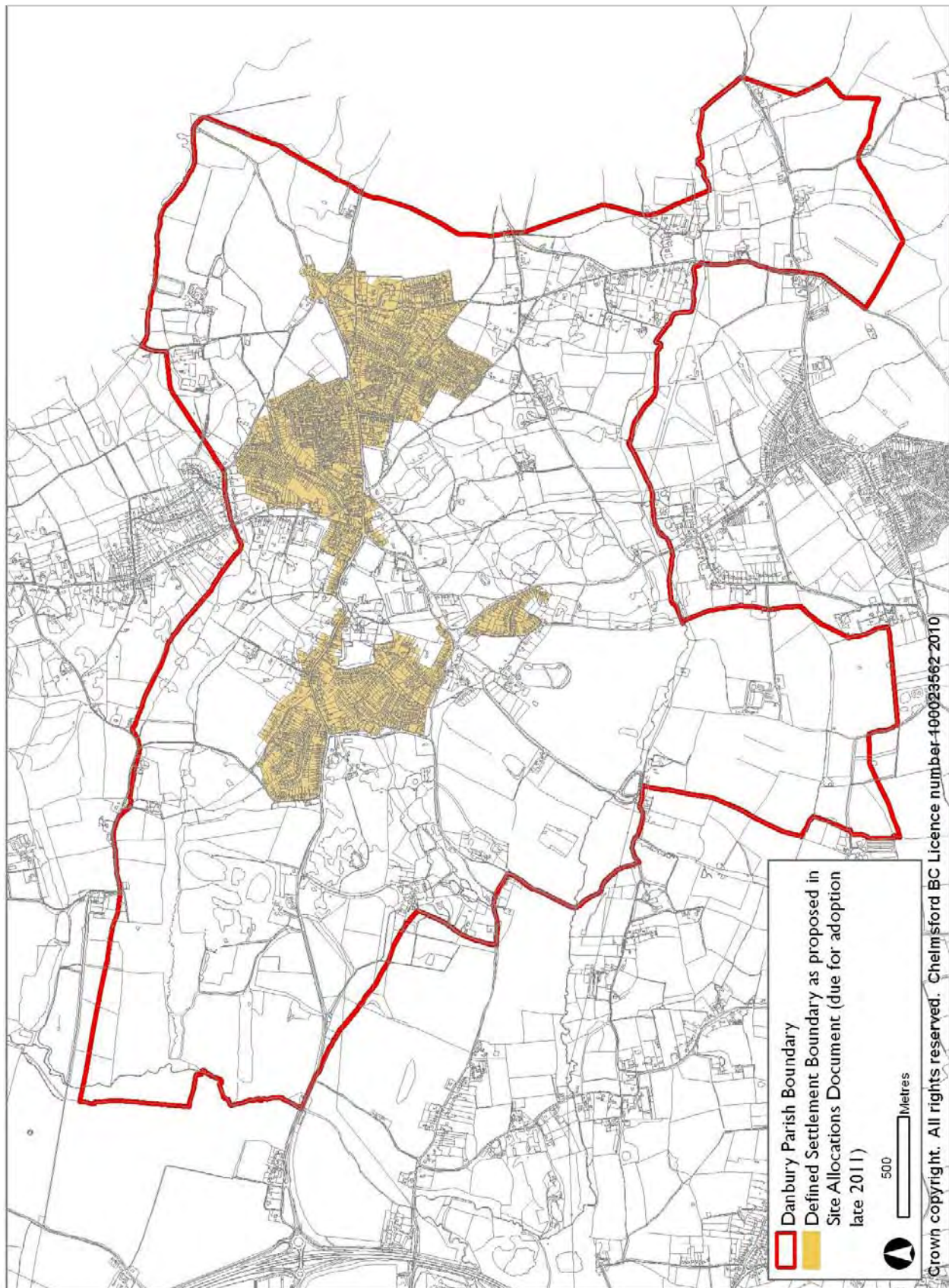
Making Places SPD – design guidance for development of sites within urban areas and defined settlements, to raise the standard of design in residential and mixed-use development.

Sustainable Development SPD – guidance on how new development can include sustainable construction techniques, including how it can be energy efficient, minimise the production of waste and overall reduce the negative impacts of development.

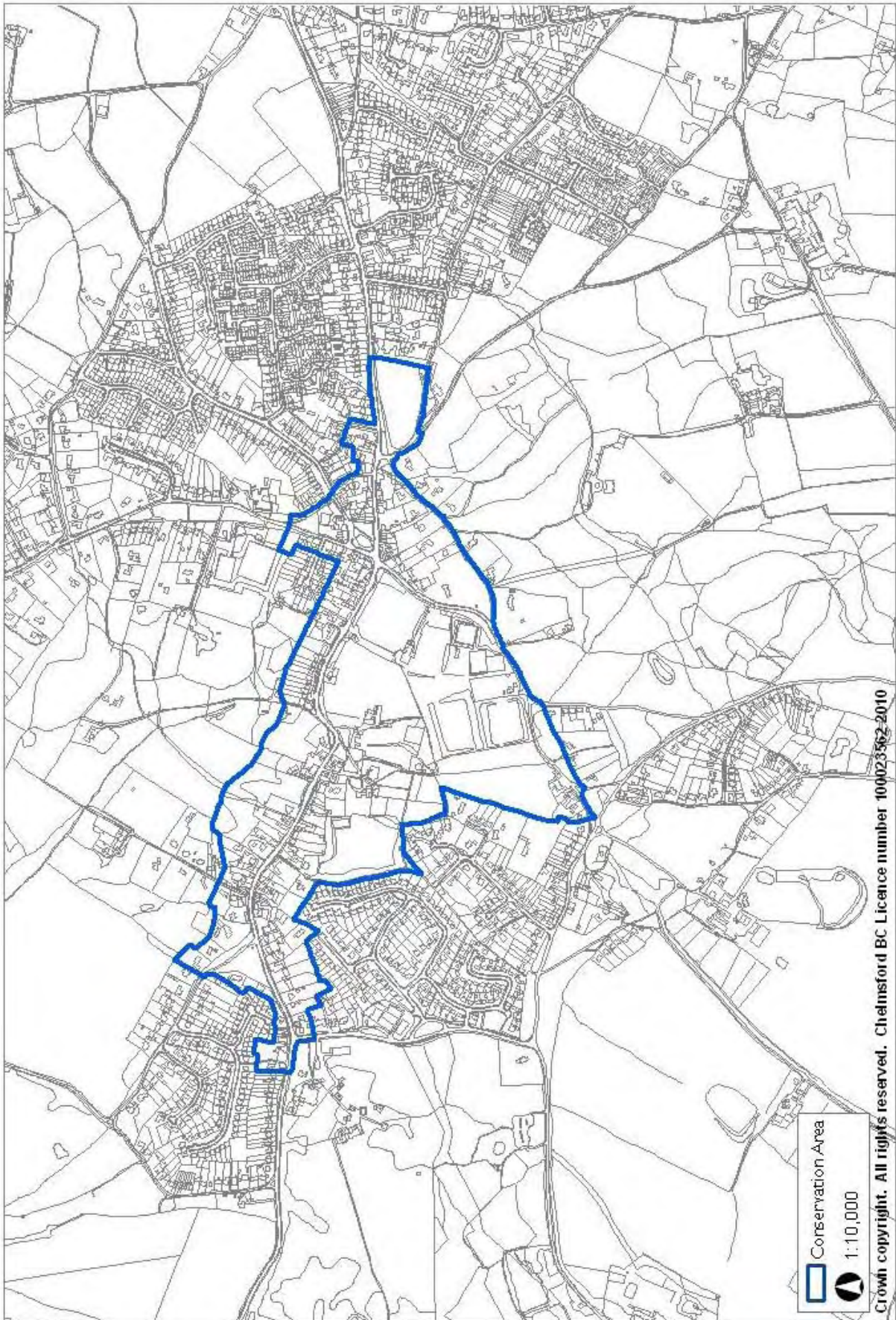
Affordable Housing SPD – guidance on the implementation of CBC policy for the provision of affordable housing, including aspects of layout and design.

Planning Contributions SPD – CBC's approach to securing infrastructure such as flood protection, new roads, public transport, school provision and health and community facilities from new development in Chelmsford Borough.

Map I – Parish Boundary and Defined Settlement Boundary



Map 2 – Conservation Area



Map 3 - Neighbourhoods

